



## UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

### AIRAC 04/2017 – EFFECTIVE DATE: 30 MARCH 2017

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

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

#### 1 AIRAC Changes incorporated in this Amendment are:

##### ENR:

6-2-1-6 **Solent CTA, Bournemouth CTR & Southampton CTR** - Lee-On-Solent and Fleetlands ATZs.

##### AD:

**Guernsey DINARD/ORVAL SIDs** – KOKOS 2E/2W terminate at ORVAL and re-designated ORVAL 1E/1W.

**Guernsey STARs via GUR (south and east)** – Guernsey 2J removed - Guernsey 1X added.

**Jersey CAB 2A, 2B, DIN 3A, 2B, ORVAL 1A, 1B SIDs** – Routes KOKOS 3A/2B to ORVAL and re-designated ORVAL 1A/1B.

**Jersey STARs** – Jersey (JW) 1Z added - Jersey 2T removed - Jersey 1V re-designated Jersey 2V - Jersey 1Y added - Jersey 2S removed.

**London Gatwick SIDs** – BIG 1Z replaced with BIG 2Z – CLN 1Z replaced with CLN 2Z – ODVIK 1Z replaced with ODVIK 2Z - KKE02 replaced with KKE04.

**Newcastle Aerodrome and Aircraft Parking/Docking Charts** – Hotspots revised.

#### 2 'Non-AIRAC' changes incorporated affect the following:

##### GEN:

3.2 **Aeronautical Charts** – Northern England & Northern Ireland edition and date amended – Belfast City, Birmingham and Doncaster Sheffield Type A chart date amended – Birmingham, Doncaster Sheffield Precision Approach Terrain Charts date amended.

3.5 **Meteorological Services** – Lands End added to table of MET Observations at Aerodromes - Other various changes

##### ENR:

1.6 **ATS Surveillance Services and Procedures** – Removal of Quadrantal Rule reference.

2.2 **Other Regulated Airspace** – Amendment to demarcation line between the Lee-On-Solent and Fleetlands ATZs..

4.1 **Radio Navigation Aids - En-Route** – Update to the declination setting of Strumble (STU) VOR, Update to the declination setting of Saint Abbs (SAB) VOR.

4.5 **Aeronautical Ground Lights –En-Route** – Identification Beacon coordinates added for Gloucestershire, Northampton/Sywell and Wolverhampton/Halfpenny Green

5.5 **Aerial Sporting and Recreational Activities** - Inclusion of a new Ultra light flights site in table. Cae Mawr Tyddyn Hen, Caernarfon - Hullavington Glider Site removed – Topcliffe entry amended; delete '127.750 MHz (RAF Leeming)' and amend '125.000 MHz (VGS)' to '125.000 MHz (RAF Topcliffe Approach)'.

5.6 **Bird Migration Areas** – Bird Sanctuaries Table amended - Add new entry 'Lakenheath Fen' beneath Blakeney Point in Table.

6.2 **En-Route Charts** – Editorial

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**ENR cont:**

6-2-1-10 **Bristol/Cardiff/Cotswold/Servern Control Zones and Control Areas** - Hullavington Glider Site removed - Obstacles.

6-5-1-1 **Chart of United Kingdom Airspace and Hazardous Areas** – Lakenheath Fen Bird sanctuary added.

**AD:**

**Aberdeen/Dyce** – MET office renamed to MET OFFICE ABERDEEN

**Alderney** – Flight Procedures

**Ascot** - Editorial.

**Benbecula** - MET office renamed to MET OFFICE ABERDEEN

**Birmingham** – Fuelling

**Birmingham Standard Instrument Departure Coding Tables** – republished to correct pagination in paper AIP

**Birmingham STARs via OLIVE 2C, 2D, 2F (North)** – OLIVE 2C and 2F text.

**Blackpool** – Obstacles, Met Office changed to Aberdeen.

**Bournemouth B-RNAV STARs v SAM 1E, 1G** – Correction SAM 1G - Waypoint MOVEN removed.

**Bristol Control Zone and Control Area Chart** – Hullavington Glider Site removed.

**Bristol ATC Surveillance Minimum Altitude Chart** – Hullavington Glider Site removed - Obstacles.

**Caernarfon** – Runway lighting added, Secondary power supply added, SAR frequency added. Local Traffic Regulations

**Caernarfon Aerodrome Chart** – RWY 07/25 headings, RWY 25 APAPI added - Anemometer added - Lighting.

**Cambeltown** – MET office name change, Local Traffic Regulations - Warning.

**Carlisle** – Met Office changed to Aberdeen.

**Cheltenham** – Editorial.

**Dundee** - Met Office name changed.

**Doncaster Sheffield** – Handling Agent frequency - Met Office changed to Aberdeen.

**Durham Tees Valley** – Met Office name changed.

**East Midlands** – Addition of Donington Aviation as the handling agent – Local Traffic Regulations CAT II/III Operations

**East Midlands Instrument Approach Charts** – Obstacles – MAG Tracks – Pages renumbered.

**Edinburgh** – Met Office name changed - VRPs amended.

**Enniskillen/St Angelo** – RFF.

**Glasgow** - Met Office name changed.

**Glasgow Control Zone and Control Area Chart - Entry/Exit Lanes and VRPs** – Scottish TMA sectors 6 and 7 - Obstacles.

**Gloucestershire** – Contact numbers - Handling remarks - Apron/taxiway remarks - IBN co-ordinates - Local Traffic Regulations - Flight Procedures.

**Goodwood Racecourse** – Editorial.

**Guernsey** – AD 2.19 remarks deleted.

**Guernsey Instrument Approach ILS/DME/VOR RWY 27 Chart** – Notes.

**Humberside** – Met Office name changed.

**Inverness** - Met Office name changed.

**Islay** - Met Office name changed.

**Jersey** – Flight Procedures – Sark Restricted Area.

**Kirkwall**– Met Office name changed. - Editorial.

**Lands End** – MET information revised.

**Leeds Bradford** – Admin name and address amended - Seasonal remarks - Taxiway details - Stand Guidance PAPI remarks - Local Traffic Regulations - Noise Abatement Procedures.

**Leeds Bradford Aerodrome ad Aircraft Parking/Docking Charts** – Holds re-designated as intermediate.

**Leeds Bradford Instrument Approach Charts** – Warning box notes.

**Lee-on-Solent** – ATZ amended.

**Liverpool** – Airport Regulations.

**London Gatwick** – Local Traffic Regulations - Use of Runways.

**London Gatwick Aircraft Ground Movement/Parking/Docking Chart** – Additional lead-off line added to Stand 43 from TWY K.

**London Heathrow Instrument Approach Chart RNAV (GNSS) Z RWY 27L** – Correction to distance NEKSA-L27LF on plan view.

**London Luton** – Noise Abatement Procedures

**London Luton Aerodrome and Aircraft Parking/Docking Charts** – Taxiway A amended – Stand co-ordinates amended.

**London Luton Instrument Approach Charts** – Obstacles – MAG tracks.

**London Stansted** – Helicopter Operations.

**Netherthorpe** – ARP - Obstacles – RWY true bearings - Threshold co-ordinates/elevations – RWY Declared Distances – ATZ revised - ATS hours - Warnings.

**Netherthorpe Aerodrome Chart** – ARP - Aerodrome elevation - Threshold elevation/co-ordinates amended – Obstacles – Runway headings.

**Newcastle** – Met Office name changed, Handling.

**Northampton/Sywell** – IBN co-ordinates.

**Oban** - Met Office name changed.

**Prestwick** - Met Office name changed.

**Redhill** – Taxiway remarks.

**Scatsta** - Met Office name changed – MET details revised.

**Shoreham** – Airport Regulations -Noise Abatement Procedures.

**Stornoway** - Met Office name changed.

**Southampton Control Zone and Control Area Chart** – Lee-on-Solent and Fleetlands ATZs.

**Southampton B-RNAV STARs SAM 1E, 1G** – Correction SAM 1G – Waypoint MOVEN removed.

**Sumburgh** - Met Office name changed.

**Tiree** – Wind Direction Indicators amended - Met Office name changed.

**Warton** – Met Office name changed.

**Wellesbourne/Mountford** – Hours - Fuel – Secondary power supply - Met Office name changed.

**Wolverhampton/Halfpenny Green** – Obstacles – IBN location.

**Wolverhampton/Halfpenny Green Aerodrome Chart** – Obstacles – ABN co-ordinates.

**Yeovil/Westland** – Runway remarks – Local Traffic Regulations.

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3

NOTAM incorporated in this amendment will be cancelled by NOTAMC:

A,4466/16, A0014/17.

B0074/17, B0075/17.

C6391/16, C6401/16, 6430/16, C0017/17.

L7564/17, L0348/17, L0371/17, L0372/17.

4

A bar is inserted on reprint pages to indicate changes that have been incorporated. An arrow is inserted on reprint pages to indicate a change or deletion in a line of text.

Date of Publication: **16 February 2017**



## CHECKLIST OF PAGES TO BE INSERTED AND DELETED

| Remove  |             | Insert  |             |
|---------|-------------|---------|-------------|
| Page No | Date        | Page No | Date        |
| GEN     |             |         |             |
| 0.2-1   | 18 Sep 2014 | 0.2-1   | 18 Sep 2014 |
| 0.2-2   | 2 Mar 2017  | 0.2-2   | 30 Mar 2017 |
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| 0.4-2   | 2 Mar 2017  | 0.4-2   | 30 Mar 2017 |
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| 0.4-4   | 2 Mar 2017  | 0.4-4   | 30 Mar 2017 |
| 0.4-5   | 2 Mar 2017  | 0.4-5   | 30 Mar 2017 |
| 0.4-6   | 2 Mar 2017  | 0.4-6   | 30 Mar 2017 |
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| 0.4-11  | 2 Mar 2017  | 0.4-11  | 30 Mar 2017 |
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| 3.2-6   | 13 Nov 2014 | 3.2-6   | 13 Nov 2014 |
| 3.5-5   | 15 Sep 2016 | 3.5-5   | 30 Mar 2017 |
| 3.5-6   | 21 Jul 2016 | 3.5-6   | 30 Mar 2017 |
| 3.5-7   | 2 Feb 2017  | 3.5-7   | 30 Mar 2017 |
| 3.5-8   | 2 Feb 2017  | 3.5-8   | 30 Mar 2017 |
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| 3.5-33  | 23 Jul 2015 | 3.5-33  | 23 Jul 2015 |
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| 3.5-35  | 23 Jul 2015 | 3.5-35  | 30 Mar 2017 |
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| 3.5-37  | 23 Jul 2015 | 3.5-37  | 30 Mar 2017 |

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| 1.6-32  | 23 Jul 2015 | 1.6-32  | 30 Mar 2017 |

| Remove   |             | Insert   |             |
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| 2.2-4    | 2 Mar 2017  | 2.2-4    | 2 Mar 2017  |
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| 4.1-4    | 13 Oct 2016 | 4.1-4    | 30 Mar 2017 |
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| 6-2      | 31 Mar 2016 | 6-2      | 30 Mar 2017 |
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| 6-5-1-1  | 2 Feb 2017  | 6-5-1-1  | 30 Mar 2017 |

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## CHECKLIST OF PAGES TO BE INSERTED AND DELETED (continued)

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| Remove     |             | Insert     |             |
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| Page No    | Date        | Page No    | Date        |
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| 2.EGPH-4   | 31 Mar 2016 | 2.EGPH-4   | 30 Mar 2017 |
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| 2.EGPA-3   | 16 Oct 2014 | 2.EGPA-3   | 16 Oct 2014 |
| 2.EGPA-4   | 8 Jan 2015  | 2.EGPA-4   | 30 Mar 2017 |

## CHECKLIST OF PAGES TO BE INSERTED AND DELETED (continued)

| Remove      |             | Insert      |             |
|-------------|-------------|-------------|-------------|
| Page No     | Date        | Page No     | Date        |
| AD          |             |             |             |
| 2.EGPA-5    | 2 Mar 2017  | 2.EGPA-5    | 30 Mar 2017 |
| 2.EGPA-6    | 2 Feb 2017  | 2.EGPA-6    | 2 Feb 2017  |
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| 2-EGNM-8-2  | 2 Mar 2017  | 2-EGNM-8-2  | 30 Mar 2017 |
| 2-EGNM-8-3  | 2 Mar 2017  | 2-EGNM-8-3  | 30 Mar 2017 |
| 2-EGNM-8-4  | 2 Mar 2017  | 2-EGNM-8-4  | 30 Mar 2017 |
| 2-EGNM-8-7  | 2 Mar 2017  | 2-EGNM-8-7  | 30 Mar 2017 |
| 2-EGNM-8-8  | 2 Mar 2017  | 2-EGNM-8-8  | 30 Mar 2017 |
| 2.EGHF-5    | 2 Mar 2017  | 2.EGHF-5    | 30 Mar 2017 |
| 2.EGHF-6    | 2 Mar 2017  | 2.EGHF-6    | 2 Mar 2017  |
| 2.EGGP-9    | 2 Mar 2017  | 2.EGGP-9    | 30 Mar 2017 |
| 2.EGGP-10   | 2 Mar 2017  | 2.EGGP-10   | 2 Mar 2017  |
| 2.EGKK-15   | 8 Dec 2016  | 2.EGKK-15   | 8 Dec 2016  |
| 2.EGKK-16   | 8 Dec 2016  | 2.EGKK-16   | 30 Mar 2017 |
| 2.EGKK-25   | 8 Dec 2016  | 2.EGKK-25   | 8 Dec 2016  |
| 2.EGKK-26   | 8 Dec 2016  | 2.EGKK-26   | 30 Mar 2017 |
| 2.EGKK-27   | 8 Dec 2016  | 2.EGKK-27   | 30 Mar 2017 |
| 2.EGKK-28   | 8 Dec 2016  | 2.EGKK-28   | 8 Dec 2016  |
| 2-EGKK-2-2  | 8 Dec 2016  | 2-EGKK-2-2  | 30 Mar 2017 |
| 2-EGKK-6-5  | 8 Dec 2016  | 2-EGKK-6-5  | 30 Mar 2017 |
| 2-EGKK-6-8  | 5 Jan 2017  | 2-EGKK-6-8  | 30 Mar 2017 |
| 2-EGKK-6-22 | 8 Dec 2016  | 2-EGKK-6-22 | 30 Mar 2017 |
| 2-EGKK-6-27 | 8 Dec 2016  | 2-EGKK-6-27 | 30 Mar 2017 |
| 2-EGKK-6-28 | 15 Sep 2016 | 2-EGKK-6-28 | 30 Mar 2017 |
| 2-EGKK-6-34 | 8 Dec 2016  | 2-EGKK-6-34 | 30 Mar 2017 |
| 2-EGLL-8-12 | 20 Aug 2015 | 2-EGLL-8-12 | 30 Mar 2017 |
| 2.EGGW-11   | 15 Sep 2016 | 2.EGGW-11   | 15 Sep 2016 |
| 2.EGGW-12   | 4 Feb 2016  | 2.EGGW-12   | 30 Mar 2017 |

| Remove     |             | Insert     |             |
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| Page No    | Date        | Page No    | Date        |
| AD         |             |            |             |
| 2-EGGW-2-1 | 26 May 2016 | 2-EGGW-2-1 | 30 Mar 2017 |
| 2-EGGW-2-2 | 2 Feb 2017  | 2-EGGW-2-2 | 30 Mar 2017 |
| 2-EGGW-8-1 | 17 Dec 2009 | 2-EGGW-8-1 | 30 Mar 2017 |
| 2-EGGW-8-2 | 17 Dec 2009 | 2-EGGW-8-2 | 30 Mar 2017 |
| 2-EGGW-8-3 | 17 Dec 2009 | 2-EGGW-8-3 | 30 Mar 2017 |
| 2-EGGW-8-4 | 17 Dec 2009 | 2-EGGW-8-4 | 30 Mar 2017 |
| 2-EGGW-8-5 | 17 Dec 2009 | 2-EGGW-8-5 | 30 Mar 2017 |
| 2-EGGW-8-6 | 17 Dec 2009 | 2-EGGW-8-6 | 30 Mar 2017 |
| 2-EGGW-8-7 | 17 Dec 2009 | 2-EGGW-8-7 | 30 Mar 2017 |
| 2.EGSS-5   | 13 Oct 2016 | 2.EGSS-5   | 13 Oct 2016 |
| 2.EGSS-6   | 13 Oct 2016 | 2.EGSS-6   | 30 Mar 2017 |
| 2.EGSS-13  | 13 Oct 2016 | 2.EGSS-13  | 30 Mar 2017 |
| 2.EGSS-14  | 13 Oct 2016 | 2.EGSS-14  | 30 Mar 2017 |
| 2.EGSS-15  | 13 Oct 2016 | 2.EGSS-15  | 30 Mar 2017 |
| 2.EGSS-16  | 13 Oct 2016 | 2.EGSS-16  | 30 Mar 2017 |
| 2.EGSS-17  | 13 Oct 2016 | 2.EGSS-17  | 30 Mar 2017 |
| 2.EGSS-18  | 13 Oct 2016 | 2.EGSS-18  | 30 Mar 2017 |
| 2.EGSS-19  | 13 Oct 2016 | 2.EGSS-19  | 30 Mar 2017 |
| 2.EGSS-20  | 2 Mar 2017  | 2.EGSS-20  | 30 Mar 2017 |
| 2.EGSS-21  | 13 Oct 2016 | 2.EGSS-21  | 30 Mar 2017 |
| 2.EGSS-22  | 13 Oct 2016 | 2.EGSS-22  | 30 Mar 2017 |
| 2.EGSS-23  | 13 Oct 2016 | 2.EGSS-23  | 30 Mar 2017 |
| 2.EGNF-1   | 26 May 2016 | 2.EGNF-1   | 30 Mar 2017 |
| 2.EGNF-2   | 26 May 2016 | 2.EGNF-2   | 30 Mar 2017 |
| 2.EGNF-3   | 21 Jul 2016 | 2.EGNF-3   | 30 Mar 2017 |
| 2.EGNF-4   | 26 May 2016 | 2.EGNF-4   | 30 Mar 2017 |
| 2.EGNF-5   | 2 Feb 2017  | 2.EGNF-5   | 30 Mar 2017 |
| 2.EGNF-6   | 23 Jul 2015 | 2.EGNF-6   | 30 Mar 2017 |
| 2-EGNF-2-1 | 3 Jun 2010  | 2-EGNF-2-1 | 30 Mar 2017 |
| 2.EGNT-1   | 5 Jan 2017  | 2.EGNT-1   | 30 Mar 2017 |
| 2.EGNT-2   | 8 Dec 2016  | 2.EGNT-2   | 30 Mar 2017 |
| 2.EGNT-3   | 8 Dec 2016  | 2.EGNT-3   | 30 Mar 2017 |
| 2.EGNT-4   | 8 Dec 2016  | 2.EGNT-4   | 30 Mar 2017 |
| 2.EGNT-5   | 2 Feb 2017  | 2.EGNT-5   | 30 Mar 2017 |
| 2.EGNT-6   | 18 Aug 2016 | 2.EGNT-6   | 18 Aug 2016 |
| 2-EGNT-2-1 | 21 Jul 2016 | 2-EGNT-2-1 | 30 Mar 2017 |
| 2-EGNT-2-2 | 23 Jul 2015 | 2-EGNT-2-2 | 30 Mar 2017 |
| 2.EGBK-5   | 8 Dec 2016  | 2.EGBK-5   | 30 Mar 2017 |
| 2.EGBK-6   | 8 Dec 2016  | 2.EGBK-6   | 8 Dec 2016  |
| 2.EGEO-3   | 8 Dec 2016  | 2.EGEO-3   | 8 Dec 2016  |
| 2.EGEO-4   | 8 Dec 2016  | 2.EGEO-4   | 30 Mar 2017 |
| 2.EGPK-3   | 8 Dec 2016  | 2.EGPK-3   | 8 Dec 2016  |
| 2.EGPK-4   | 8 Dec 2016  | 2.EGPK-4   | 30 Mar 2017 |
| 2.EGKR-1   | 2 Feb 2017  | 2.EGKR-1   | 2 Feb 2017  |
| 2.EGKR-2   | 2 Feb 2017  | 2.EGKR-2   | 30 Mar 2017 |
| 2.EGPM-3   | 8 Jan 2015  | 2.EGPM-3   | 30 Mar 2017 |
| 2.EGPM-4   | 31 Mar 2016 | 2.EGPM-4   | 31 Mar 2016 |
| 2.EGKA-7   | 21 Jul 2016 | 2.EGKA-7   | 21 Jul 2016 |

## CHECKLIST OF PAGES TO BE INSERTED AND DELETED (continued)

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| Page No    | Date        | Page No    | Date        |
| AD         |             |            |             |
| 2.EGKA-8   | 2 Mar 2017  | 2.EGKA-8   | 30 Mar 2017 |
| 2.EGKA-9   | 2 Mar 2017  | 2.EGKA-9   | 30 Mar 2017 |
| 2.EGKA-10  | 15 Sep 2016 | 2.EGKA-10  | 15 Sep 2016 |
| 2-EGHI-4-1 | 2 Mar 2017  | 2-EGHI-4-1 | 30 Mar 2017 |
| 2-EGHI-7-2 | 5 Jan 2017  | 2-EGHI-7-2 | 30 Mar 2017 |
| 2.EGPO-3   | 8 Jan 2015  | 2.EGPO-3   | 8 Jan 2015  |
| 2.EGPO-4   | 26 May 2016 | 2.EGPO-4   | 30 Mar 2017 |
| 2.EGPB-5   | 3 Mar 2016  | 2.EGPB-5   | 30 Mar 2017 |
| 2.EGPB-6   | 31 Mar 2016 | 2.EGPB-6   | 31 Mar 2016 |
| 2.EGPU-1   | 26 May 2016 | 2.EGPU-1   | 26 May 2016 |
| 2.EGPU-2   | 6 Feb 2014  | 2.EGPU-2   | 30 Mar 2017 |
| 2.EGPU-3   | 21 Jul 2016 | 2.EGPU-3   | 30 Mar 2017 |
| 2.EGPU-4   | 3 Mar 2016  | 2.EGPU-4   | 3 Mar 2016  |
| 2.EGNO-3   | 7 Jan 2016  | 2.EGNO-3   | 7 Jan 2016  |
| 2.EGNO-4   | 23 Jun 2016 | 2.EGNO-4   | 30 Mar 2017 |
| 2.EGNO-5   | 23 Jun 2016 | 2.EGNO-5   | 30 Mar 2017 |
| 2.EGNO-6   | 26 May 2016 | 2.EGNO-6   | 26 May 2016 |
| 2.EGBW-1   | 26 May 2016 | 2.EGBW-1   | 30 Mar 2017 |
| 2.EGBW-2   | 17 Oct 2013 | 2.EGBW-2   | 17 Oct 2013 |
| 2.EGBW-3   | 17 Oct 2013 | 2.EGBW-3   | 17 Oct 2013 |
| 2.EGBW-4   | 8 Dec 2016  | 2.EGBW-4   | 30 Mar 2017 |
| 2.EGPC-3   | 15 Sep 2016 | 2.EGPC-3   | 15 Sep 2016 |

| Remove     |             | Insert     |             |
|------------|-------------|------------|-------------|
| Page No    | Date        | Page No    | Date        |
| AD         |             |            |             |
| 2.EGPC-4   | 2 Feb 2017  | 2.EGPC-4   | 30 Mar 2017 |
| 2.EGBO-1   | 26 May 2016 | 2.EGBO-1   | 26 May 2016 |
| 2.EGBO-2   | 10 Nov 2016 | 2.EGBO-2   | 30 Mar 2017 |
| 2.EGBO-3   | 3 Mar 2016  | 2.EGBO-3   | 30 Mar 2017 |
| 2.EGBO-4   | 26 May 2016 | 2.EGBO-4   | 30 Mar 2017 |
| 2.EGBO-5   | 8 Dec 2016  | 2.EGBO-5   | 30 Mar 2017 |
| 2.EGBO-6   | 2 Feb 2017  | 2.EGBO-6   | 2 Feb 2017  |
| 2-EGBO-2-1 | 10 Nov 2016 | 2-EGBO-2-1 | 30 Mar 2017 |
| 2.EGHG-3   | 15 Sep 2016 | 2.EGHG-3   | 15 Sep 2016 |
| 2.EGHG-4   | 5 Jan 2017  | 2.EGHG-4   | 30 Mar 2017 |
| 2.EGHG-5   | 15 Sep 2016 | 2.EGHG-5   | 30 Mar 2017 |
| 2.EGHG-6   | 28 Apr 2016 | 2.EGHG-6   | 30 Mar 2017 |
| 2.EGHG-7   | 20 Aug 2015 | 2.EGHG-7   | 30 Mar 2017 |
| 3.EGLT-1   | 26 May 2016 | 3.EGLT-1   | 26 May 2016 |
| 3.EGLT-2   | 13 Dec 2012 | 3.EGLT-2   | 30 Mar 2017 |
| 3.EGBC-1   | 26 May 2016 | 3.EGBC-1   | 26 May 2016 |
| 3.EGBC-2   | 13 Dec 2012 | 3.EGBC-2   | 30 Mar 2017 |
| 3.EGKG-1   | 26 May 2016 | 3.EGKG-1   | 26 May 2016 |
| 3.EGKG-2   | 13 Dec 2012 | 3.EGKG-2   | 30 Mar 2017 |

## GEN 0.2 RECORD OF AIP AMENDMENTS

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

**GEN 0.2 RECORD OF AIP AMENDMENTS (continued)**

| NR/Year       | Publication Date | Effective Date | Inserted By | Date Inserted |
|---------------|------------------|----------------|-------------|---------------|
| AIRAC 10/2014 | 7 Aug 2014       | 18 Sep 2014    |             |               |
| AIRAC 11/2014 | 4 Sep 2014       | 16 Oct 2014    |             |               |
| AIRAC 12/2014 | 2 Oct 2014       | 13 Nov 2014    |             |               |
| AIRAC 13/2014 | 20 Oct 2014      | 11 Dec 2014    |             |               |
| AIRAC 1/2015  | 30 Oct 2014      | 8 Jan 2015     |             |               |
| AIRAC 1/2015  | 27 Nov 2014      | 8 Jan 2015     |             |               |
| AIRAC 2/2015  | 18 Dec 2014      | 5 Feb 2015     |             |               |
| AIRAC 3/2015  | 22 Jan 2015      | 5 Mar 2015     |             |               |
| AIRAC 4/2015  | 19 Feb 2015      | 2 Apr 2015     |             |               |
| AIRAC 5/2015  | 19 Mar 2015      | 30 Apr 2015    |             |               |
| AIRAC 6/2015  | 16 Apr 2015      | 28 May 2015    |             |               |
| AIRAC 7/2015  | 14 May 2015      | 25 Jun 2015    |             |               |
| AIRAC 8/2015  | 11 Jun 2015      | 23 Jul 2015    |             |               |
| AIRAC 9/2015  | 9 Jul 2015       | 20 Aug 2015    |             |               |
| AIRAC 10/2015 | 6 Aug 2015       | 17 Sep 2015    |             |               |
| AIRAC 11/2015 | 3 Sep 2015       | 15 Oct 2015    |             |               |
| AIRAC 12/2015 | 1 Oct 2015       | 12 Nov 2015    |             |               |
| AIRAC 13/2015 | 29 Oct 2015      | 10 Dec 2015    |             |               |
| AIRAC 1/2016  | 26 Nov 2015      | 7 Jan 2016     |             |               |
| AIRAC 2/2016  | 17 Dec 2015      | 4 Feb 2016     |             |               |
| AIRAC 3/2016  | 21 Jan 2016      | 3 Mar 2016     |             |               |
| AIRAC 4/2016  | 18 Feb 2016      | 31 Mar 2016    |             |               |
| AIRAC 5/2016  | 17 Mar 2016      | 28 Apr 2016    |             |               |
| AIRAC 6/2016  | 14 Apr 2016      | 26 May 2016    |             |               |
| AIRAC 7/2016  | 12 May 2016      | 23 Jun 2016    |             |               |
| AIRAC 8/2016  | 9 Jun 2016       | 21 Jul 2016    |             |               |
| AIRAC 9/2016  | 7 Jul 2016       | 18 Aug 2016    |             |               |
| AIRAC 10/2016 | 4 Aug 2016       | 15 Sep 2016    |             |               |
| AIRAC 11/2016 | 1 Sep 2016       | 13 Oct 2016    |             |               |
| AIRAC 12/2016 | 29 Sep 2016      | 10 Nov 2016    |             |               |
| AIRAC 13/2016 | 27 Oct 2016      | 8 Dec 2016     |             |               |
| AIRAC 1/2017  | 24 Nov 2016      | 5 Jan 2017     |             |               |
| AIRAC 2/2017  | 15 Dec 2016      | 2 Feb 2017     |             |               |
| AIRAC 3/2017  | 19 Jan 2017      | 2 Mar 2017     |             |               |
| AIRAC 4/2017  | 16 Feb 2017      | 30 Mar 2017    |             |               |

## GEN 0.4 CHECKLIST OF AIP PAGES

| Page     | Effective Date | Page   | Effective Date | Page    | Effective Date | Page     | Effective Date |
|----------|----------------|--------|----------------|---------|----------------|----------|----------------|
| GEN      |                | GEN    |                | GEN     |                | GEN      |                |
| 0.1-1    | 21 Aug 2014    | 1.5-17 | 21 Jul 2016    | 2.2-3   | 31 Mar 2016    | 3.3-8    | 28 May 2015    |
| 0.1-2    | 14 Nov 2013    | 1.5-18 | 21 Jul 2016    | 2.2-4   | 31 Mar 2016    | 3.3-9    | 28 May 2015    |
| 0.1-3    | 2 Feb 2017     | 1.5-19 | 24 Jul 2014    | 2.2-5   | 23 Jun 2016    | 3.4-1    | 21 Aug 2014    |
| 0.1-4    | 13 Oct 2016    | 1.5-20 | 24 Jul 2014    | 2.2-6   | 23 Jun 2016    | 3.4-2    | 21 Aug 2014    |
| 0.2-1    | 18 Sep 2014    | 1.6-1  | 13 Nov 2014    | 2.2-7   | 23 Jun 2016    | 3.4-3    | 21 Aug 2014    |
| * 0.2-2  | 30 Mar 2017    | 1.6-2  | 2 Feb 2017     | 2.2-8   | 23 Jun 2016    | 3.4-4    | 21 Aug 2014    |
| 0.3-1    | 13 Dec 2012    | 1.6-3  | 28 May 2015    | 2.2-9   | 23 Jun 2016    | 3.4-5    | 21 Aug 2014    |
| * 0.4-1  | 30 Mar 2017    | 1.6-4  | 28 May 2015    | 2.2-10  | 23 Jun 2016    | 3.4-6    | 11 Dec 2014    |
| * 0.4-2  | 30 Mar 2017    | 1.6-5  | 28 May 2015    | 2.2-11  | 23 Jun 2016    | 3.4-7    | 11 Dec 2014    |
| * 0.4-3  | 30 Mar 2017    | 1.6-6  | 28 May 2015    | 2.2-12  | 10 Nov 2016    | 3.4-8    | 11 Dec 2014    |
| * 0.4-4  | 30 Mar 2017    | 1.6-7  | 2 Feb 2017     | 2.2-13  | 10 Nov 2016    | 3.4-9    | 11 Dec 2014    |
| * 0.4-5  | 30 Mar 2017    | 1.7-1  | 13 Dec 2012    | 2.3-1   | 2 Mar 2017     | 3.5-1    | 21 Jul 2016    |
| * 0.4-6  | 30 Mar 2017    | 1.7-2  | 13 Dec 2012    | 2.3-2   | 8 Dec 2016     | 3.5-2    | 7 Jan 2016     |
| * 0.4-7  | 30 Mar 2017    | 1.7-3  | 3 Apr 2014     | 2.3-3   | 22 Aug 2013    | 3.5-3    | 7 Jan 2016     |
| * 0.4-8  | 30 Mar 2017    | 1.7-4  | 31 Mar 2016    | 2.3-4   | 22 Aug 2013    | 3.5-4    | 7 Jan 2016     |
| * 0.4-9  | 30 Mar 2017    | 1.7-5  | 31 Mar 2016    | 2.3-5   | 14 Nov 2013    | * 3.5-5  | 30 Mar 2017    |
| * 0.4-10 | 30 Mar 2017    | 1.7-6  | 31 Mar 2016    | 2.3-6   | 14 Nov 2013    | * 3.5-6  | 30 Mar 2017    |
| * 0.4-11 | 30 Mar 2017    | 1.7-7  | 31 Mar 2016    | 2.4-1   | 3 Mar 2016     | * 3.5-7  | 30 Mar 2017    |
| * 0.4-12 | 30 Mar 2017    | 1.7-8  | 31 Mar 2016    | 2.4-2   | 18 Aug 2016    | * 3.5-8  | 30 Mar 2017    |
| * 0.4-13 | 30 Mar 2017    | 1.7-9  | 31 Mar 2016    | 2.4-3   | 18 Aug 2016    | * 3.5-9  | 30 Mar 2017    |
| 0.5-1    | 13 Dec 2012    | 1.7-10 | 31 Mar 2016    | 2.4-4   | 3 Mar 2016     | * 3.5-10 | 30 Mar 2017    |
| 0.6-1    | 13 Dec 2012    | 1.7-11 | 31 Mar 2016    | 2.4-5   | 18 Aug 2016    | * 3.5-11 | 30 Mar 2017    |
| 1.1-1    | 4 Apr 2013     | 1.7-12 | 31 Mar 2016    | 2.4-6   | 3 Mar 2016     | * 3.5-12 | 30 Mar 2017    |
| 1.1-2    | 4 Apr 2013     | 1.7-13 | 31 Mar 2016    | 2.4-7   | 3 Mar 2016     | * 3.5-13 | 30 Mar 2017    |
| 1.2-1    | 29 May 2014    | 1.7-14 | 31 Mar 2016    | 2.4-8   | 3 Mar 2016     | * 3.5-14 | 30 Mar 2017    |
| 1.2-2    | 29 May 2014    | 1.7-15 | 31 Mar 2016    | 2.4-9   | 3 Mar 2016     | * 3.5-15 | 30 Mar 2017    |
| 1.2-3    | 29 May 2014    | 1.7-16 | 31 Mar 2016    | 2.5-1   | 15 Sep 2016    | * 3.5-16 | 30 Mar 2017    |
| 1.2-4    | 29 May 2014    | 1.7-17 | 31 Mar 2016    | 2.5-2   | 8 Dec 2016     | * 3.5-17 | 30 Mar 2017    |
| 1.2-5    | 29 May 2014    | 1.7-18 | 31 Mar 2016    | 2.5-3   | 3 Mar 2016     | * 3.5-18 | 30 Mar 2017    |
| 1.2-6    | 29 May 2014    | 1.7-19 | 31 Mar 2016    | 2.5-4   | 15 Sep 2016    | * 3.5-19 | 30 Mar 2017    |
| 1.2-7    | 29 May 2014    | 1.7-20 | 31 Mar 2016    | 2.5-5   | 26 May 2016    | * 3.5-20 | 30 Mar 2017    |
| 1.2-8    | 29 May 2014    | 1.7-21 | 31 Mar 2016    | 2.5-6   | 26 May 2016    | * 3.5-21 | 30 Mar 2017    |
| 1.2-9    | 29 May 2014    | 1.7-22 | 31 Mar 2016    | 2.5-7   | 26 May 2016    | 3.5-22   | 23 Jul 2015    |
| 1.2-10   | 29 May 2014    | 1.7-23 | 31 Mar 2016    | 2.5-8   | 26 May 2016    | 3.5-23   | 23 Jul 2015    |
| 1.2-11   | 29 May 2014    | 1.7-24 | 28 Apr 2016    | 2.5-9   | 15 Sep 2016    | 3.5-24   | 23 Jul 2015    |
| 1.2-12   | 29 May 2014    | 1.7-25 | 28 Apr 2016    | 2.5-10  | 3 Mar 2016     | 3.5-25   | 3 Mar 2016     |
| 1.2-13   | 29 May 2014    | 1.7-26 | 28 Apr 2016    | 2.5-11  | 8 Dec 2016     | 3.5-26   | 23 Jul 2015    |
| 1.2-14   | 29 May 2014    | 1.7-27 | 28 Apr 2016    | 2.5-12  | 3 Mar 2016     | 3.5-27   | 21 Jul 2016    |
| 1.2-15   | 29 May 2014    | 1.7-28 | 31 Mar 2016    | 2.5-13  | 15 Sep 2016    | 3.5-28   | 23 Jul 2015    |
| 1.2-16   | 29 May 2014    | 1.7-29 | 31 Mar 2016    | 2.5-14  | 26 May 2016    | 3.5-29   | 23 Jul 2015    |
| 1.2-17   | 29 May 2014    | 1.7-30 | 31 Mar 2016    | 2.5-15  | 26 May 2016    | 3.5-30   | 23 Jul 2015    |
| 1.2-18   | 29 May 2014    | 1.7-31 | 31 Mar 2016    | 2.5-16  | 26 May 2016    | 3.5-31   | 23 Jul 2015    |
| 1.2-19   | 29 May 2014    | 1.7-32 | 31 Mar 2016    | 2.6-1   | 13 Dec 2012    | 3.5-32   | 23 Jul 2015    |
| 1.3-1    | 4 Apr 2013     | 1.7-33 | 31 Mar 2016    | 2.6-2   | 2 Apr 2015     | 3.5-33   | 23 Jul 2015    |
| 1.3-2    | 4 Apr 2013     | 1.7-34 | 31 Mar 2016    | 2.6-3   | 13 Dec 2012    | * 3.5-34 | 30 Mar 2017    |
| 1.3-3    | 2 Mar 2017     | 1.7-35 | 31 Mar 2016    | 2.7-1   | 8 Jan 2015     | * 3.5-35 | 30 Mar 2017    |
| 1.3-4    | 2 Mar 2017     | 1.7-36 | 31 Mar 2016    | 3.1-1   | 31 Mar 2016    | * 3.5-36 | 30 Mar 2017    |
| 1.4-1    | 13 Nov 2014    | 1.7-37 | 31 Mar 2016    | 3.1-2   | 6 Feb 2014     | * 3.5-37 | 30 Mar 2017    |
| 1.4-2    | 13 Nov 2014    | 1.7-38 | 10 Nov 2016    | 3.1-3   | 23 Jun 2016    | 3.6-1    | 26 May 2016    |
| 1.4-3    | 13 Nov 2014    | 1.7-39 | 10 Nov 2016    | 3.1-4   | 8 Dec 2016     | 3.6-2    | 23 Jun 2016    |
| 1.5-1    | 6 Mar 2014     | 1.7-40 | 10 Nov 2016    | 3.1-5   | 4 Feb 2016     | 3.6-3    | 23 Jun 2016    |
| 1.5-2    | 2 Apr 2015     | 1.7-41 | 31 Mar 2016    | 3.1-6   | 4 Feb 2016     | 3.6-4    | 26 May 2016    |
| 1.5-3    | 11 Dec 2014    | 1.7-42 | 31 Mar 2016    | 3.2-1   | 31 Mar 2016    | 3.6-5    | 26 May 2016    |
| 1.5-4    | 11 Dec 2014    | 1.7-43 | 31 Mar 2016    | 3.2-2   | 17 Oct 2013    | 3.6-6    | 23 Jun 2016    |
| 1.5-5    | 14 Nov 2013    | 1.7-44 | 10 Nov 2016    | * 3.2-3 | 30 Mar 2017    | 3.6-7    | 23 Jun 2016    |
| 1.5-6    | 14 Nov 2013    | 1.7-45 | 10 Nov 2016    | * 3.2-4 | 30 Mar 2017    | 3.6-8    | 18 Sep 2014    |
| 1.5-7    | 14 Nov 2013    | 1.7-46 | 10 Nov 2016    | * 3.2-5 | 30 Mar 2017    | 3.6-9    | 26 May 2016    |
| 1.5-8    | 14 Nov 2013    | 1.7-47 | 5 Jan 2017     | 3.2-6   | 13 Nov 2014    | 3.6-10   | 26 May 2016    |
| 1.5-9    | 8 Jan 2015     | 1.7-48 | 5 Jan 2017     | 3.2-7   | 13 Nov 2014    | 4.1-1    | 13 Dec 2012    |
| 1.5-10   | 14 Nov 2013    | 1.7-49 | 5 Jan 2017     | 3.3-1   | 2 Apr 2015     | 4.1-2    | 12 Dec 2013    |
| 1.5-11   | 6 Feb 2014     | 1.7-50 | 5 Jan 2017     | 3.3-2   | 4 Feb 2016     | 4.2-1    | 28 Apr 2016    |
| 1.5-12   | 2 Mar 2017     | 1.7-51 | 5 Jan 2017     | 3.3-3   | 2 Apr 2015     | 4.2-2    | 28 Apr 2016    |
| 1.5-13   | 8 Dec 2016     | 2.1-1  | 8 Dec 2016     | 3.3-4   | 5 Mar 2015     | 4.2-3    | 7 Jan 2016     |
| 1.5-14   | 21 Jul 2016    | 2.1-2  | 8 Dec 2016     | 3.3-5   | 5 Mar 2015     |          |                |
| 1.5-15   | 21 Jul 2016    | 2.2-1  | 23 Jun 2016    | 3.3-6   | 28 May 2015    |          |                |
| 1.5-16   | 21 Jul 2016    | 2.2-2  | 26 May 2016    | 3.3-7   | 28 May 2015    |          |                |

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

| Page   | Effective Date | Page     | Effective Date | Page    | Effective Date | Page   | Effective Date |
|--------|----------------|----------|----------------|---------|----------------|--------|----------------|
| ENR    |                | ENR      |                | ENR     |                | ENR    |                |
| 0.6-1  | 17 Oct 2013    | 1.6-7    | 2 Mar 2017     | 1.10-13 | 18 Aug 2016    | 2.2-23 | 18 Aug 2016    |
| 1.1-1  | 8 Dec 2016     | 1.6-8    | 10 Dec 2015    | 1.10-14 | 10 Nov 2016    | 2.2-24 | 18 Aug 2016    |
| 1.1-2  | 8 Dec 2016     | 1.6-9    | 13 Oct 2016    | 1.10-15 | 18 Aug 2016    | 2.2-25 | 18 Aug 2016    |
| 1.1-3  | 8 Dec 2016     | 1.6-10   | 23 Jul 2015    | 1.10-16 | 18 Aug 2016    | 2.2-26 | 18 Aug 2016    |
| 1.1-4  | 8 Dec 2016     | 1.6-11   | 7 Jan 2016     | 1.10-17 | 2 Mar 2017     | 2.2-27 | 15 Sep 2016    |
| 1.1-5  | 10 Nov 2016    | 1.6-12   | 23 Jul 2015    | 1.10-18 | 2 Mar 2017     | 2.2-28 | 15 Sep 2016    |
| 1.1-6  | 10 Nov 2016    | 1.6-13   | 31 Mar 2016    | 1.10-19 | 2 Mar 2017     | 2.2-29 | 15 Sep 2016    |
| 1.1-7  | 10 Nov 2016    | 1.6-14   | 31 Mar 2016    | 1.10-20 | 2 Mar 2017     | 2.2-30 | 15 Sep 2016    |
| 1.1-8  | 10 Nov 2016    | 1.6-15   | 28 Apr 2016    | 1.10-21 | 18 Aug 2016    | 2.2-31 | 15 Sep 2016    |
| 1.1-9  | 10 Nov 2016    | 1.6-16   | 2 Mar 2017     | 1.11-1  | 17 Sep 2015    | 2.2-32 | 15 Sep 2016    |
| 1.1-10 | 10 Nov 2016    | 1.6-17   | 26 May 2016    | 1.12-1  | 28 May 2015    | 2.2-33 | 15 Sep 2016    |
| 1.1-11 | 10 Nov 2016    | 1.6-18   | 23 Jul 2015    | 1.12-2  | 13 Dec 2012    | 2.2-34 | 2 Feb 2017     |
| 1.1-12 | 10 Nov 2016    | 1.6-19   | 18 Aug 2016    | 1.13-1  | 13 Dec 2012    | 2.2-35 | 2 Feb 2017     |
| 1.1-13 | 10 Nov 2016    | 1.6-20   | 18 Aug 2016    | 1.14-1  | 1 May 2014     | 2.2-36 | 2 Mar 2017     |
| 1.1-14 | 8 Dec 2016     | 1.6-21   | 26 May 2016    | 1.14-2  | 2 May 2013     | 2.2-37 | 2 Feb 2017     |
| 1.1-15 | 8 Dec 2016     | 1.6-22   | 2 Mar 2017     | 1.14-3  | 2 May 2013     | 3.1-1  | 26 May 2016    |
| 1.1-16 | 26 May 2016    | 1.6-23   | 8 Dec 2016     | 2.1-1   | 12 Nov 2015    | 3.1-2  | 15 Sep 2016    |
| 1.1-17 | 26 May 2016    | 1.6-24   | 21 Jul 2016    | 2.1-2   | 3 Mar 2016     | 3.1-3  | 26 May 2016    |
| 1.1-18 | 26 May 2016    | 1.6-25   | 23 Jul 2015    | 2.1-3   | 8 Dec 2016     | 3.1-4  | 26 May 2016    |
| 1.1-19 | 26 May 2016    | 1.6-26   | 8 Dec 2016     | 2.1-4   | 8 Dec 2016     | 3.1-5  | 26 May 2016    |
| 1.1-20 | 26 May 2016    | 1.6-27   | 3 Mar 2016     | 2.1-5   | 30 Apr 2015    | 3.1-6  | 26 May 2016    |
| 1.1-21 | 26 May 2016    | 1.6-28   | 3 Mar 2016     | 2.1-6   | 8 Dec 2016     | 3.1-7  | 26 May 2016    |
| 1.1-22 | 26 May 2016    | 1.6-29   | 3 Mar 2016     | 2.1-7   | 10 Dec 2015    | 3.1-8  | 2 Mar 2017     |
| 1.1-23 | 26 May 2016    | 1.6-30   | 13 Oct 2016    | 2.1-8   | 21 Jul 2016    | 3.1-9  | 26 May 2016    |
| 1.1-24 | 26 May 2016    | 1.6-31   | 13 Oct 2016    | 2.1-9   | 21 Jul 2016    | 3.1-10 | 26 May 2016    |
| 1.1-25 | 26 May 2016    | * 1.6-32 | 30 Mar 2017    | 2.1-10  | 26 May 2016    | 3.1-11 | 2 Mar 2017     |
| 1.1-26 | 26 May 2016    | 1.6-33   | 3 Mar 2016     | 2.1-11  | 21 Jul 2016    | 3.1-12 | 2 Mar 2017     |
| 1.1-27 | 26 May 2016    | 1.6-34   | 3 Mar 2016     | 2.1-12  | 15 Sep 2016    | 3.1-13 | 2 Mar 2017     |
| 1.1-28 | 26 May 2016    | 1.6-35   | 21 Jul 2016    | 2.1-13  | 21 Jul 2016    | 3.1-14 | 15 Sep 2016    |
| 1.1-29 | 26 May 2016    | 1.6-36   | 23 Jul 2015    | 2.1-14  | 21 Jul 2016    | 3.1-15 | 15 Sep 2016    |
| 1.1-30 | 10 Nov 2016    | 1.6-37   | 23 Jul 2015    | 2.1-15  | 21 Jul 2016    | 3.1-16 | 15 Sep 2016    |
| 1.1-31 | 26 May 2016    | 1.6-38   | 23 Jul 2015    | 2.1-16  | 21 Jul 2016    | 3.1-17 | 15 Sep 2016    |
| 1.1-32 | 2 Mar 2017     | 1.6-39   | 23 Jul 2015    | 2.1-17  | 21 Jul 2016    | 3.1-18 | 15 Sep 2016    |
| 1.1-33 | 26 May 2016    | 1.6-40   | 23 Jul 2015    | 2.1-18  | 21 Jul 2016    | 3.1-19 | 15 Sep 2016    |
| 1.1-34 | 26 May 2016    | 1.6-41   | 23 Jul 2015    | 2.1-19  | 2 Mar 2017     | 3.1-20 | 2 Mar 2017     |
| 1.1-35 | 26 May 2016    | 1.6-42   | 23 Jul 2015    | 2.1-20  | 15 Sep 2016    | 3.1-21 | 13 Oct 2016    |
| 1.1-36 | 26 May 2016    | 1.6-43   | 23 Jul 2015    | 2.1-21  | 2 Mar 2017     | 3.1-22 | 15 Sep 2016    |
| 1.1-37 | 26 May 2016    | 1.6-44   | 23 Jul 2015    | 2.1-22  | 15 Sep 2016    | 3.1-23 | 15 Sep 2016    |
| 1.1-38 | 26 May 2016    | 1.6-45   | 23 Jul 2015    | 2.1-23  | 15 Sep 2016    | 3.1-24 | 26 May 2016    |
| 1.1-39 | 26 May 2016    | 1.6-46   | 23 Jul 2015    | 2.1-24  | 15 Sep 2016    | 3.1-25 | 8 Dec 2016     |
| 1.1-40 | 23 Jun 2016    | 1.6-47   | 23 Jul 2015    | 2.1-25  | 15 Sep 2016    | 3.1-26 | 8 Dec 2016     |
| 1.2-1  | 31 Mar 2016    | 1.6-48   | 13 Oct 2016    | 2.1-26  | 15 Sep 2016    | 3.1-27 | 8 Dec 2016     |
| 1.2-2  | 31 Mar 2016    | 1.6-49   | 23 Jul 2015    | 2.1-27  | 15 Sep 2016    | 3.1-28 | 8 Dec 2016     |
| 1.2-3  | 31 Mar 2016    | 1.7-1    | 28 May 2015    | 2.1-28  | 15 Sep 2016    | 3.1-29 | 8 Dec 2016     |
| 1.2-4  | 31 Mar 2016    | 1.7-2    | 15 Sep 2016    | 2.1-29  | 5 Jan 2017     | 3.1-30 | 2 Mar 2017     |
| 1.3-1  | 18 Aug 2016    | 1.7-3    | 31 Mar 2016    | 2.1-30  | 5 Jan 2017     | 3.1-31 | 2 Mar 2017     |
| 1.3-2  | 31 Mar 2016    | 1.7-4    | 28 May 2015    | 2.1-31  | 15 Sep 2016    | 3.1-32 | 2 Mar 2017     |
| 1.4-1  | 8 Dec 2016     | 1.7-5    | 13 Dec 2012    | 2.1-32  | 15 Sep 2016    | 3.1-33 | 2 Mar 2017     |
| 1.4-2  | 8 Dec 2016     | 1.8-1    | 6 Mar 2014     | 2.2-1   | 2 Mar 2017     | 3.1-34 | 8 Dec 2016     |
| 1.4-3  | 9 Jan 2014     | 1.9-1    | 25 Jun 2015    | 2.2-2   | 2 Feb 2017     | 3.1-35 | 8 Dec 2016     |
| 1.4-4  | 8 Dec 2016     | 1.9-2    | 25 Jun 2015    | * 2.2-3 | 30 Mar 2017    | 3.1-36 | 8 Dec 2016     |
| 1.4-5  | 8 Dec 2016     | 1.9-3    | 25 Jun 2015    | 2.2-4   | 2 Mar 2017     | 3.1-37 | 8 Dec 2016     |
| 1.4-6  | 8 Dec 2016     | 1.9-4    | 25 Jun 2015    | 2.2-5   | 2 Mar 2017     | 3.1-38 | 8 Dec 2016     |
| 1.4-7  | 8 Dec 2016     | 1.9-5    | 25 Jun 2015    | 2.2-6   | 2 Mar 2017     | 3.1-39 | 8 Dec 2016     |
| 1.4-8  | 8 Dec 2016     | 1.9-6    | 25 Jun 2015    | 2.2-7   | 2 Mar 2017     | 3.1-40 | 8 Dec 2016     |
| 1.4-9  | 8 Dec 2016     | 1.9-7    | 25 Jun 2015    | 2.2-8   | 2 Mar 2017     | 3.1-41 | 8 Dec 2016     |
| 1.4-10 | 8 Dec 2016     | 1.9-8    | 25 Jun 2015    | 2.2-9   | 2 Mar 2017     | 3.1-42 | 8 Dec 2016     |
| 1.4-11 | 8 Dec 2016     | 1.9-9    | 25 Jun 2015    | 2.2-10  | 18 Aug 2016    | 3.1-43 | 8 Dec 2016     |
| 1.4-12 | 8 Dec 2016     | 1.10-1   | 18 Aug 2016    | 2.2-11  | 2 Feb 2017     | 3.1-44 | 8 Dec 2016     |
| 1.4-13 | 8 Dec 2016     | 1.10-2   | 18 Aug 2016    | 2.2-12  | 2 Mar 2017     | 3.1-45 | 8 Dec 2016     |
| 1.5-1  | 28 May 2015    | 1.10-3   | 18 Aug 2016    | 2.2-13  | 18 Aug 2016    | 3.1-46 | 2 Mar 2017     |
| 1.5-2  | 28 May 2015    | 1.10-4   | 18 Aug 2016    | 2.2-14  | 2 Feb 2017     | 3.1-47 | 2 Mar 2017     |
| 1.5-3  | 28 May 2015    | 1.10-5   | 18 Aug 2016    | 2.2-15  | 2 Feb 2017     | 3.1-48 | 2 Mar 2017     |
| 1.5-4  | 28 May 2015    | 1.10-6   | 18 Aug 2016    | 2.2-16  | 2 Feb 2017     | 3.1-49 | 2 Mar 2017     |
| 1.6-1  | 2 Apr 2015     | 1.10-7   | 18 Aug 2016    | 2.2-17  | 2 Feb 2017     | 3.1-50 | 2 Mar 2017     |
| 1.6-2  | 2 Apr 2015     | 1.10-8   | 18 Aug 2016    | 2.2-18  | 2 Feb 2017     | 3.1-51 | 2 Mar 2017     |
| 1.6-3  | 2 Apr 2015     | 1.10-9   | 18 Aug 2016    | 2.2-19  | 2 Feb 2017     | 3.1-52 | 2 Mar 2017     |
| 1.6-4  | 30 Apr 2015    | 1.10-10  | 18 Aug 2016    | 2.2-20  | 2 Feb 2017     | 3.1-53 | 2 Mar 2017     |
| 1.6-5  | 23 Jul 2015    | 1.10-11  | 18 Aug 2016    | 2.2-21  | 2 Feb 2017     | 3.1-54 | 2 Mar 2017     |
| 1.6-6  | 2 Mar 2017     | 1.10-12  | 18 Aug 2016    | 2.2-22  | 2 Feb 2017     | 3.1-55 | 2 Mar 2017     |



## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

| Page    | Effective Date | Page    | Effective Date | Page    | Effective Date | Page    | Effective Date |
|---------|----------------|---------|----------------|---------|----------------|---------|----------------|
| ENR     |                | ENR     |                | ENR     |                | ENR     |                |
| 3.1-56  | 2 Mar 2017     | 3.1-126 | 2 Mar 2017     | 3.2-64  | 2 Mar 2017     | 3.2-134 | 2 Mar 2017     |
| 3.1-57  | 2 Mar 2017     | 3.1-127 | 2 Mar 2017     | 3.2-65  | 2 Mar 2017     | 3.2-135 | 2 Mar 2017     |
| 3.1-58  | 2 Mar 2017     | 3.1-128 | 2 Mar 2017     | 3.2-66  | 2 Mar 2017     | 3.2-136 | 2 Mar 2017     |
| 3.1-59  | 2 Mar 2017     | 3.1-129 | 2 Mar 2017     | 3.2-67  | 2 Mar 2017     | 3.2-137 | 2 Mar 2017     |
| 3.1-60  | 2 Mar 2017     | 3.1-130 | 2 Mar 2017     | 3.2-68  | 2 Mar 2017     | 3.2-138 | 2 Mar 2017     |
| 3.1-61  | 2 Mar 2017     | 3.1-131 | 2 Mar 2017     | 3.2-69  | 2 Mar 2017     | 3.2-139 | 2 Mar 2017     |
| 3.1-62  | 2 Mar 2017     | 3.1-132 | 2 Mar 2017     | 3.2-70  | 2 Mar 2017     | 3.2-140 | 2 Mar 2017     |
| 3.1-63  | 2 Mar 2017     | 3.2-1   | 13 Oct 2016    | 3.2-71  | 2 Mar 2017     | 3.2-141 | 2 Mar 2017     |
| 3.1-64  | 2 Mar 2017     | 3.2-2   | 2 Mar 2017     | 3.2-72  | 2 Mar 2017     | 3.2-142 | 2 Mar 2017     |
| 3.1-65  | 2 Mar 2017     | 3.2-3   | 15 Sep 2016    | 3.2-73  | 2 Mar 2017     | 3.2-143 | 2 Mar 2017     |
| 3.1-66  | 2 Mar 2017     | 3.2-4   | 26 May 2016    | 3.2-74  | 2 Mar 2017     | 3.2-144 | 2 Mar 2017     |
| 3.1-67  | 2 Mar 2017     | 3.2-5   | 26 May 2016    | 3.2-75  | 2 Mar 2017     | 3.2-145 | 2 Mar 2017     |
| 3.1-68  | 2 Mar 2017     | 3.2-6   | 26 May 2016    | 3.2-76  | 2 Mar 2017     | 3.2-146 | 2 Mar 2017     |
| 3.1-69  | 2 Mar 2017     | 3.2-7   | 26 May 2016    | 3.2-77  | 2 Mar 2017     | 3.2-147 | 2 Mar 2017     |
| 3.1-70  | 2 Mar 2017     | 3.2-8   | 26 May 2016    | 3.2-78  | 2 Mar 2017     | 3.2-148 | 2 Mar 2017     |
| 3.1-71  | 2 Mar 2017     | 3.2-9   | 26 May 2016    | 3.2-79  | 2 Mar 2017     | 3.2-149 | 2 Mar 2017     |
| 3.1-72  | 2 Mar 2017     | 3.2-10  | 26 May 2016    | 3.2-80  | 2 Mar 2017     | 3.2-150 | 2 Mar 2017     |
| 3.1-73  | 2 Mar 2017     | 3.2-11  | 26 May 2016    | 3.2-81  | 2 Mar 2017     | 3.2-151 | 2 Mar 2017     |
| 3.1-74  | 2 Mar 2017     | 3.2-12  | 15 Sep 2016    | 3.2-82  | 2 Mar 2017     | 3.2-152 | 2 Mar 2017     |
| 3.1-75  | 2 Mar 2017     | 3.2-13  | 15 Sep 2016    | 3.2-83  | 2 Mar 2017     | 3.2-153 | 2 Mar 2017     |
| 3.1-76  | 2 Mar 2017     | 3.2-14  | 2 Mar 2017     | 3.2-84  | 2 Mar 2017     | 3.2-154 | 2 Mar 2017     |
| 3.1-77  | 2 Mar 2017     | 3.2-15  | 2 Mar 2017     | 3.2-85  | 2 Mar 2017     | 3.2-155 | 2 Mar 2017     |
| 3.1-78  | 2 Mar 2017     | 3.2-16  | 2 Mar 2017     | 3.2-86  | 2 Mar 2017     | 3.3-1   | 2 Mar 2017     |
| 3.1-79  | 2 Mar 2017     | 3.2-17  | 2 Mar 2017     | 3.2-87  | 2 Mar 2017     | 3.3-2   | 2 Mar 2017     |
| 3.1-80  | 2 Mar 2017     | 3.2-18  | 2 Mar 2017     | 3.2-88  | 2 Mar 2017     | 3.3-3   | 2 Mar 2017     |
| 3.1-81  | 2 Mar 2017     | 3.2-19  | 2 Mar 2017     | 3.2-89  | 2 Mar 2017     | 3.3-4   | 2 Mar 2017     |
| 3.1-82  | 2 Mar 2017     | 3.2-20  | 2 Mar 2017     | 3.2-90  | 2 Mar 2017     | 3.3-5   | 2 Mar 2017     |
| 3.1-83  | 2 Mar 2017     | 3.2-21  | 2 Mar 2017     | 3.2-91  | 2 Mar 2017     | 3.3-6   | 2 Mar 2017     |
| 3.1-84  | 2 Mar 2017     | 3.2-22  | 2 Mar 2017     | 3.2-92  | 2 Mar 2017     | 3.3-7   | 2 Mar 2017     |
| 3.1-85  | 2 Mar 2017     | 3.2-23  | 2 Mar 2017     | 3.2-93  | 2 Mar 2017     | 3.3-8   | 2 Mar 2017     |
| 3.1-86  | 2 Mar 2017     | 3.2-24  | 2 Mar 2017     | 3.2-94  | 2 Mar 2017     | 3.3-9   | 2 Mar 2017     |
| 3.1-87  | 2 Mar 2017     | 3.2-25  | 2 Mar 2017     | 3.2-95  | 2 Mar 2017     | 3.3-10  | 2 Mar 2017     |
| 3.1-88  | 2 Mar 2017     | 3.2-26  | 2 Mar 2017     | 3.2-96  | 2 Mar 2017     | 3.3-11  | 2 Mar 2017     |
| 3.1-89  | 2 Mar 2017     | 3.2-27  | 2 Mar 2017     | 3.2-97  | 2 Mar 2017     | 3.3-12  | 2 Mar 2017     |
| 3.1-90  | 2 Mar 2017     | 3.2-28  | 2 Mar 2017     | 3.2-98  | 2 Mar 2017     | 3.3-13  | 2 Mar 2017     |
| 3.1-91  | 2 Mar 2017     | 3.2-29  | 2 Mar 2017     | 3.2-99  | 2 Mar 2017     | 3.3-14  | 2 Mar 2017     |
| 3.1-92  | 2 Mar 2017     | 3.2-30  | 2 Mar 2017     | 3.2-100 | 2 Mar 2017     | 3.3-15  | 2 Mar 2017     |
| 3.1-93  | 2 Mar 2017     | 3.2-31  | 2 Mar 2017     | 3.2-101 | 2 Mar 2017     | 3.3-16  | 2 Mar 2017     |
| 3.1-94  | 2 Mar 2017     | 3.2-32  | 2 Mar 2017     | 3.2-102 | 2 Mar 2017     | 3.3-17  | 2 Mar 2017     |
| 3.1-95  | 2 Mar 2017     | 3.2-33  | 2 Mar 2017     | 3.2-103 | 2 Mar 2017     | 3.3-18  | 2 Mar 2017     |
| 3.1-96  | 2 Mar 2017     | 3.2-34  | 2 Mar 2017     | 3.2-104 | 2 Mar 2017     | 3.3-19  | 2 Mar 2017     |
| 3.1-97  | 2 Mar 2017     | 3.2-35  | 2 Mar 2017     | 3.2-105 | 2 Mar 2017     | 3.3-20  | 2 Mar 2017     |
| 3.1-98  | 2 Mar 2017     | 3.2-36  | 2 Mar 2017     | 3.2-106 | 2 Mar 2017     | 3.3-21  | 2 Mar 2017     |
| 3.1-99  | 2 Mar 2017     | 3.2-37  | 2 Mar 2017     | 3.2-107 | 2 Mar 2017     | 3.3-22  | 2 Mar 2017     |
| 3.1-100 | 2 Mar 2017     | 3.2-38  | 2 Mar 2017     | 3.2-108 | 2 Mar 2017     | 3.3-23  | 2 Mar 2017     |
| 3.1-101 | 2 Mar 2017     | 3.2-39  | 2 Mar 2017     | 3.2-109 | 2 Mar 2017     | 3.3-24  | 2 Mar 2017     |
| 3.1-102 | 2 Mar 2017     | 3.2-40  | 2 Mar 2017     | 3.2-110 | 2 Mar 2017     | 3.3-25  | 2 Mar 2017     |
| 3.1-103 | 2 Mar 2017     | 3.2-41  | 2 Mar 2017     | 3.2-111 | 2 Mar 2017     | 3.3-26  | 2 Mar 2017     |
| 3.1-104 | 2 Mar 2017     | 3.2-42  | 2 Mar 2017     | 3.2-112 | 2 Mar 2017     | 3.3-27  | 2 Mar 2017     |
| 3.1-105 | 2 Mar 2017     | 3.2-43  | 2 Mar 2017     | 3.2-113 | 2 Mar 2017     | 3.3-28  | 2 Mar 2017     |
| 3.1-106 | 2 Mar 2017     | 3.2-44  | 2 Mar 2017     | 3.2-114 | 2 Mar 2017     | 3.3-29  | 2 Mar 2017     |
| 3.1-107 | 2 Mar 2017     | 3.2-45  | 2 Mar 2017     | 3.2-115 | 2 Mar 2017     | 3.3-30  | 2 Mar 2017     |
| 3.1-108 | 2 Mar 2017     | 3.2-46  | 2 Mar 2017     | 3.2-116 | 2 Mar 2017     | 3.3-31  | 2 Mar 2017     |
| 3.1-109 | 2 Mar 2017     | 3.2-47  | 2 Mar 2017     | 3.2-117 | 2 Mar 2017     | 3.3-32  | 2 Mar 2017     |
| 3.1-110 | 2 Mar 2017     | 3.2-48  | 2 Mar 2017     | 3.2-118 | 2 Mar 2017     | 3.3-33  | 2 Mar 2017     |
| 3.1-111 | 2 Mar 2017     | 3.2-49  | 2 Mar 2017     | 3.2-119 | 2 Mar 2017     | 3.3-34  | 2 Mar 2017     |
| 3.1-112 | 2 Mar 2017     | 3.2-50  | 2 Mar 2017     | 3.2-120 | 2 Mar 2017     | 3.3-35  | 2 Mar 2017     |
| 3.1-113 | 2 Mar 2017     | 3.2-51  | 2 Mar 2017     | 3.2-121 | 2 Mar 2017     | 3.3-36  | 2 Mar 2017     |
| 3.1-114 | 2 Mar 2017     | 3.2-52  | 2 Mar 2017     | 3.2-122 | 2 Mar 2017     | 3.3-37  | 2 Mar 2017     |
| 3.1-115 | 2 Mar 2017     | 3.2-53  | 2 Mar 2017     | 3.2-123 | 2 Mar 2017     | 3.3-38  | 2 Mar 2017     |
| 3.1-116 | 2 Mar 2017     | 3.2-54  | 2 Mar 2017     | 3.2-124 | 2 Mar 2017     | 3.4-1   | 13 Dec 2012    |
| 3.1-117 | 2 Mar 2017     | 3.2-55  | 2 Mar 2017     | 3.2-125 | 2 Mar 2017     | 3.5-1   | 13 Dec 2012    |
| 3.1-118 | 2 Mar 2017     | 3.2-56  | 2 Mar 2017     | 3.2-126 | 2 Mar 2017     | 3.6-1   | 2 Mar 2017     |
| 3.1-119 | 2 Mar 2017     | 3.2-57  | 2 Mar 2017     | 3.2-127 | 2 Mar 2017     | 3.6-2   | 2 Mar 2017     |
| 3.1-120 | 2 Mar 2017     | 3.2-58  | 2 Mar 2017     | 3.2-128 | 2 Mar 2017     | 3.6-3   | 23 Jun 2016    |
| 3.1-121 | 2 Mar 2017     | 3.2-59  | 2 Mar 2017     | 3.2-129 | 2 Mar 2017     | 4.1-1   | 18 Aug 2016    |
| 3.1-122 | 2 Mar 2017     | 3.2-60  | 2 Mar 2017     | 3.2-130 | 2 Mar 2017     | 4.1-2   | 2 Mar 2017     |
| 3.1-123 | 2 Mar 2017     | 3.2-61  | 2 Mar 2017     | 3.2-131 | 2 Mar 2017     | * 4.1-3 | 30 Mar 2017    |
| 3.1-124 | 2 Mar 2017     | 3.2-62  | 2 Mar 2017     | 3.2-132 | 2 Mar 2017     | * 4.1-4 | 30 Mar 2017    |
| 3.1-125 | 2 Mar 2017     | 3.2-63  | 2 Mar 2017     | 3.2-133 | 2 Mar 2017     | 4.2-1   | 13 Dec 2012    |

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

| Page    | Effective Date | Page     | Effective Date | Page       | Effective Date | Page        | Effective Date |
|---------|----------------|----------|----------------|------------|----------------|-------------|----------------|
| ENR     |                | ENR      |                | ENR        |                | AD          |                |
| 4.3-1   | 13 Dec 2012    | 5.2-8    | 5 Jan 2017     | 6-1-15-3   | 2 Mar 2017     | 0.6-1       | 15 Sep 2016    |
| 4.4-1   | 2 Mar 2017     | 5.2-9    | 10 Nov 2016    | 6-1-15-5   | 13 Nov 2014    | 0.6-2       | 15 Sep 2016    |
| 4.4-2   | 2 Mar 2017     | 5.2-10   | 10 Nov 2016    | 6-1-15-6   | 15 Sep 2016    | 0.6-3       | 8 Jan 2015     |
| 4.4-3   | 2 Mar 2017     | 5.2-11   | 10 Nov 2016    | 6-1-15-7   | 21 Jul 2016    | 1.1-1       | 13 Nov 2014    |
| 4.4-4   | 2 Mar 2017     | 5.2-12   | 10 Nov 2016    | 6-1-15-8   | 25 Jul 2013    | 1.1-2       | 13 Nov 2014    |
| 4.4-5   | 2 Mar 2017     | 5.2-13   | 10 Nov 2016    | 6-1-15-9   | 25 Jul 2013    | 1.1-3       | 13 Nov 2014    |
| 4.4-6   | 2 Mar 2017     | 5.2-14   | 10 Nov 2016    | 6-1-15-10  | 25 Jul 2013    | 1.1-4       | 20 Aug 2015    |
| 4.4-7   | 5 Jan 2017     | 5.2-15   | 10 Nov 2016    | 6-2-0-1    | 2 Apr 2015     | 1.1-5       | 20 Aug 2015    |
| 4.4-8   | 2 Mar 2017     | 5.3-1    | 8 Jan 2015     | 6-2-0-2    | 8 Dec 2016     | 1.1-6       | 20 Aug 2015    |
| 4.4-9   | 2 Mar 2017     | 5.3-2    | 23 Jun 2016    | 6-2-1-1    | 26 Oct 2006    | 1.1-7       | 20 Aug 2015    |
| 4.4-10  | 2 Mar 2017     | 5.3-3    | 28 May 2015    | 6-2-1-3    | 23 Jun 2016    | 1.1-8       | 20 Aug 2015    |
| 4.4-11  | 2 Mar 2017     | 5.3-4    | 3 Mar 2016     | 6-2-1-4    | 5 Feb 2015     | 1.2-1       | 10 Jan 2013    |
| 4.4-12  | 2 Mar 2017     | 5.3-5    | 3 Mar 2016     | 6-2-1-5    | 5 Jan 2017     | 1.2-2       | 13 Dec 2012    |
| 4.4-13  | 2 Mar 2017     | 5.3-6    | 2 Mar 2017     | * 6-2-1-6  | 30 Mar 2017    | 1.2-3       | 13 Dec 2012    |
| 4.4-14  | 5 Jan 2017     | 5.3-7    | 21 Jul 2016    | 6-2-1-7    | 5 Jan 2017     | 1.2-4       | 13 Dec 2012    |
| 4.4-15  | 2 Mar 2017     | 5.3-8    | 21 Jul 2016    | 6-2-1-9    | 2 Feb 2017     | 1.3-1       | 18 Aug 2016    |
| 4.4-16  | 2 Mar 2017     | 5.3-9    | 21 Jul 2016    | * 6-2-1-10 | 30 Mar 2017    | 1.3-2       | 10 Nov 2016    |
| 4.4-17  | 2 Mar 2017     | 5.3-10   | 15 Sep 2016    | 6-2-1-11   | 5 Jan 2017     | 1.3-3       | 15 Sep 2016    |
| 4.4-18  | 2 Mar 2017     | 5.3-11   | 21 Jul 2016    | 6-2-2-1-1  | 3 Mar 2016     | 1.3-4       | 15 Sep 2016    |
| 4.4-19  | 2 Mar 2017     | 5.3-12   | 21 Jul 2016    | 6-2-2-1-2  | 2 Mar 2017     | 1.3-5       | 2 Feb 2017     |
| 4.4-20  | 2 Mar 2017     | 5.3-13   | 21 Jul 2016    | 6-2-2-1-3  | 2 Mar 2017     | 1.3-6       | 4 Feb 2016     |
| 4.4-21  | 2 Mar 2017     | 5.3-14   | 15 Sep 2016    | 6-2-2-1-4  | 5 Jan 2017     | 1.3-7       | 27 Jun 2013    |
| 4.4-22  | 2 Mar 2017     | 5.3-15   | 15 Sep 2016    | 6-2-2-1-5  | 17 Sep 2015    | 1.4-1       | 8 Jan 2015     |
| 4.4-23  | 2 Mar 2017     | 5.3-16   | 15 Sep 2016    | 6-2-2-1-6  | 2 Mar 2017     | 1.5-1       | 13 Dec 2012    |
| * 4.5-1 | 30 Mar 2017    | 5.3-17   | 15 Sep 2016    | 6-2-2-1-7  | 15 Sep 2016    | 2.EGPD-1    | 26 May 2016    |
| 5.1-1   | 11 Dec 2014    | 5.3-18   | 21 Jul 2016    | 6-2-2-1-8  | 15 Sep 2016    | 2.EGPD-2    | 5 Jan 2017     |
| 5.1-2   | 11 Dec 2014    | 5.3-19   | 21 Jul 2016    | 6-2-2-1-9  | 30 Jun 2011    | 2.EGPD-3    | 5 Jan 2017     |
| 5.1-3   | 15 Sep 2016    | 5.4-1    | 17 Sep 2015    | 6-2-2-1-10 | 2 Mar 2017     | 2.EGPD-4    | 5 Jan 2017     |
| 5.1-4   | 11 Dec 2014    | 5.5-1    | 18 Aug 2016    | 6-2-2-1-11 | 21 Jul 2016    | * 2.EGPD-5  | 30 Mar 2017    |
| 5.1-5   | 31 Mar 2016    | 5.5-2    | 8 Dec 2016     | 6-2-2-1-12 | 4 Feb 2016     | 2.EGPD-6    | 28 Apr 2016    |
| 5.1-6   | 11 Dec 2014    | 5.5-3    | 21 Jul 2016    | 6-2-2-1-13 | 28 Jul 2011    | 2.EGPD-7    | 5 Jan 2017     |
| 5.1-7   | 5 Mar 2015     | 5.5-4    | 21 Jul 2016    | 6-2-2-1-14 | 29 May 2014    | 2.EGPD-8    | 2 Feb 2017     |
| 5.1-8   | 2 Feb 2017     | 5.5-5    | 21 Jul 2016    | 6-2-2-1-15 | 30 Apr 2015    | 2.EGPD-9    | 10 Nov 2016    |
| 5.1-9   | 18 Aug 2016    | 5.5-6    | 10 Nov 2016    | 6-2-2-3-1  | 8 Dec 2016     | 2.EGPD-10   | 10 Nov 2016    |
| 5.1-10  | 18 Aug 2016    | 5.5-7    | 21 Jul 2016    | 6-2-2-4-1  | 2 Mar 2017     | 2.EGPD-11   | 10 Nov 2016    |
| 5.1-11  | 15 Sep 2016    | 5.5-8    | 21 Jul 2016    | 6-2-2-4-2  | 12 Nov 2015    | 2.EGPD-12   | 21 Jul 2016    |
| 5.1-12  | 15 Sep 2016    | 5.5-9    | 21 Jul 2016    | 6-2-2-4-3  | 28 Apr 2016    | 2.EGPD-13   | 13 Oct 2016    |
| 5.1-13  | 15 Sep 2016    | * 5.5-10 | 30 Mar 2017    | 6-3-0-1    | 23 Jun 2016    | 2.EGPD-14   | 21 Jul 2016    |
| 5.1-14  | 15 Sep 2016    | * 5.5-11 | 30 Mar 2017    | 6-3-0-3    | 8 Dec 2016     | 2.EGPD-15   | 13 Oct 2016    |
| 5.1-15  | 15 Sep 2016    | 5.5-12   | 10 Nov 2016    | 6-3-0-4    | 8 Dec 2016     | 2.EGPD-16   | 21 Jul 2016    |
| 5.1-16  | 8 Dec 2016     | 5.5-13   | 8 Dec 2016     | 6-3-0-5    | 2 Mar 2017     | 2-EGPD-2-1  | 10 Nov 2016    |
| 5.1-17  | 15 Sep 2016    | 5.5-14   | 10 Nov 2016    | 6-3-0-6    | 2 Mar 2017     | 2-EGPD-2-2  | 10 Nov 2016    |
| 5.1-18  | 15 Sep 2016    | * 5.5-15 | 30 Mar 2017    | 6-3-1-1    | 2 Mar 2017     | 2-EGPD-2-3  | 10 Nov 2016    |
| 5.1-19  | 15 Sep 2016    | * 5.5-16 | 30 Mar 2017    | 6-3-1-2    | 8 Dec 2016     | 2-EGPD-3-1  | 13 Nov 2014    |
| 5.1-20  | 15 Sep 2016    | * 5.5-17 | 30 Mar 2017    | 6-3-2-1    | 2 Mar 2017     | 2-EGPD-3-2  | 13 Nov 2014    |
| 5.1-21  | 15 Sep 2016    | * 5.6-1  | 30 Mar 2017    | 6-3-2-2    | 2 Mar 2017     | 2-EGPD-4-1  | 3 Mar 2016     |
| 5.1-22  | 15 Sep 2016    | * 5.6-2  | 30 Mar 2017    | 6-3-5-1    | 15 Sep 2016    | 2-EGPD-5-1  | 21 Jul 2016    |
| 5.1-23  | 15 Sep 2016    | 6-1      | 31 Mar 2016    | 6-4-0-1    | 26 Jun 2014    | 2-EGPD-5-2  | 3 Mar 2016     |
| 5.1-24  | 15 Sep 2016    | * 6-2    | 30 Mar 2017    | 6-4-0-2    | 26 Jun 2014    | 2-EGPD-8-1  | 21 Jul 2016    |
| 5.1-25  | 15 Sep 2016    | 6-3      | 28 Apr 2016    | * 6-5-1-1  | 30 Mar 2017    | 2-EGPD-8-2  | 21 Jul 2016    |
| 5.1-26  | 15 Sep 2016    | 6-4      | 28 Apr 2016    | 6-5-1-2    | 5 Jan 2017     | 2-EGPD-8-3  | 21 Jul 2016    |
| 5.1-27  | 15 Sep 2016    | 6-1-1-1  | 8 Dec 2016     | 6-5-1-3    | 2 Mar 2017     | 2-EGPD-8-4  | 21 Jul 2016    |
| 5.1-28  | 15 Sep 2016    | 6-1-1-2  | 17 Nov 2011    | 6-5-4-1    | 21 Aug 2014    | 2-EGPD-8-5  | 21 Jul 2016    |
| 5.1-29  | 15 Sep 2016    | 6-1-4-1  | 2 Mar 2017     | 6-5-6-1    | 21 Aug 2014    | 2-EGPD-8-6  | 21 Jul 2016    |
| 5.1-30  | 15 Sep 2016    | 6-1-4-2  | 2 Mar 2017     | 6-5-6-2    | 21 Aug 2014    | 2-EGPD-8-7  | 21 Jul 2016    |
| 5.1-31  | 15 Sep 2016    | 6-1-6-1  | 23 Sep 2010    |            |                | 2.EGJA-1    | 26 May 2016    |
| 5.1-32  | 15 Sep 2016    | 6-1-6-2  | 23 Sep 2010    |            |                | 2.EGJA-2    | 31 Mar 2016    |
| 5.1-33  | 5 Jan 2017     | 6-1-6-3  | 2 Feb 2017     |            |                | 2.EGJA-3    | 15 Sep 2016    |
| 5.1-34  | 5 Jan 2017     | 6-1-6-4  | 4 Feb 2016     |            |                | 2.EGJA-4    | 10 Nov 2016    |
| 5.1-35  | 5 Jan 2017     | 6-1-6-5  | 8 Dec 2016     |            |                | 2.EGJA-5    | 31 Mar 2016    |
| 5.1-36  | 5 Jan 2017     | 6-1-6-6  | 13 Oct 2016    |            |                | 2.EGJA-6    | 2 Feb 2017     |
| 5.1-37  | 5 Jan 2017     | 6-1-6-7  | 5 Jan 2017     |            |                | 2.EGJA-7    | 2 Feb 2017     |
| 5.1-38  | 5 Jan 2017     | 6-1-7-1  | 8 Dec 2016     |            |                | 2.EGJA-8    | 2 Feb 2017     |
| 5.2-1   | 2 Mar 2017     | 6-1-8-1  | 21 Jul 2016    |            |                | 2.EGJA-9    | 2 Feb 2017     |
| 5.2-2   | 8 Dec 2016     | 6-1-10-1 | 31 May 2012    |            |                | * 2.EGJA-10 | 30 Mar 2017    |
| 5.2-3   | 10 Nov 2016    | 6-1-10-3 | 12 Nov 2015    |            |                | 2-EGJA-2-1  | 2 Mar 2017     |
| 5.2-4   | 10 Nov 2016    | 6-1-10-4 | 12 Nov 2015    |            |                | 2-EGJA-5-1  | 6 Mar 2014     |
| 5.2-5   | 10 Nov 2016    | 6-1-10-5 | 5 Mar 2015     |            |                | 2-EGJA-7-1  | 21 Jul 2016    |
| 5.2-6   | 10 Nov 2016    | 6-1-15-1 | 8 Jan 2015     |            |                | 2-EGJA-8-1  | 6 Mar 2014     |
| 5.2-7   | 10 Nov 2016    | 6-1-15-2 | 31 May 2012    |            |                | 2-EGJA-8-2  | 6 Mar 2014     |

## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

| Page        | Effective Date | Page        | Effective Date | Page         | Effective Date | Page         | Effective Date |
|-------------|----------------|-------------|----------------|--------------|----------------|--------------|----------------|
| AD          |                | AD          |                | AD           |                | AD           |                |
| 2-EGJA-8-3  | 6 Mar 2014     | 2.EGAA-13   | 15 Sep 2016    | 2.EGKB-9     | 4 Feb 2016     | 2-EGBB-8-4   | 21 Jul 2016    |
| 2-EGJA-8-4  | 6 Mar 2014     | 2.EGAA-14   | 13 Oct 2016    | 2.EGKB-10    | 4 Feb 2016     | 2-EGBB-8-5   | 21 Jul 2016    |
| 2-EGJA-8-5  | 17 Nov 2011    | 2.EGAA-15   | 15 Sep 2016    | 2.EGKB-11    | 4 Feb 2016     | 2-EGBB-8-6   | 21 Jul 2016    |
| 2-EGJA-8-6  | 17 Nov 2011    | 2-EGAA-2-1  | 3 Mar 2016     | 2.EGKB-12    | 4 Feb 2016     | 2-EGBB-8-7   | 21 Jul 2016    |
| 2-EGJA-8-7  | 2 May 2013     | 2-EGAA-2-2  | 12 Nov 2015    | 2-EGKB-2-1   | 30 Apr 2015    | 2-EGBB-8-8   | 21 Jul 2016    |
| 2-EGJA-8-8  | 17 Nov 2011    | 2-EGAA-5-1  | 23 Jun 2016    | 2-EGKB-5-1   | 4 Feb 2016     | 2-EGBB-8-9   | 21 Jul 2016    |
| 2.EGSL-1    | 26 May 2016    | 2-EGAA-8-1  | 3 Mar 2016     | 2-EGKB-7-1   | 5 Jan 2017     | 2-EGBB-8-10  | 21 Jul 2016    |
| 2.EGSL-2    | 3 Mar 2016     | 2-EGAA-8-2  | 3 Mar 2016     | 2-EGKB-7-2   | 15 Sep 2016    | 2-EGBB-8-11  | 21 Jul 2016    |
| 2.EGSL-3    | 26 May 2016    | 2-EGAA-8-3  | 3 Mar 2016     | 2-EGKB-8-1   | 4 Feb 2016     | 2-EGBB-8-12  | 21 Jul 2016    |
| 2.EGSL-4    | 10 Dec 2015    | 2-EGAA-8-4  | 3 Mar 2016     | 2-EGKB-8-2   | 4 Feb 2016     | 2.EGLK-1     | 13 Oct 2016    |
| 2.EGSL-5    | 2 Feb 2017     | 2-EGAA-8-5  | 3 Mar 2016     | 2-EGKB-8-3   | 4 Feb 2016     | 2.EGLK-2     | 13 Oct 2016    |
| 2.EGSL-6    | 13 Dec 2012    | 2-EGAA-8-6  | 3 Mar 2016     | * 2.EGBB-1   | 30 Mar 2017    | 2.EGLK-3     | 13 Oct 2016    |
| 2-EGSL-2-1  | 24 Sep 2009    | 2-EGAA-8-7  | 3 Mar 2016     | 2.EGBB-2     | 2 Mar 2017     | 2.EGLK-4     | 5 Jan 2017     |
| 2.EGPR-1    | 26 May 2016    | 2-EGAA-8-8  | 3 Mar 2016     | 2.EGBB-3     | 31 Mar 2016    | 2.EGLK-5     | 2 Feb 2017     |
| 2.EGPR-2    | 8 Jan 2015     | 2-EGAA-8-9  | 3 Mar 2016     | 2.EGBB-4     | 21 Jul 2016    | 2.EGLK-6     | 5 Jan 2017     |
| 2.EGPR-3    | 24 Jul 2014    | 2-EGAA-8-10 | 3 Mar 2016     | 2.EGBB-5     | 21 Jul 2016    | 2.EGLK-7     | 5 Jan 2017     |
| 2.EGPR-4    | 6 Mar 2014     | 2-EGAA-8-11 | 3 Mar 2016     | 2.EGBB-6     | 2 Mar 2017     | 2-EGLK-2-1   | 28 May 2015    |
| 2.EGPR-5    | 4 Feb 2016     | 2-EGAA-8-12 | 3 Mar 2016     | 2.EGBB-7     | 10 Dec 2015    | 2.EGNH-1     | 26 May 2016    |
| 2.EGPR-6    | 18 Aug 2016    | 2-EGAA-8-13 | 3 Mar 2016     | 2.EGBB-8     | 10 Dec 2015    | 2.EGNH-2     | 8 Dec 2016     |
| 2.EGPR-7    | 18 Aug 2016    | 2-EGAA-8-14 | 3 Mar 2016     | 2.EGBB-9     | 2 Feb 2017     | * 2.EGNH-3   | 30 Mar 2017    |
| 2-EGPR-2-1  | 24 Jul 2014    | 2-EGAA-8-15 | 3 Mar 2016     | 2.EGBB-10    | 26 May 2016    | * 2.EGNH-4   | 30 Mar 2017    |
| 2-EGPR-8-1  | 18 Aug 2016    | 2-EGAA-8-16 | 3 Mar 2016     | 2.EGBB-11    | 15 Sep 2016    | 2.EGNH-5     | 26 May 2016    |
| 2-EGPR-8-2  | 18 Aug 2016    | 2-EGAA-8-17 | 17 Nov 2011    | 2.EGBB-12    | 21 Jul 2016    | 2.EGNH-6     | 12 Nov 2015    |
| 2-EGPR-8-3  | 18 Aug 2016    | 2.EGAC-1    | 26 May 2016    | 2.EGBB-13    | 18 Aug 2016    | 2.EGNH-7     | 2 Feb 2017     |
| 2-EGPR-8-4  | 18 Aug 2016    | 2.EGAC-2    | 31 Mar 2016    | 2.EGBB-14    | 18 Aug 2016    | 2.EGNH-8     | 13 Oct 2016    |
| 2-EGPR-8-5  | 18 Aug 2016    | 2.EGAC-3    | 18 Aug 2016    | 2.EGBB-15    | 21 Jul 2016    | 2.EGNH-9     | 2 Feb 2017     |
| 2-EGPR-8-6  | 18 Aug 2016    | 2.EGAC-4    | 18 Aug 2016    | 2.EGBB-16    | 10 Nov 2016    | 2.EGNH-10    | 2 Feb 2017     |
| 2.EGNL-1    | 26 May 2016    | 2.EGAC-5    | 31 Mar 2016    | 2.EGBB-17    | 10 Nov 2016    | 2-EGNH-2-1   | 3 Mar 2016     |
| 2.EGNL-2    | 5 Feb 2015     | 2.EGAC-6    | 17 Sep 2015    | 2.EGBB-18    | 10 Nov 2016    | 2-EGNH-2-2   | 12 Nov 2015    |
| 2.EGNL-3    | 5 Feb 2015     | 2.EGAC-7    | 18 Aug 2016    | 2.EGBB-19    | 10 Nov 2016    | 2-EGNH-8-1   | 12 Nov 2015    |
| 2.EGNL-4    | 31 Mar 2016    | 2.EGAC-8    | 2 Mar 2017     | 2.EGBB-20    | 10 Nov 2016    | 2-EGNH-8-2   | 12 Nov 2015    |
| 2.EGNL-5    | 8 Dec 2016     | 2.EGAC-9    | 5 Feb 2015     | 2-EGBB-2-1   | 21 Jul 2016    | 2-EGNH-8-3   | 3 Mar 2016     |
| 2.EGNL-6    | 23 Jun 2016    | 2.EGAC-10   | 5 Feb 2015     | 2-EGBB-2-2   | 21 Jul 2016    | 2-EGNH-8-4   | 3 Mar 2016     |
| 2.EGNL-7    | 13 Oct 2016    | 2.EGAC-11   | 13 Oct 2016    | 2-EGBB-2-3   | 21 Jul 2016    | 2-EGNH-8-5   | 3 Mar 2016     |
| 2.EGNL-8    | 18 Aug 2016    | 2.EGAC-12   | 13 Oct 2016    | 2-EGBB-4-1   | 7 Apr 2011     | 2-EGNH-8-6   | 3 Mar 2016     |
| 2-EGNL-2-1  | 4 Feb 2016     | 2.EGAC-13   | 26 May 2016    | 2-EGBB-4-3   | 4 Apr 2013     | 2-EGNH-8-7   | 3 Mar 2016     |
| 2-EGNL-8-1  | 18 Aug 2016    | 2-EGAC-2-1  | 18 Aug 2016    | 2-EGBB-5-1   | 3 Apr 2014     | 2.EGHH-1     | 23 Jun 2016    |
| 2-EGNL-8-2  | 18 Aug 2016    | 2-EGAC-2-2  | 17 Sep 2015    | 2-EGBB-6-1   | 5 Jan 2017     | 2.EGHH-2     | 31 Mar 2016    |
| 2-EGNL-8-3  | 18 Aug 2016    | 2-EGAC-5-1  | 23 Jun 2016    | 2-EGBB-6-2   | 5 Jan 2017     | 2.EGHH-3     | 18 Aug 2016    |
| 2-EGNL-8-4  | 18 Aug 2016    | 2-EGAC-8-1  | 20 Sep 2012    | 2-EGBB-6-3   | 10 Nov 2016    | 2.EGHH-4     | 23 Jun 2016    |
| 2-EGNL-8-5  | 18 Aug 2016    | 2-EGAC-8-2  | 20 Sep 2012    | 2-EGBB-6-4   | 10 Nov 2016    | 2.EGHH-5     | 31 Mar 2016    |
| 2-EGNL-8-6  | 18 Aug 2016    | 2-EGAC-8-3  | 20 Sep 2012    | 2-EGBB-6-5   | 10 Nov 2016    | 2.EGHH-6     | 10 Dec 2015    |
| 2-EGNL-8-7  | 23 Jun 2016    | 2-EGAC-8-4  | 20 Sep 2012    | 2-EGBB-6-6   | 5 Jan 2017     | 2.EGHH-7     | 2 Feb 2017     |
| 2-EGNL-8-8  | 23 Jun 2016    | 2-EGAC-8-5  | 20 Sep 2012    | 2-EGBB-6-7   | 10 Nov 2016    | 2.EGHH-8     | 23 Jun 2016    |
| 2-EGNL-8-9  | 23 Jun 2016    | 2-EGAC-8-6  | 20 Sep 2012    | 2-EGBB-6-8   | 10 Nov 2016    | 2.EGHH-9     | 23 Jun 2016    |
| 2-EGNL-8-10 | 23 Jun 2016    | 2.EGPL-1    | 26 May 2016    | 2-EGBB-6-9   | 10 Nov 2016    | 2.EGHH-10    | 23 Jun 2016    |
| 2.EGSM-1    | 18 Aug 2016    | 2.EGPL-2    | 3 Mar 2016     | 2-EGBB-6-10  | 10 Nov 2016    | 2.EGHH-11    | 23 Jun 2016    |
| 2.EGSM-2    | 7 Mar 2013     | 2.EGPL-3    | 23 Jul 2015    | 2-EGBB-6-11  | 5 Jan 2017     | 2.EGHH-12    | 23 Jun 2016    |
| 2.EGSM-3    | 26 May 2016    | * 2.EGPL-4  | 30 Mar 2017    | 2-EGBB-6-12  | 10 Nov 2016    | 2.EGHH-13    | 4 Feb 2016     |
| 2.EGSM-4    | 2 Feb 2017     | 2.EGPL-5    | 10 Dec 2015    | 2-EGBB-6-13  | 10 Nov 2016    | 2.EGHH-14    | 10 Nov 2016    |
| 2.EGSM-5    | 2 Feb 2017     | 2.EGPL-6    | 2 Feb 2017     | 2-EGBB-6-14  | 5 Jan 2017     | 2.EGHH-15    | 4 Feb 2016     |
| 2-EGSM-2-1  | 11 Feb 2010    | 2.EGPL-7    | 3 Mar 2016     | 2-EGBB-6-15  | 5 Jan 2017     | 2-EGHH-2-1   | 18 Aug 2016    |
| 2.EGBF-1    | 26 May 2016    | 2.EGPL-8    | 23 Jun 2016    | 2-EGBB-6-16  | 18 Aug 2016    | 2-EGHH-2-2   | 5 Feb 2015     |
| 2.EGBF-2    | 13 Dec 2012    | 2-EGPL-2-1  | 3 Mar 2016     | 2-EGBB-6-17  | 18 Aug 2016    | 2-EGHH-5-1   | 5 Jan 2017     |
| 2.EGBF-3    | 10 Jan 2013    | 2-EGPL-8-1  | 17 Sep 2015    | 2-EGBB-6-18  | 18 Aug 2016    | 2-EGHH-7-1   | 2 Feb 2017     |
| 2.EGBF-4    | 2 Feb 2017     | 2-EGPL-8-2  | 17 Sep 2015    | 2-EGBB-6-19  | 18 Aug 2016    | * 2-EGHH-7-2 | 30 Mar 2017    |
| 2.EGBF-5    | 15 Oct 2015    | 2-EGPL-8-3  | 17 Sep 2015    | 2-EGBB-6-20  | 18 Aug 2016    | 2-EGHH-7-3   | 18 Aug 2016    |
| 2-EGBF-2-1  | 15 Oct 2015    | 2-EGPL-8-4  | 17 Sep 2015    | 2-EGBB-6-21  | 18 Aug 2016    | 2-EGHH-7-4   | 18 Aug 2016    |
| 2.EGAA-1    | 26 May 2016    | 2-EGPL-8-5  | 17 Sep 2015    | 2-EGBB-6-22  | 18 Aug 2016    | 2-EGHH-7-5   | 18 Aug 2016    |
| 2.EGAA-2    | 31 Mar 2016    | 2-EGPL-8-6  | 17 Sep 2015    | 2-EGBB-6-23  | 18 Aug 2016    | 2-EGHH-8-1   | 5 Jan 2017     |
| 2.EGAA-3    | 15 Sep 2016    | 2-EGPL-8-7  | 17 Sep 2015    | 2-EGBB-6-24  | 18 Aug 2016    | 2-EGHH-8-2   | 5 Jan 2017     |
| 2.EGAA-4    | 15 Sep 2016    | 2-EGPL-8-8  | 17 Sep 2015    | 2-EGBB-6-25  | 18 Aug 2016    | 2-EGHH-8-3   | 5 Jan 2017     |
| 2.EGAA-5    | 5 Jan 2017     | 2.EGKB-1    | 26 May 2016    | 2-EGBB-7-1   | 5 Jan 2017     | 2-EGHH-8-4   | 5 Jan 2017     |
| 2.EGAA-6    | 5 Jan 2017     | 2.EGKB-2    | 12 Nov 2015    | 2-EGBB-7-2   | 8 Dec 2016     | 2-EGHH-8-5   | 5 Jan 2017     |
| 2.EGAA-7    | 15 Sep 2016    | 2.EGKB-3    | 18 Aug 2016    | 2-EGBB-7-3   | 23 Jun 2016    | 2-EGHH-8-6   | 5 Jan 2017     |
| 2.EGAA-8    | 2 Mar 2017     | 2.EGKB-4    | 18 Aug 2016    | * 2-EGBB-7-4 | 30 Mar 2017    | 2-EGHH-8-7   | 5 Jan 2017     |
| 2.EGAA-9    | 15 Sep 2016    | 2.EGKB-5    | 18 Aug 2016    | 2-EGBB-7-5   | 23 Jun 2016    | 2-EGHH-8-8   | 5 Jan 2017     |
| 2.EGAA-10   | 15 Sep 2016    | 2.EGKB-6    | 18 Aug 2016    | 2-EGBB-8-1   | 17 Sep 2015    | 2.EGGD-1     | 26 May 2016    |
| 2.EGAA-11   | 15 Sep 2016    | 2.EGKB-7    | 2 Feb 2017     | 2-EGBB-8-2   | 17 Sep 2015    | 2.EGGD-2     | 25 Jun 2015    |
| 2.EGAA-12   | 15 Sep 2016    | 2.EGKB-8    | 4 Feb 2016     | 2-EGBB-8-3   | 17 Sep 2015    | 2.EGGD-3     | 13 Oct 2016    |

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

| Page         | Effective Date | Page        | Effective Date | Page       | Effective Date | Page        | Effective Date |
|--------------|----------------|-------------|----------------|------------|----------------|-------------|----------------|
| AD           |                | AD          |                | AD         |                | AD          |                |
| 2.EGGD-4     | 13 Oct 2016    | 2.EGEC-1    | 26 May 2016    | 2-EGNC-8-3 | 2 Feb 2017     | 2-EGTC-8-3  | 18 Aug 2016    |
| 2.EGGD-5     | 13 Oct 2016    | 2.EGEC-2    | 26 Jun 2014    | 2-EGNC-8-4 | 2 Feb 2017     | 2-EGTC-8-4  | 18 Aug 2016    |
| 2.EGGD-6     | 13 Oct 2016    | * 2.EGEC-3  | 30 Mar 2017    | 2-EGNC-8-5 | 2 Feb 2017     | 2-EGTC-8-5  | 18 Aug 2016    |
| 2.EGGD-7     | 13 Oct 2016    | 2.EGEC-4    | 23 Jun 2016    | 2.EGLJ-1   | 26 May 2016    | 2-EGTC-8-6  | 18 Aug 2016    |
| 2.EGGD-8     | 2 Feb 2017     | * 2.EGEC-5  | 30 Mar 2017    | 2.EGLJ-2   | 14 Nov 2013    | 2-EGTC-8-7  | 18 Aug 2016    |
| 2.EGGD-9     | 13 Oct 2016    | * 2.EGEC-6  | 30 Mar 2017    | 2.EGLJ-3   | 12 Nov 2015    | 2-EGTC-8-9  | 18 Aug 2016    |
| 2.EGGD-10    | 13 Oct 2016    | 2-EGEC-2-1  | 15 Sep 2016    | 2.EGLJ-4   | 2 Feb 2017     | 2-EGTC-8-10 | 18 Aug 2016    |
| 2.EGGD-11    | 13 Oct 2016    | 2-EGEC-8-1  | 10 Nov 2016    | 2.EGLJ-5   | 12 Nov 2015    | 2.EGPG-1    | 26 May 2016    |
| 2.EGGD-12    | 13 Oct 2016    | 2-EGEC-8-2  | 23 Jun 2016    | 2-EGLC-2-1 | 12 Nov 2015    | 2.EGPG-2    | 8 Dec 2016     |
| 2.EGGD-13    | 13 Oct 2016    | 2-EGEC-8-3  | 23 Jun 2016    | 2.EGHR-1   | 8 Dec 2016     | 2.EGPG-3    | 31 Mar 2016    |
| 2.EGGD-14    | 5 Jan 2017     | 2-EGEC-8-4  | 23 Jun 2016    | 2.EGHR-2   | 5 Mar 2015     | 2.EGPG-4    | 28 Apr 2016    |
| 2.EGGD-15    | 5 Jan 2017     | 2-EGEC-8-5  | 23 Jun 2016    | 2.EGHR-3   | 5 Mar 2015     | 2.EGPG-5    | 31 Mar 2016    |
| 2.EGGD-2-1   | 13 Oct 2016    | 2-EGEC-8-6  | 23 Jun 2016    | 2.EGHR-4   | 23 Jun 2016    | 2.EGPG-6    | 31 Mar 2016    |
| 2.EGGD-2-2   | 13 Oct 2016    | 2.EGFF-1    | 10 Nov 2016    | 2.EGHR-5   | 23 Jun 2016    | 2-EGPG-2-1  | 31 Mar 2016    |
| * 2.EGGD-4-1 | 30 Mar 2017    | 2.EGFF-2    | 10 Nov 2016    | 2.EGHR-6   | 2 Feb 2017     | 2.EGLD-1    | 26 May 2016    |
| * 2.EGGD-5-1 | 30 Mar 2017    | 2.EGFF-3    | 10 Nov 2016    | 2.EGHR-7   | 5 Mar 2015     | 2.EGLD-2    | 13 Dec 2012    |
| 2.EGGD-6-1   | 6 Mar 2014     | 2.EGFF-4    | 2 Mar 2017     | 2-EGHR-2-1 | 5 Mar 2015     | 2.EGLD-3    | 27 Jun 2013    |
| 2.EGGD-6-2   | 15 Sep 2016    | 2.EGFF-5    | 10 Nov 2016    | 2-EGHR-4-1 | 21 Aug 2014    | 2.EGLD-4    | 13 Dec 2012    |
| 2.EGGD-6-3   | 6 Mar 2014     | 2.EGFF-6    | 3 Mar 2016     | 2.EGEL-1   | 26 May 2016    | 2.EGLD-5    | 2 Feb 2017     |
| 2.EGGD-7-1   | 8 Dec 2016     | 2.EGFF-7    | 2 Feb 2017     | 2.EGEL-2   | 12 Dec 2013    | 2.EGLD-6    | 18 Sep 2014    |
| 2.EGGD-7-2   | 2 Feb 2017     | 2.EGFF-8    | 10 Nov 2016    | 2.EGEL-3   | 12 Dec 2013    | 2.EGLD-7    | 2 Feb 2017     |
| 2.EGGD-7-3   | 5 Jan 2017     | 2.EGFF-9    | 10 Nov 2016    | 2.EGEL-4   | 12 Dec 2013    | 2-EGLD-2-1  | 25 Jul 2013    |
| 2.EGGD-7-4   | 23 Jul 2015    | 2.EGFF-10   | 21 Jul 2016    | 2.EGEL-5   | 12 Dec 2013    | 2-EGLD-4-1  | 18 Sep 2014    |
| 2.EGGD-7-5   | 13 Nov 2014    | 2.EGFF-11   | 10 Nov 2016    | 2-EGEL-2-1 | 24 Sep 2009    | 2.EGBD-1    | 26 May 2016    |
| 2.EGGD-7-6   | 21 Aug 2014    | 2.EGFF-12   | 10 Nov 2016    | 2.EGEY-1   | 26 May 2016    | 2.EGBD-2    | 13 Dec 2012    |
| 2.EGGD-8-1   | 3 Apr 2014     | 2.EGFF-13   | 10 Nov 2016    | 2.EGEY-2   | 26 May 2016    | 2.EGBD-3    | 13 Dec 2012    |
| 2.EGGD-8-2   | 12 Dec 2013    | 2.EGFF-14   | 10 Nov 2016    | 2.EGEY-3   | 14 Nov 2013    | 2.EGBD-4    | 13 Dec 2012    |
| 2.EGGD-8-3   | 16 Oct 2014    | 2.EGFF-15   | 10 Nov 2016    | 2.EGEY-4   | 14 Nov 2013    | 2.EGBD-5    | 2 Feb 2017     |
| 2.EGGD-8-4   | 3 Apr 2014     | 2-EGFF-2-1  | 10 Nov 2016    | 2.EGEY-5   | 2 Feb 2017     | 2.EGBD-6    | 10 Dec 2015    |
| 2.EGGD-8-5   | 3 Apr 2014     | 2-EGFF-2-2  | 6 Feb 2014     | 2.EGEY-6   | 14 Nov 2013    | 2-EGBD-2-1  | 1 Jul 2010     |
| 2.EGGD-8-6   | 6 Feb 2014     | 2-EGFF-4-1  | 8 Dec 2016     | 2-EGEY-2-1 | 26 May 2016    | * 2.EGCN-1  | 30 Mar 2017    |
| 2.EGGD-8-7   | 15 Sep 2016    | 2-EGFF-4-2  | 8 Dec 2016     | 2.EGHA-1   | 23 Jun 2016    | * 2.EGCN-2  | 30 Mar 2017    |
| 2.EGGD-8-8   | 3 Apr 2014     | 2-EGFF-5-1  | 8 Dec 2016     | 2.EGHA-2   | 31 Mar 2016    | 2.EGCN-3    | 2 Mar 2017     |
| 2.EGGD-8-9   | 15 Sep 2016    | 2-EGFF-6-1  | 8 Dec 2016     | 2.EGHA-3   | 31 Mar 2016    | * 2.EGCN-4  | 30 Mar 2017    |
| 2.EGGD-8-10  | 21 Aug 2014    | 2-EGFF-6-2  | 8 Dec 2016     | 2.EGHA-4   | 23 Jun 2016    | 2.EGCN-5    | 2 Mar 2017     |
| 2.EGGD-8-11  | 21 Aug 2014    | 2-EGFF-6-3  | 8 Dec 2016     | 2.EGHA-5   | 31 Mar 2016    | 2.EGCN-6    | 5 Jan 2017     |
| 2.EGCK-1     | 26 May 2016    | 2-EGFF-7-1  | 8 Dec 2016     | 2-EGHA-2-1 | 31 Mar 2016    | 2.EGCN-7    | 26 May 2016    |
| 2.EGCK-2     | 17 Sep 2015    | 2-EGFF-7-2  | 2 Feb 2017     | 2.EGBE-1   | 8 Dec 2016     | 2.EGCN-8    | 26 May 2016    |
| 2.EGCK-3     | 13 Nov 2014    | 2-EGFF-7-3  | 5 Jan 2017     | 2.EGBE-2   | 8 Dec 2016     | 2.EGCN-9    | 2 Feb 2017     |
| * 2.EGCK-4   | 30 Mar 2017    | 2-EGFF-7-4  | 13 Oct 2016    | 2.EGBE-3   | 8 Dec 2016     | 2.EGCN-10   | 2 Mar 2017     |
| * 2.EGCK-5   | 30 Mar 2017    | 2-EGFF-8-1  | 13 Oct 2016    | 2.EGBE-4   | 18 Aug 2016    | 2.EGCN-11   | 15 Oct 2015    |
| * 2.EGCK-6   | 30 Mar 2017    | 2-EGFF-8-2  | 13 Oct 2016    | 2.EGBE-5   | 8 Dec 2016     | 2.EGCN-12   | 15 Oct 2015    |
| * 2.EGCK-2-1 | 30 Mar 2017    | 2-EGFF-8-3  | 13 Oct 2016    | 2.EGBE-6   | 8 Dec 2016     | 2.EGCN-13   | 8 Dec 2016     |
| 2.EGSC-1     | 2 Mar 2017     | 2-EGFF-8-4  | 13 Oct 2016    | 2.EGBE-7   | 8 Dec 2016     | 2.EGCN-14   | 15 Oct 2015    |
| 2.EGSC-2     | 23 Jul 2015    | 2-EGFF-8-5  | 13 Oct 2016    | 2.EGBE-8   | 2 Feb 2017     | 2.EGCN-15   | 12 Nov 2015    |
| 2.EGSC-3     | 5 Jan 2017     | 2-EGFF-8-6  | 13 Oct 2016    | 2.EGBE-9   | 8 Dec 2016     | 2.EGCN-16   | 15 Sep 2016    |
| 2.EGSC-4     | 10 Nov 2016    | 2-EGFF-8-7  | 13 Oct 2016    | 2.EGBE-10  | 8 Dec 2016     | 2.EGCN-17   | 18 Aug 2016    |
| 2.EGSC-5     | 10 Nov 2016    | 2-EGFF-8-8  | 13 Oct 2016    | 2.EGBE-11  | 8 Dec 2016     | 2.EGCN-18   | 18 Aug 2016    |
| 2.EGSC-6     | 18 Aug 2016    | 2-EGFF-8-9  | 13 Oct 2016    | 2.EGBE-12  | 8 Dec 2016     | 2-EGCN-2-1  | 2 Mar 2017     |
| 2.EGSC-7     | 28 Apr 2016    | 2-EGFF-8-10 | 13 Oct 2016    | 2-EGBE-2-1 | 18 Aug 2016    | 2-EGCN-2-2  | 2 Mar 2017     |
| 2.EGSC-8     | 3 Mar 2016     | 2-EGFF-8-11 | 13 Oct 2016    | 2-EGBE-2-2 | 18 Aug 2016    | 2-EGCN-2-3  | 5 Jan 2017     |
| 2.EGSC-9     | 3 Mar 2016     | 2-EGFF-8-12 | 13 Oct 2016    | 2-EGBE-5-1 | 3 Mar 2016     | 2-EGCN-4-1  | 13 Oct 2016    |
| 2.EGSC-10    | 2 Mar 2017     | 2-EGFF-8-13 | 13 Oct 2016    | 2-EGBE-8-1 | 8 Dec 2016     | 2-EGCN-5-1  | 20 Aug 2015    |
| 2.EGSC-11    | 5 Jan 2017     | 2-EGFF-8-14 | 13 Oct 2016    | 2-EGBE-8-2 | 8 Dec 2016     | 2-EGCN-6-1  | 15 Sep 2016    |
| 2.EGSC-12    | 5 Jan 2017     | 2-EGFF-8-15 | 13 Oct 2016    | 2-EGBE-8-3 | 8 Dec 2016     | 2-EGCN-7-1  | 15 Sep 2016    |
| 2.EGSC-13    | 5 Jan 2017     | 2-EGFF-8-16 | 13 Oct 2016    | 2-EGBE-8-4 | 8 Dec 2016     | 2-EGCN-7-2  | 2 Feb 2017     |
| 2.EGSC-14    | 3 Mar 2016     | 2-EGFF-8-17 | 13 Oct 2016    | 2-EGBE-8-5 | 8 Dec 2016     | 2-EGCN-7-3  | 15 Sep 2016    |
| 2-EGSC-2-1   | 18 Aug 2016    | 2-EGNC-1    | 23 Jun 2016    | 2-EGBE-8-6 | 8 Dec 2016     | 2-EGCN-8-1  | 13 Nov 2014    |
| 2-EGSC-2-2   | 17 Sep 2015    | 2-EGNC-2    | 15 Sep 2016    | 2-EGBE-8-7 | 8 Dec 2016     | 2-EGCN-8-2  | 13 Nov 2014    |
| 2-EGSC-5-1   | 12 Nov 2015    | * 2-EGNC-3  | 30 Mar 2017    | 2-EGTC-1   | 2 Mar 2017     | 2-EGCN-8-3  | 13 Nov 2014    |
| 2-EGSC-8-1   | 10 Nov 2016    | 2-EGNC-4    | 21 Jul 2016    | 2-EGTC-2   | 15 Sep 2016    | 2-EGCN-8-4  | 13 Nov 2014    |
| 2-EGSC-8-2   | 10 Nov 2016    | 2-EGNC-5    | 2 Apr 2015     | 2-EGTC-3   | 2 Mar 2017     | 2-EGCN-8-5  | 13 Nov 2014    |
| 2-EGSC-8-3   | 10 Nov 2016    | 2-EGNC-6    | 2 Feb 2017     | 2-EGTC-4   | 15 Sep 2016    | 2-EGCN-8-6  | 13 Nov 2014    |
| 2-EGSC-8-4   | 10 Nov 2016    | 2-EGNC-7    | 23 Jun 2016    | 2-EGTC-5   | 2 Feb 2017     | 2-EGCN-8-7  | 13 Nov 2014    |
| 2-EGSC-8-5   | 10 Nov 2016    | 2-EGNC-8    | 2 Mar 2017     | 2-EGTC-6   | 2 Mar 2017     | 2-EGCN-8-8  | 13 Nov 2014    |
| 2-EGSC-8-6   | 10 Nov 2016    | 2-EGNC-9    | 2 Feb 2017     | 2-EGTC-7   | 2 Mar 2017     | 2-EGCN-8-9  | 13 Nov 2014    |
| 2-EGSC-8-7   | 10 Nov 2016    | 2-EGNC-2-1  | 23 Jun 2016    | 2-EGTC-8   | 18 Aug 2016    | 2-EGCN-8-10 | 13 Nov 2014    |
| 2-EGSC-8-8   | 10 Nov 2016    | 2-EGNC-2-2  | 23 Jun 2016    | 2-EGTC-2-1 | 7 Jan 2016     | 2-EGPN-1    | 18 Aug 2016    |
| 2-EGSC-8-9   | 18 Aug 2016    | 2-EGNC-8-1  | 2 Feb 2017     | 2-EGTC-8-1 | 18 Aug 2016    | 2-EGPN-2    | 18 Aug 2016    |
| 2-EGSC-8-10  | 18 Aug 2016    | 2-EGNC-8-2  | 2 Feb 2017     | 2-EGTC-8-2 | 18 Aug 2016    | 2-EGPN-3    | 18 Aug 2016    |



## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

| Page        | Effective Date | Page         | Effective Date | Page        | Effective Date | Page         | Effective Date |
|-------------|----------------|--------------|----------------|-------------|----------------|--------------|----------------|
| AD          |                | AD           |                | AD          |                | AD           |                |
| * 2.EGNP-4  | 30 Mar 2017    | * 2.EGNX-11  | 30 Mar 2017    | 2-EGPH-8-9  | 6 Mar 2014     | 2.EGLF-5     | 31 Mar 2016    |
| 2.EGNP-5    | 18 Aug 2016    | * 2.EGNX-12  | 30 Mar 2017    | 2-EGPH-8-10 | 6 Mar 2014     | 2.EGLF-6     | 3 Mar 2016     |
| 2.EGNP-6    | 2 Feb 2017     | * 2.EGNX-13  | 30 Mar 2017    | 2.EGTR-1    | 26 May 2016    | 2.EGLF-7     | 2 Mar 2017     |
| 2.EGNP-7    | 18 Aug 2016    | 2.EGNX-14    | 4 Feb 2016     | 2.EGTR-2    | 21 Aug 2014    | 2.EGLF-8     | 2 Feb 2017     |
| 2.EGNP-8    | 18 Aug 2016    | 2.EGNX-15    | 4 Feb 2016     | 2.EGTR-3    | 13 Dec 2012    | 2.EGLF-9     | 26 May 2016    |
| 2.EGNP-9    | 2 Mar 2017     | 2.EGNX-16    | 10 Nov 2016    | 2.EGTR-4    | 2 Feb 2017     | 2.EGLF-10    | 3 Mar 2016     |
| 2.EGNP-10   | 2 Mar 2017     | 2.EGNX-17    | 4 Feb 2016     | 2.EGTR-5    | 10 Nov 2016    | 2.EGLF-11    | 18 Aug 2016    |
| 2-EGPN-2-1  | 10 Nov 2016    | * 2.EGNX-18  | 30 Mar 2017    | 2.EGTR-6    | 10 Nov 2016    | 2.EGLF-12    | 8 Dec 2016     |
| 2-EGPN-4-1  | 28 Apr 2016    | 2-EGNX-2-1   | 13 Oct 2016    | 2-EGTR-2-1  | 21 Jul 2016    | 2.EGLF-13    | 10 Nov 2016    |
| 2-EGPN-8-1  | 2 Mar 2017     | 2-EGNX-2-2   | 13 Oct 2016    | 2-EGAB-1    | 26 May 2016    | 2.EGLF-14    | 18 Aug 2016    |
| 2-EGPN-8-2  | 2 Mar 2017     | 2-EGNX-2-3   | 13 Oct 2016    | * 2-EGAB-2  | 30 Mar 2017    | 2.EGLF-15    | 18 Aug 2016    |
| 2-EGPN-8-3  | 2 Mar 2017     | 2-EGNX-4-1   | 7 Apr 2011     | 2-EGAB-3    | 10 Nov 2016    | 2.EGLF-16    | 18 Aug 2016    |
| 2-EGPN-8-4  | 2 Mar 2017     | 2-EGNX-5-1   | 31 May 2012    | 2-EGAB-4    | 10 Nov 2016    | 2.EGLF-17    | 18 Aug 2016    |
| 2-EGPN-8-5  | 2 Mar 2017     | 2-EGNX-6-1   | 23 Jun 2016    | 2-EGAB-5    | 2 Feb 2017     | 2.EGLF-18    | 18 Aug 2016    |
| 2-EGPN-8-6  | 2 Mar 2017     | 2-EGNX-6-2   | 23 Jun 2016    | 2-EGAB-6    | 3 Mar 2016     | 2.EGLF-19    | 18 Aug 2016    |
| 2-EGPN-8-7  | 2 Mar 2017     | 2-EGNX-6-3   | 23 Jun 2016    | 2-EGAB-2-1  | 15 Sep 2016    | 2-EGLF-2-1   | 2 Mar 2017     |
| 2-EGPN-8-8  | 2 Mar 2017     | 2-EGNX-6-4   | 23 Jun 2016    | 2-EGTE-1    | 2 Feb 2017     | 2-EGLF-2-2   | 12 Nov 2015    |
| 2-EGPN-8-9  | 2 Mar 2017     | 2-EGNX-7-1   | 15 Sep 2016    | 2-EGTE-2    | 2 Feb 2017     | 2-EGLF-4-1   | 4 Feb 2016     |
| 2-EGTU-1    | 18 Aug 2016    | 2-EGNX-7-2   | 3 Mar 2016     | 2-EGTE-3    | 15 Sep 2016    | 2-EGLF-5-1   | 5 Mar 2015     |
| 2-EGTU-2    | 2 May 2013     | 2-EGNX-7-3   | 23 Jun 2016    | 2-EGTE-4    | 18 Aug 2016    | 2-EGLF-8-1   | 15 Sep 2016    |
| 2-EGTU-3    | 24 Jul 2014    | 2-EGNX-7-4   | 23 Jun 2016    | 2-EGTE-5    | 15 Sep 2016    | 2-EGLF-8-2   | 15 Sep 2016    |
| 2-EGTU-4    | 2 Feb 2017     | 2-EGNX-7-5   | 23 Jun 2016    | 2-EGTE-6    | 31 Mar 2016    | 2-EGLF-8-3   | 15 Sep 2016    |
| 2-EGTU-5    | 8 Dec 2016     | * 2-EGNX-8-1 | 30 Mar 2017    | 2-EGTE-7    | 15 Sep 2016    | 2-EGLF-8-4   | 15 Sep 2016    |
| 2-EGTU-2-1  | 20 Aug 2015    | * 2-EGNX-8-2 | 30 Mar 2017    | 2-EGTE-8    | 2 Feb 2017     | 2-EGLF-8-5   | 15 Sep 2016    |
| 2-EGNV-1    | 26 May 2016    | * 2-EGNX-8-3 | 30 Mar 2017    | 2-EGTE-9    | 30 Apr 2015    | 2-EGLF-8-6   | 15 Sep 2016    |
| 2-EGNV-2    | 10 Nov 2016    | * 2-EGNX-8-4 | 30 Mar 2017    | 2-EGTE-10   | 2 Feb 2017     | 2-EGCL-1     | 26 May 2016    |
| * 2-EGNV-3  | 30 Mar 2017    | * 2-EGNX-8-5 | 30 Mar 2017    | 2-EGTE-11   | 2 Feb 2017     | 2-EGCL-2     | 13 Nov 2014    |
| 2-EGNV-4    | 8 Dec 2016     | * 2-EGNX-8-6 | 30 Mar 2017    | 2-EGTE-12   | 2 Feb 2017     | 2-EGCL-3     | 13 Nov 2014    |
| 2-EGNV-5    | 8 Dec 2016     | 2-EGED-1     | 26 May 2016    | 2-EGTE-13   | 2 Feb 2017     | 2-EGCL-4     | 10 Dec 2015    |
| 2-EGNV-6    | 2 Feb 2017     | 2-EGED-2     | 23 Jun 2016    | 2-EGTE-14   | 2 Feb 2017     | 2-EGCL-5     | 2 Feb 2017     |
| 2-EGNV-7    | 5 Jan 2017     | 2-EGED-3     | 23 Jun 2016    | 2-EGTE-15   | 2 Feb 2017     | 2-EGCL-6     | 13 Nov 2014    |
| 2-EGNV-8    | 5 Jan 2017     | 2-EGED-4     | 23 Jun 2016    | 2-EGTE-2-1  | 30 Apr 2015    | 2-EGCL-2-1   | 13 Nov 2014    |
| 2-EGNV-9    | 2 Mar 2017     | 2-EGED-2-1   | 23 Jun 2016    | 2-EGTE-2-2  | 30 Apr 2015    | 2-EGPF-1     | 26 May 2016    |
| 2-EGNV-10   | 10 Nov 2016    | 2-EGPH-1     | 26 May 2016    | 2-EGTE-5-1  | 3 Mar 2016     | 2-EGPF-2     | 2 Feb 2017     |
| 2-EGNV-2-1  | 8 Dec 2016     | 2-EGPH-2     | 31 Mar 2016    | 2-EGTE-8-1  | 21 Aug 2014    | 2-EGPF-3     | 2 Feb 2017     |
| 2-EGNV-2-2  | 10 Feb 2011    | 2-EGPH-3     | 31 Mar 2016    | 2-EGTE-8-2  | 21 Aug 2014    | * 2-EGPF-4   | 30 Mar 2017    |
| 2-EGNV-4-1  | 22 Oct 2009    | * 2-EGPH-4   | 30 Mar 2017    | 2-EGTE-8-3  | 21 Aug 2014    | 2-EGPF-5     | 10 Dec 2015    |
| 2-EGNV-5-1  | 3 Mar 2016     | 2-EGPH-5     | 31 Mar 2016    | 2-EGTE-8-4  | 21 Aug 2014    | 2-EGPF-6     | 2 Feb 2017     |
| 2-EGNV-8-1  | 15 Nov 2012    | 2-EGPH-6     | 31 Mar 2016    | 2-EGTE-8-5  | 21 Aug 2014    | 2-EGPF-7     | 15 Sep 2016    |
| 2-EGNV-8-2  | 15 Nov 2012    | 2-EGPH-7     | 2 Mar 2017     | 2-EGTE-8-6  | 21 Aug 2014    | 2-EGPF-8     | 2 Feb 2017     |
| 2-EGNV-8-3  | 10 Nov 2016    | 2-EGPH-8     | 2 Mar 2017     | 2-EGTE-8-7  | 21 Aug 2014    | 2-EGPF-9     | 2 Feb 2017     |
| 2-EGNV-8-4  | 15 Nov 2012    | 2-EGPH-9     | 2 Feb 2017     | 2-EGTE-8-8  | 21 Aug 2014    | 2-EGPF-10    | 2 Feb 2017     |
| 2-EGNV-8-5  | 15 Nov 2012    | 2-EGPH-10    | 2 Mar 2017     | 2-EGTE-8-9  | 21 Aug 2014    | 2-EGPF-11    | 2 Feb 2017     |
| 2-EGNV-8-6  | 15 Nov 2012    | 2-EGPH-11    | 2 Mar 2017     | 2-EGTE-8-10 | 23 Jul 2015    | 2-EGPF-12    | 2 Feb 2017     |
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| 2-EGSU-3    | 10 Nov 2016    | 2-EGPH-17    | 10 Nov 2016    | 2-EGTE-8-16 | 21 Aug 2014    | 2-EGPF-2-2   | 2 Feb 2017     |
| 2-EGSU-4    | 2 Feb 2017     | 2-EGPH-18    | 20 Aug 2015    | 2-EGEF-1    | 26 May 2016    | * 2-EGPF-4-1 | 30 Mar 2017    |
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| 2-EGSU-2-1  | 21 Jul 2016    | 2-EGPH-2-2   | 2 Mar 2017     | 2-EGEF-4    | 2 Feb 2017     | 2-EGPF-6-1   | 13 Oct 2016    |
| 2-EGSR-1    | 26 May 2016    | 2-EGPH-4-1   | 6 Mar 2014     | 2-EGEF-5    | 6 Mar 2014     | 2-EGPF-6-2   | 21 Jul 2016    |
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| 2-EGSR-3    | 13 Dec 2012    | 2-EGPH-6-1   | 5 Jan 2017     | 2-EGTF-1    | 26 May 2016    | 2-EGPF-6-4   | 8 Dec 2016     |
| 2-EGSR-4    | 2 Feb 2017     | 2-EGPH-6-2   | 8 Dec 2016     | 2-EGTF-2    | 9 Jan 2014     | 2-EGPF-6-5   | 8 Dec 2016     |
| 2-EGSR-5    | 28 Apr 2016    | 2-EGPH-6-3   | 13 Oct 2016    | 2-EGTF-3    | 9 Jan 2014     | 2-EGPF-6-6   | 8 Dec 2016     |
| 2-EGSR-2-1  | 28 Apr 2016    | 2-EGPH-7-1   | 13 Oct 2016    | 2-EGTF-4    | 15 Sep 2016    | 2-EGPF-6-7   | 21 Jul 2016    |
| * 2.EGNX-1  | 30 Mar 2017    | 2-EGPH-7-2   | 5 Jan 2017     | 2-EGTF-5    | 2 Feb 2017     | 2-EGPF-6-8   | 8 Dec 2016     |
| * 2.EGNX-2  | 30 Mar 2017    | 2-EGPH-7-3   | 5 Jan 2017     | 2-EGTF-6    | 13 Oct 2016    | 2-EGPF-6-9   | 21 Jul 2016    |
| * 2.EGNX-3  | 30 Mar 2017    | 2-EGPH-8-1   | 6 Mar 2014     | 2-EGTF-7    | 23 Jun 2016    | 2-EGPF-7-1   | 8 Dec 2016     |
| * 2.EGNX-4  | 30 Mar 2017    | 2-EGPH-8-2   | 6 Mar 2014     | 2-EGTF-8    | 23 Jun 2016    | 2-EGPF-7-2   | 8 Dec 2016     |
| * 2.EGNX-5  | 30 Mar 2017    | 2-EGPH-8-3   | 6 Mar 2014     | 2-EGTF-2-1  | 3 Mar 2016     | 2-EGPF-7-3   | 8 Dec 2016     |
| * 2.EGNX-6  | 30 Mar 2017    | 2-EGPH-8-4   | 6 Mar 2014     | 2-EGTF-2-2  | 3 Mar 2016     | 2-EGPF-7-4   | 8 Dec 2016     |
| * 2.EGNX-7  | 30 Mar 2017    | 2-EGPH-8-5   | 6 Mar 2014     | 2.EGLF-1    | 26 May 2016    | 2-EGPF-7-5   | 13 Oct 2016    |
| * 2.EGNX-8  | 30 Mar 2017    | 2-EGPH-8-6   | 6 Mar 2014     | 2.EGLF-2    | 31 Mar 2016    | 2-EGPF-7-6   | 13 Oct 2016    |
| * 2.EGNX-9  | 30 Mar 2017    | 2-EGPH-8-7   | 29 May 2014    | 2.EGLF-3    | 2 Mar 2017     | 2-EGPF-7-7   | 13 Oct 2016    |
| * 2.EGNX-10 | 30 Mar 2017    | 2-EGPH-8-8   | 30 Apr 2015    | 2.EGLF-4    | 2 Mar 2017     | 2-EGPF-7-8   | 5 Jan 2017     |

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

| Page         | Effective Date | Page       | Effective Date | Page         | Effective Date | Page         | Effective Date |
|--------------|----------------|------------|----------------|--------------|----------------|--------------|----------------|
| AD           |                | AD         |                | AD           |                | AD           |                |
| 2-EGPF-7-9   | 5 Jan 2017     | 2.EGFE-2   | 13 Dec 2012    | 2-EGPE-8-8   | 12 Nov 2015    | 2-EGJJ-6-2   | 21 Jul 2016    |
| 2-EGPF-8-1   | 15 Oct 2015    | 2.EGFE-3   | 7 Feb 2013     | 2-EGPE-8-9   | 12 Nov 2015    | 2-EGJJ-6-3   | 21 Jul 2016    |
| 2-EGPF-8-2   | 28 May 2015    | 2.EGFE-4   | 7 Feb 2013     | 2-EGPE-8-10  | 12 Nov 2015    | 2-EGJJ-6-4   | 8 Dec 2016     |
| 2-EGPF-8-3   | 28 May 2015    | 2.EGFE-5   | 2 Feb 2017     | 2-EGPE-8-11  | 12 Nov 2015    | 2-EGJJ-7-1   | 21 Jul 2016    |
| 2-EGPF-8-4   | 28 May 2015    | 2.EGFE-6   | 13 Dec 2012    | 2-EGPE-8-12  | 12 Nov 2015    | * 2-EGJJ-7-2 | 30 Mar 2017    |
| 2-EGPF-8-5   | 28 May 2015    | 2-EGFE-2-1 | 7 Feb 2013     | 2-EGPE-8-13  | 12 Nov 2015    | * 2-EGJJ-7-3 | 30 Mar 2017    |
| 2-EGPF-8-6   | 28 May 2015    | 2.EGNN-1   | 2 Mar 2017     | 2-EGPE-8-14  | 12 Nov 2015    | 2-EGJJ-7-4   | 21 Jul 2016    |
| 2-EGPF-8-7   | 20 Aug 2015    | 2.EGNN-2   | 2 Mar 2017     | 2-EGPE-8-15  | 12 Nov 2015    | * 2-EGJJ-7-5 | 30 Mar 2017    |
| 2-EGPF-8-8   | 28 May 2015    | 2.EGNN-3   | 2 Mar 2017     | 2-EGPE-8-16  | 12 Nov 2015    | * 2-EGJJ-7-6 | 30 Mar 2017    |
| 2-EGPF-8-9   | 28 May 2015    | 2.EGNN-4   | 2 Mar 2017     | 2-EGPI-1     | 26 May 2016    | 2-EGJJ-8-1   | 13 Oct 2016    |
| 2-EGPF-8-10  | 28 May 2015    | 2.EGNN-5   | 2 Mar 2017     | 2-EGPI-2     | 28 May 2015    | 2-EGJJ-8-2   | 13 Oct 2016    |
| * 2-EGBJ-1   | 30 Mar 2017    | 2.EGNN-6   | 2 Mar 2017     | * 2-EGPI-3   | 30 Mar 2017    | 2-EGJJ-8-3   | 13 Oct 2016    |
| * 2-EGBJ-2   | 30 Mar 2017    | 2.EGNN-7   | 2 Mar 2017     | 2-EGPI-4     | 8 Jan 2015     | 2-EGJJ-8-4   | 13 Oct 2016    |
| * 2-EGBJ-3   | 30 Mar 2017    | 2.EGNN-8   | 2 Mar 2017     | 2-EGPI-5     | 2 Feb 2017     | 2-EGJJ-8-5   | 13 Oct 2016    |
| 2-EGBJ-4     | 31 Mar 2016    | 2.EGNN-9   | 2 Mar 2017     | 2-EGPI-6     | 8 Jan 2015     | 2-EGJJ-8-6   | 13 Oct 2016    |
| 2-EGBJ-5     | 26 May 2016    | 2.EGNN-10  | 2 Mar 2017     | 2-EGPI-7     | 18 Aug 2016    | 2-EGJJ-8-7   | 13 Oct 2016    |
| * 2-EGBJ-6   | 30 Mar 2017    | 2.EGNN-11  | 2 Mar 2017     | 2-EGPI-2-1   | 7 Jan 2016     | 2-EGJJ-8-8   | 13 Oct 2016    |
| 2-EGBJ-7     | 2 Feb 2017     | 2.EGNN-12  | 2 Mar 2017     | 2-EGPI-8-1   | 2 Feb 2017     | 2-EGJJ-8-9   | 13 Oct 2016    |
| * 2-EGBJ-8   | 30 Mar 2017    | 2.EGNN-13  | 2 Mar 2017     | 2-EGPI-8-2   | 2 Feb 2017     | 2-EGJJ-8-10  | 13 Oct 2016    |
| * 2-EGBJ-9   | 30 Mar 2017    | 2-EGNN-2-1 | 2 Mar 2017     | 2-EGPI-8-3   | 18 Aug 2016    | 2-EGJJ-8-11  | 13 Oct 2016    |
| * 2-EGBJ-10  | 30 Mar 2017    | 2-EGNN-5-1 | 2 Mar 2017     | 2-EGPI-8-4   | 18 Aug 2016    | 2-EGJJ-8-12  | 13 Oct 2016    |
| * 2-EGBJ-11  | 30 Mar 2017    | 2-EGNN-8-1 | 1 May 2014     | 2-EGPI-8-5   | 18 Aug 2016    | 2-EGBP-1     | 26 May 2016    |
| * 2-EGBJ-12  | 30 Mar 2017    | 2-EGNN-8-2 | 1 May 2014     | 2-EGPI-8-6   | 18 Aug 2016    | 2-EGBP-2     | 26 May 2016    |
| 2-EGBJ-2-1   | 3 Mar 2016     | 2-EGNN-8-3 | 30 Apr 2015    | 2-EGNS-1     | 8 Dec 2016     | 2-EGBP-3     | 15 Sep 2016    |
| 2-EGBJ-5-1   | 13 Nov 2014    | 2-EGNN-8-4 | 1 May 2014     | 2-EGNS-2     | 8 Dec 2016     | 2-EGBP-4     | 26 May 2016    |
| 2-EGBJ-8-1   | 10 Jan 2013    | 2-EGNN-8-5 | 1 May 2014     | 2-EGNS-3     | 8 Dec 2016     | 2-EGBP-5     | 15 Sep 2016    |
| 2-EGBJ-8-2   | 30 May 2013    | 2-EGNN-8-6 | 1 May 2014     | 2-EGNS-4     | 8 Dec 2016     | 2-EGBP-6     | 2 Feb 2017     |
| 2-EGBJ-8-3   | 30 May 2013    | 2-EGNN-8-7 | 1 May 2014     | 2-EGNS-5     | 8 Dec 2016     | 2-EGBP-7     | 13 Oct 2016    |
| 2-EGBJ-8-4   | 7 Mar 2013     | 2-EGNN-8-8 | 1 May 2014     | 2-EGNS-6     | 8 Dec 2016     | 2-EGBP-2-1   | 26 May 2016    |
| 2-EGBJ-8-5   | 7 Mar 2013     | 2-EGNJ-1   | 21 Jul 2016    | 2-EGNS-7     | 8 Dec 2016     | 2-EGBP-2-2   | 2 Apr 2015     |
| 2-EGBJ-8-6   | 7 Mar 2013     | 2-EGNJ-2   | 3 Mar 2016     | 2-EGNS-8     | 2 Feb 2017     | 2-EGPA-1     | 26 May 2016    |
| 2-EGBJ-8-7   | 30 May 2013    | 2-EGNJ-3   | 21 Jul 2016    | 2-EGNS-9     | 23 Jun 2016    | 2-EGPA-2     | 31 Mar 2016    |
| 2-EGBJ-8-8   | 23 Jun 2016    | 2-EGNJ-4   | 21 Jul 2016    | 2-EGNS-10    | 8 Dec 2016     | 2-EGPA-3     | 16 Oct 2014    |
| 2-EGBJ-8-9   | 7 Mar 2013     | * 2-EGNJ-5 | 30 Mar 2017    | 2-EGNS-11    | 23 Jun 2016    | * 2-EGPA-4   | 30 Mar 2017    |
| 2-EGBJ-8-11  | 7 Mar 2013     | 2-EGNJ-6   | 10 Nov 2016    | 2-EGNS-12    | 13 Oct 2016    | * 2-EGPA-5   | 30 Mar 2017    |
| 2-EGBJ-8-12  | 7 Mar 2013     | 2-EGNJ-7   | 10 Nov 2016    | 2-EGNS-13    | 23 Jun 2016    | 2-EGPA-6     | 2 Feb 2017     |
| 2-EGJB-1     | 5 Jan 2017     | 2-EGNJ-8   | 2 Mar 2017     | 2-EGNS-2-1   | 8 Dec 2016     | 2-EGPA-7     | 26 May 2016    |
| 2-EGJB-2     | 5 Jan 2017     | 2-EGNJ-9   | 10 Nov 2016    | 2-EGNS-2-2   | 8 Dec 2016     | 2-EGPA-8     | 25 Jun 2015    |
| 2-EGJB-3     | 15 Sep 2016    | 2-EGNJ-10  | 10 Nov 2016    | 2-EGNS-5-1   | 11 Dec 2014    | 2-EGPA-9     | 21 Jul 2016    |
| 2-EGJB-4     | 15 Sep 2016    | 2-EGNJ-11  | 10 Nov 2016    | 2-EGNS-8-1   | 11 Dec 2014    | 2-EGPA-10    | 21 Jul 2016    |
| 2-EGJB-5     | 15 Sep 2016    | 2-EGNJ-2-1 | 13 Oct 2016    | 2-EGNS-8-2   | 23 Jul 2015    | 2-EGPA-2-1   | 25 Jun 2015    |
| 2-EGJB-6     | 2 Feb 2017     | 2-EGNJ-2-2 | 13 Oct 2016    | 2-EGNS-8-3   | 23 Jul 2015    | 2-EGPA-8-1   | 21 Jul 2016    |
| * 2-EGJB-7   | 30 Mar 2017    | 2-EGNJ-5-1 | 3 Mar 2016     | 2-EGNS-8-4   | 11 Dec 2014    | 2-EGPA-8-2   | 21 Jul 2016    |
| * 2-EGJB-8   | 30 Mar 2017    | 2-EGNJ-8-1 | 5 Jan 2017     | 2-EGNS-8-5   | 23 Jul 2015    | 2-EGPA-8-3   | 21 Jul 2016    |
| * 2-EGJB-9   | 30 Mar 2017    | 2-EGNJ-8-2 | 5 Jan 2017     | 2-EGNS-8-6   | 23 Jul 2015    | 2-EGPA-8-4   | 21 Jul 2016    |
| * 2-EGJB-10  | 30 Mar 2017    | 2-EGNJ-8-3 | 5 Jan 2017     | 2-EGNS-8-7   | 23 Jul 2015    | 2-EGPA-8-5   | 21 Jul 2016    |
| * 2-EGJB-11  | 30 Mar 2017    | 2-EGNJ-8-4 | 5 Jan 2017     | 2-EGNS-8-8   | 23 Jul 2015    | 2-EGPA-8-6   | 21 Jul 2016    |
| * 2-EGJB-12  | 30 Mar 2017    | 2-EGNJ-8-5 | 5 Jan 2017     | 2-EGNS-8-9   | 11 Dec 2014    | 2-EGPA-8-7   | 21 Jul 2016    |
| * 2-EGJB-13  | 30 Mar 2017    | 2-EGNJ-8-6 | 5 Jan 2017     | 2-EGNS-8-10  | 11 Dec 2014    | 2-EGPA-8-8   | 21 Jul 2016    |
| 2-EGJB-2-1   | 15 Sep 2016    | 2-EGPE-1   | 2 Mar 2017     | 2-EGJJ-1     | 15 Sep 2016    | 2-EGPA-8-9   | 21 Jul 2016    |
| 2-EGJB-2-2   | 15 Sep 2016    | 2-EGPE-2   | 2 Mar 2017     | 2-EGJJ-2     | 13 Oct 2016    | 2-EGPA-8-10  | 21 Jul 2016    |
| 2-EGJB-5-1   | 6 Mar 2014     | 2-EGPE-3   | 8 Dec 2016     | 2-EGJJ-3     | 2 Feb 2017     | 2-EGPA-8-11  | 21 Jul 2016    |
| 2-EGJB-6-1   | 21 Jul 2016    | * 2-EGPE-4 | 30 Mar 2017    | 2-EGJJ-4     | 3 Mar 2016     | 2-EGPA-8-12  | 21 Jul 2016    |
| 2-EGJB-6-2   | 21 Jul 2016    | 2-EGPE-5   | 31 Mar 2016    | 2-EGJJ-5     | 15 Sep 2016    | 2-EGPA-8-13  | 21 Jul 2016    |
| * 2-EGJB-6-3 | 30 Mar 2017    | 2-EGPE-6   | 2 Mar 2017     | 2-EGJJ-6     | 15 Sep 2016    | 2-EGPA-8-14  | 21 Jul 2016    |
| 2-EGJB-6-4   | 5 Jan 2017     | 2-EGPE-7   | 2 Mar 2017     | 2-EGJJ-7     | 13 Oct 2016    | 2-EGPA-8-15  | 21 Jul 2016    |
| 2-EGJB-6-5   | 21 Jul 2016    | 2-EGPE-8   | 2 Mar 2017     | 2-EGJJ-8     | 2 Feb 2017     | 2-EGPA-8-16  | 21 Jul 2016    |
| 2-EGJB-7-1   | 21 Jul 2016    | 2-EGPE-9   | 2 Mar 2017     | 2-EGJJ-9     | 15 Sep 2016    | 2-EGPA-8-17  | 21 Jul 2016    |
| * 2-EGJB-7-2 | 30 Mar 2017    | 2-EGPE-10  | 8 Dec 2016     | 2-EGJJ-10    | 13 Oct 2016    | 2-EGPA-8-18  | 21 Jul 2016    |
| 2-EGJB-8-1   | 15 Sep 2016    | 2-EGPE-11  | 8 Dec 2016     | 2-EGJJ-11    | 15 Sep 2016    | 2-EGHC-1     | 26 May 2016    |
| 2-EGJB-8-2   | 12 Dec 2013    | 2-EGPE-2-1 | 23 Jul 2015    | 2-EGJJ-12    | 15 Sep 2016    | 2-EGHC-2     | 5 Jan 2017     |
| 2-EGJB-8-3   | 15 Sep 2016    | 2-EGPE-2-2 | 13 Nov 2014    | * 2-EGJJ-13  | 30 Mar 2017    | 2-EGHC-3     | 10 Dec 2015    |
| 2-EGJB-8-4   | 12 Dec 2013    | 2-EGPE-5-1 | 12 Nov 2015    | 2-EGJJ-14    | 2 Feb 2017     | * 2-EGHC-4   | 30 Mar 2017    |
| * 2-EGJB-8-5 | 30 Mar 2017    | 2-EGPE-8-1 | 12 Nov 2015    | * 2-EGJJ-15  | 30 Mar 2017    | 2-EGHC-5     | 5 Jan 2017     |
| 2-EGJB-8-6   | 13 Oct 2016    | 2-EGPE-8-2 | 12 Nov 2015    | * 2-EGJJ-16  | 30 Mar 2017    | 2-EGHC-6     | 5 Jan 2017     |
| 2-EGJB-8-7   | 21 Jul 2016    | 2-EGPE-8-3 | 12 Nov 2015    | 2-EGJJ-2-1   | 15 Sep 2016    | 2-EGHC-7     | 2 Feb 2017     |
| 2-EGJB-8-8   | 12 Dec 2013    | 2-EGPE-8-4 | 12 Nov 2015    | 2-EGJJ-2-2   | 15 Sep 2016    | 2-EGHC-8     | 10 Nov 2016    |
| 2-EGJB-8-9   | 21 Jul 2016    | 2-EGPE-8-5 | 12 Nov 2015    | 2-EGJJ-3-1   | 2 Feb 2017     | 2-EGHC-9     | 10 Nov 2016    |
| 2-EGJB-8-10  | 21 Jul 2016    | 2-EGPE-8-6 | 12 Nov 2015    | 2-EGJJ-5-1   | 16 Oct 2014    | 2-EGHC-2-1   | 4 Feb 2016     |
| 2-EGFE-1     | 26 May 2016    | 2-EGPE-8-7 | 12 Nov 2015    | * 2-EGJJ-6-1 | 30 Mar 2017    | 2-EGHC-2-2   | 4 Feb 2016     |

## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

| Page         | Effective Date | Page        | Effective Date | Page         | Effective Date | Page          | Effective Date |
|--------------|----------------|-------------|----------------|--------------|----------------|---------------|----------------|
| AD           |                | AD          |                | AD           |                | AD            |                |
| 2-EGHC-3-1   | 30 Apr 2015    | 2-EGBG-2-1  | 20 Aug 2015    | 2-EGLC-6-4   | 13 Oct 2016    | 2-EGKK-6-4    | 8 Dec 2016     |
| 2-EGHC-8-1   | 10 Nov 2016    | 2.EGET-1    | 10 Nov 2016    | 2-EGLC-6-5   | 5 Jan 2017     | * 2-EGKK-6-5  | 30 Mar 2017    |
| 2-EGHC-8-2   | 18 Aug 2016    | 2.EGET-2    | 10 Nov 2016    | 2-EGLC-6-6   | 5 Jan 2017     | 2-EGKK-6-6    | 8 Dec 2016     |
| 2-EGHC-8-3   | 10 Nov 2016    | 2.EGET-3    | 1 May 2014     | 2-EGLC-6-7   | 5 Jan 2017     | 2-EGKK-6-7    | 5 Jan 2017     |
| 2-EGHC-8-4   | 10 Nov 2016    | 2.EGET-4    | 14 Nov 2013    | 2-EGLC-6-8   | 13 Oct 2016    | * 2-EGKK-6-8  | 30 Mar 2017    |
| 2-EGHC-8-5   | 10 Nov 2016    | 2.EGET-5    | 26 May 2016    | 2-EGLC-6-9   | 5 Jan 2017     | 2-EGKK-6-9    | 5 Jan 2017     |
| 2-EGHC-8-6   | 10 Nov 2016    | 2.EGET-6    | 10 Dec 2015    | 2-EGLC-6-10  | 5 Jan 2017     | 2-EGKK-6-10   | 18 Aug 2016    |
| 2-EGHC-8-7   | 10 Nov 2016    | 2.EGET-7    | 26 May 2016    | 2-EGLC-6-11  | 15 Sep 2016    | 2-EGKK-6-11   | 8 Dec 2016     |
| 2-EGHC-8-8   | 10 Nov 2016    | 2.EGET-8    | 26 May 2016    | 2-EGLC-7-1   | 5 Jan 2017     | 2-EGKK-6-12   | 5 Jan 2017     |
| 2.EGKH-1     | 26 May 2016    | 2.EGET-2-1  | 1 May 2014     | 2-EGLC-7-2   | 15 Sep 2016    | 2-EGKK-6-13   | 5 Jan 2017     |
| 2.EGKH-2     | 13 Dec 2012    | 2.EGGP-1    | 26 May 2016    | 2-EGLC-7-3   | 5 Jan 2017     | 2-EGKK-6-14   | 8 Dec 2016     |
| 2.EGKH-3     | 12 Nov 2015    | 2.EGGP-2    | 8 Dec 2016     | 2-EGLC-7-4   | 5 Jan 2017     | 2-EGKK-6-15   | 5 Jan 2017     |
| 2.EGKH-4     | 10 Dec 2015    | 2.EGGP-3    | 18 Aug 2016    | 2-EGLC-7-5   | 5 Jan 2017     | 2-EGKK-6-16   | 8 Dec 2016     |
| 2.EGKH-5     | 12 Nov 2015    | 2.EGGP-4    | 12 Nov 2015    | 2-EGLC-7-6   | 5 Jan 2017     | 2-EGKK-6-17   | 8 Dec 2016     |
| 2.EGKH-6     | 13 Dec 2012    | 2.EGGP-5    | 5 Jan 2017     | 2-EGLC-7-7   | 15 Sep 2016    | 2-EGKK-6-18   | 8 Dec 2016     |
| 2-EGKH-2-1   | 12 Nov 2015    | 2.EGGP-6    | 13 Oct 2016    | 2-EGLC-7-8   | 26 May 2016    | 2-EGKK-6-19   | 15 Sep 2016    |
| * 2.EGNM-1   | 30 Mar 2017    | 2.EGGP-7    | 10 Dec 2015    | 2-EGLC-7-9   | 15 Sep 2016    | 2-EGKK-6-20   | 8 Dec 2016     |
| * 2.EGNM-2   | 30 Mar 2017    | 2.EGGP-8    | 2 Feb 2017     | 2-EGLC-7-10  | 15 Sep 2016    | 2-EGKK-6-21   | 15 Sep 2016    |
| * 2.EGNM-3   | 30 Mar 2017    | * 2.EGGP-9  | 30 Mar 2017    | 2-EGLC-7-11  | 15 Sep 2016    | * 2-EGKK-6-22 | 30 Mar 2017    |
| * 2.EGNM-4   | 30 Mar 2017    | 2.EGGP-10   | 2 Mar 2017     | 2-EGLC-7-12  | 15 Sep 2016    | 2-EGKK-6-23   | 8 Dec 2016     |
| * 2.EGNM-5   | 30 Mar 2017    | 2.EGGP-11   | 2 Mar 2017     | 2-EGLC-7-13  | 5 Jan 2017     | 2-EGKK-6-24   | 2 Mar 2017     |
| * 2.EGNM-6   | 30 Mar 2017    | 2.EGGP-12   | 2 Mar 2017     | 2-EGLC-7-14  | 5 Jan 2017     | 2-EGKK-6-25   | 5 Jan 2017     |
| * 2.EGNM-7   | 30 Mar 2017    | 2.EGGP-13   | 31 Mar 2016    | 2-EGLC-7-15  | 15 Sep 2016    | 2-EGKK-6-26   | 8 Dec 2016     |
| 2.EGNM-8     | 15 Sep 2016    | 2.EGGP-14   | 31 Mar 2016    | 2-EGLC-7-16  | 15 Sep 2016    | * 2-EGKK-6-27 | 30 Mar 2017    |
| 2.EGNM-9     | 2 Mar 2017     | 2.EGGP-15   | 31 Mar 2016    | 2-EGLC-7-17  | 15 Sep 2016    | * 2-EGKK-6-28 | 30 Mar 2017    |
| * 2.EGNM-10  | 30 Mar 2017    | 2.EGGP-16   | 31 Mar 2016    | 2-EGLC-8-1   | 31 Mar 2016    | 2-EGKK-6-29   | 8 Dec 2016     |
| * 2.EGNM-11  | 30 Mar 2017    | 2.EGGP-17   | 2 Mar 2017     | 2-EGLC-8-2   | 31 Mar 2016    | 2-EGKK-6-30   | 8 Dec 2016     |
| * 2.EGNM-12  | 30 Mar 2017    | 2.EGGP-18   | 15 Sep 2016    | 2-EGLC-8-3   | 15 Dec 2011    | 2-EGKK-6-31   | 8 Dec 2016     |
| * 2.EGNM-13  | 30 Mar 2017    | 2-EGGP-2-1  | 21 Jul 2016    | 2-EGLC-8-4   | 31 Mar 2016    | 2-EGKK-6-32   | 8 Dec 2016     |
| 2.EGNM-14    | 8 Dec 2016     | 2-EGGP-2-2  | 19 Sep 2013    | 2-EGLC-8-5   | 26 May 2016    | 2-EGKK-6-33   | 8 Dec 2016     |
| * 2.EGNM-15  | 30 Mar 2017    | 2-EGGP-4-1  | 2 Mar 2017     | 2-EGLC-8-6   | 15 Dec 2011    | * 2-EGKK-6-34 | 30 Mar 2017    |
| * 2.EGNM-16  | 30 Mar 2017    | 2-EGGP-5-1  | 2 Mar 2017     | 2-EGKK-1     | 15 Sep 2016    | 2-EGKK-6-35   | 8 Dec 2016     |
| * 2-EGNM-2-1 | 30 Mar 2017    | 2-EGGP-6-1  | 3 Mar 2016     | 2-EGKK-2     | 8 Dec 2016     | 2-EGKK-6-36   | 15 Sep 2016    |
| * 2-EGNM-2-2 | 30 Mar 2017    | 2-EGGP-6-2  | 3 Mar 2016     | 2-EGKK-3     | 8 Dec 2016     | 2-EGKK-7-1    | 5 Jan 2017     |
| 2-EGNM-5-1   | 2 Mar 2017     | 2-EGGP-6-3  | 3 Mar 2016     | 2-EGKK-4     | 15 Sep 2016    | 2-EGKK-7-2    | 15 Sep 2016    |
| 2-EGNM-6-1   | 2 Mar 2017     | 2-EGGP-6-4  | 11 Dec 2014    | 2-EGKK-5     | 15 Sep 2016    | 2-EGKK-7-3    | 31 Mar 2016    |
| 2-EGNM-6-2   | 2 Mar 2017     | 2-EGGP-7-1  | 2 Mar 2017     | 2-EGKK-6     | 15 Sep 2016    | 2-EGKK-7-4    | 5 Jan 2017     |
| * 2-EGNM-8-1 | 30 Mar 2017    | 2-EGGP-7-2  | 2 Mar 2017     | 2-EGKK-7     | 2 Mar 2017     | 2-EGKK-7-5    | 5 Jan 2017     |
| * 2-EGNM-8-2 | 30 Mar 2017    | 2-EGGP-7-3  | 2 Mar 2017     | 2-EGKK-8     | 2 Mar 2017     | 2-EGKK-7-6    | 5 Jan 2017     |
| * 2-EGNM-8-3 | 30 Mar 2017    | 2-EGGP-8-1  | 15 Sep 2016    | 2-EGKK-9     | 2 Mar 2017     | 2-EGKK-7-7    | 5 Jan 2017     |
| * 2-EGNM-8-4 | 30 Mar 2017    | 2-EGGP-8-2  | 15 Sep 2016    | 2-EGKK-10    | 2 Feb 2017     | 2-EGKK-7-8    | 4 Feb 2016     |
| 2-EGNM-8-5   | 2 Mar 2017     | 2-EGGP-8-3  | 15 Sep 2016    | 2-EGKK-11    | 8 Dec 2016     | 2-EGKK-7-9    | 31 Mar 2016    |
| 2-EGNM-8-6   | 2 Mar 2017     | 2-EGGP-8-4  | 15 Sep 2016    | 2-EGKK-12    | 3 Mar 2016     | 2-EGKK-7-10   | 4 Feb 2016     |
| * 2-EGNM-8-7 | 30 Mar 2017    | 2-EGGP-8-5  | 15 Sep 2016    | 2-EGKK-13    | 8 Dec 2016     | 2-EGKK-7-11   | 18 Aug 2016    |
| * 2-EGNM-8-8 | 30 Mar 2017    | 2-EGGP-8-6  | 15 Sep 2016    | 2-EGKK-14    | 8 Dec 2016     | 2-EGKK-7-12   | 18 Aug 2016    |
| 2-EGNM-8-9   | 2 Mar 2017     | 2-EGGP-8-7  | 15 Sep 2016    | 2-EGKK-15    | 8 Dec 2016     | 2-EGKK-8-1    | 10 Nov 2016    |
| 2.EGCM-1     | 10 Nov 2016    | 2-EGGP-8-8  | 15 Sep 2016    | * 2-EGKK-16  | 30 Mar 2017    | 2-EGKK-8-2    | 10 Nov 2016    |
| 2.EGCM-2     | 15 Sep 2016    | 2-EGGP-8-9  | 15 Sep 2016    | 2-EGKK-17    | 8 Dec 2016     | 2-EGKK-8-3    | 10 Nov 2016    |
| 2.EGCM-3     | 10 Nov 2016    | 2-EGGP-8-10 | 21 Jul 2016    | 2-EGKK-18    | 8 Dec 2016     | 2-EGKK-8-4    | 10 Nov 2016    |
| 2.EGCM-4     | 10 Nov 2016    | 2-EGGP-8-11 | 21 Jul 2016    | 2-EGKK-19    | 8 Dec 2016     | 2-EGKK-8-5    | 10 Nov 2016    |
| 2.EGCM-5     | 15 Sep 2016    | 2.EGLC-1    | 2 Mar 2017     | 2-EGKK-20    | 8 Dec 2016     | 2-EGKK-8-6    | 2 Mar 2017     |
| 2.EGCM-6     | 10 Nov 2016    | 2.EGLC-2    | 2 Mar 2017     | 2-EGKK-21    | 8 Dec 2016     | 2-EGKK-8-7    | 10 Nov 2016    |
| 2.EGCM-7     | 10 Nov 2016    | 2.EGLC-3    | 2 Mar 2017     | 2-EGKK-22    | 8 Dec 2016     | 2-EGKK-8-8    | 10 Nov 2016    |
| 2.EGCM-8     | 10 Nov 2016    | 2.EGLC-4    | 2 Mar 2017     | 2-EGKK-23    | 8 Dec 2016     | 2-EGKK-8-9    | 10 Nov 2016    |
| 2.EGCM-9     | 10 Nov 2016    | 2.EGLC-5    | 2 Mar 2017     | 2-EGKK-24    | 8 Dec 2016     | 2-EGKK-8-10   | 10 Nov 2016    |
| 2.EGCM-10    | 10 Nov 2016    | 2.EGLC-6    | 2 Feb 2017     | 2-EGKK-25    | 8 Dec 2016     | 2-EGKK-8-11   | 10 Nov 2016    |
| 2-EGCM-2-1   | 15 Sep 2016    | 2.EGLC-7    | 2 Feb 2017     | * 2-EGKK-26  | 30 Mar 2017    | 2-EGKK-8-12   | 10 Nov 2016    |
| 2.EGHF-1     | 5 Jan 2017     | 2.EGLC-8    | 31 Mar 2016    | * 2-EGKK-27  | 30 Mar 2017    | 2-EGKK-8-13   | 10 Nov 2016    |
| 2.EGHF-2     | 25 Jun 2015    | 2.EGLC-9    | 3 Mar 2016     | 2-EGKK-28    | 8 Dec 2016     | 2.EGLL-1      | 26 May 2016    |
| 2.EGHF-3     | 25 Jun 2015    | 2.EGLC-10   | 4 Feb 2016     | 2-EGKK-29    | 8 Dec 2016     | 2.EGLL-2      | 3 Mar 2016     |
| 2.EGHF-4     | 2 Mar 2017     | 2.EGLC-11   | 2 Mar 2017     | 2-EGKK-2-1   | 8 Dec 2016     | 2.EGLL-3      | 13 Oct 2016    |
| * 2.EGHF-5   | 30 Mar 2017    | 2.EGLC-12   | 4 Feb 2016     | * 2-EGKK-2-2 | 30 Mar 2017    | 2.EGLL-4      | 5 Mar 2015     |
| 2.EGHF-6     | 2 Mar 2017     | 2.EGLC-13   | 4 Feb 2016     | 2-EGKK-2-3   | 21 Jul 2016    | 2.EGLL-5      | 5 Mar 2015     |
| 2-EGHF-2-1   | 28 Apr 2016    | 2-EGLC-2-1  | 2 Mar 2017     | 2-EGKK-2-4   | 8 Dec 2016     | 2.EGLL-6      | 26 May 2016    |
| 2.EGBG-1     | 26 May 2016    | 2-EGLC-2-2  | 2 Mar 2017     | 2-EGKK-2-5   | 8 Dec 2016     | 2.EGLL-7      | 5 Mar 2015     |
| 2.EGBG-2     | 13 Dec 2012    | 2-EGLC-4-1  | 18 Sep 2014    | 2-EGKK-3-1   | 30 Jun 2011    | 2.EGLL-8      | 26 May 2016    |
| 2.EGBG-3     | 10 Jan 2013    | 2-EGLC-5-1  | 4 Feb 2016     | 2-EGKK-5-1   | 18 Sep 2014    | 2.EGLL-9      | 10 Nov 2016    |
| 2.EGBG-4     | 10 Dec 2015    | 2-EGLC-6-1  | 15 Sep 2016    | 2-EGKK-6-1   | 2 Mar 2017     | 2.EGLL-10     | 10 Dec 2015    |
| 2.EGBG-5     | 2 Feb 2017     | 2-EGLC-6-2  | 5 Jan 2017     | 2-EGKK-6-2   | 8 Dec 2016     | 2.EGLL-11     | 2 Feb 2017     |
| 2.EGBG-6     | 15 Sep 2016    | 2-EGLC-6-3  | 2 Mar 2017     | 2-EGKK-6-3   | 8 Dec 2016     | 2.EGLL-12     | 2 Feb 2017     |

**GEN 0.4 CHECKLIST OF AIP PAGES (continued)**

| Page        | Effective Date | Page          | Effective Date | Page         | Effective Date | Page        | Effective Date |
|-------------|----------------|---------------|----------------|--------------|----------------|-------------|----------------|
| AD          |                | AD            |                | AD           |                | AD          |                |
| 2.EGLL-13   | 2 Feb 2017     | 2-EGLL-7-15   | 17 Sep 2015    | 2-EGGW-7-13  | 2 Mar 2017     | 2-EGSS-8-6  | 15 Sep 2016    |
| 2.EGLL-14   | 2 Feb 2017     | 2-EGLL-7-16   | 2 Mar 2017     | 2-EGGW-7-14  | 5 Jan 2017     | 2-EGSS-8-7  | 15 Sep 2016    |
| 2.EGLL-15   | 26 May 2016    | 2-EGLL-7-17   | 2 Mar 2017     | 2-EGGW-7-15  | 2 Mar 2017     | 2-EGSS-8-8  | 15 Sep 2016    |
| 2.EGLL-16   | 18 Aug 2016    | 2-EGLL-7-18   | 17 Sep 2015    | 2-EGGW-7-16  | 5 Jan 2017     | 2-EGSS-8-9  | 15 Sep 2016    |
| 2.EGLL-17   | 10 Nov 2016    | 2-EGLL-8-1    | 13 Oct 2016    | 2-EGGW-7-17  | 30 Mar 2017    | 2-EGSS-8-10 | 15 Sep 2016    |
| 2.EGLL-18   | 8 Dec 2016     | 2-EGLL-8-2    | 13 Oct 2016    | * 2-EGGW-8-1 | 30 Mar 2017    | 2.EGAE-1    | 26 May 2016    |
| 2.EGLL-19   | 8 Dec 2016     | 2-EGLL-8-3    | 13 Oct 2016    | * 2-EGGW-8-2 | 30 Mar 2017    | 2.EGAE-2    | 8 Dec 2016     |
| 2.EGLL-20   | 8 Dec 2016     | 2-EGLL-8-4    | 13 Oct 2016    | * 2-EGGW-8-3 | 30 Mar 2017    | 2.EGAE-3    | 2 Feb 2017     |
| 2.EGLL-21   | 8 Dec 2016     | 2-EGLL-8-5    | 13 Oct 2016    | * 2-EGGW-8-4 | 30 Mar 2017    | 2.EGAE-4    | 2 Feb 2017     |
| 2.EGLL-22   | 8 Dec 2016     | 2-EGLL-8-6    | 13 Oct 2016    | * 2-EGGW-8-5 | 30 Mar 2017    | 2.EGAE-5    | 2 Feb 2017     |
| 2.EGLL-23   | 8 Dec 2016     | 2-EGLL-8-7    | 13 Oct 2016    | * 2-EGGW-8-6 | 30 Mar 2017    | 2.EGAE-6    | 2 Feb 2017     |
| 2.EGLL-24   | 8 Dec 2016     | 2-EGLL-8-8    | 13 Oct 2016    | * 2-EGGW-8-7 | 30 Mar 2017    | 2.EGAE-7    | 2 Feb 2017     |
| 2.EGLL-25   | 8 Dec 2016     | 2-EGLL-8-9    | 10 Mar 2011    | 2.EGSS-1     | 26 May 2016    | 2.EGAE-8    | 2 Feb 2017     |
| 2.EGLL-26   | 8 Dec 2016     | 2-EGLL-8-10   | 10 Mar 2011    | 2.EGSS-2     | 13 Oct 2016    | 2.EGAE-9    | 2 Feb 2017     |
| 2.EGLL-27   | 8 Dec 2016     | 2-EGLL-8-11   | 10 Mar 2011    | 2.EGSS-3     | 13 Oct 2016    | 2.EGAE-10   | 2 Feb 2017     |
| 2.EGLL-28   | 8 Dec 2016     | * 2-EGLL-8-12 | 30 Mar 2017    | 2.EGSS-4     | 13 Oct 2016    | 2.EGAE-11   | 2 Feb 2017     |
| 2.EGLL-29   | 8 Dec 2016     | 2-EGLL-8-13   | 26 Jul 2012    | 2.EGSS-5     | 13 Oct 2016    | 2-EGAE-2-1  | 2 Feb 2017     |
| 2.EGLL-30   | 8 Dec 2016     | 2-EGLL-8-14   | 26 Jul 2012    | * 2.EGSS-6   | 30 Mar 2017    | 2-EGAE-2-2  | 2 Feb 2017     |
| 2.EGLL-31   | 8 Dec 2016     | 2-EGLL-8-15   | 26 Jul 2012    | 2.EGSS-7     | 13 Oct 2016    | 2-EGAE-4-1  | 19 Sep 2013    |
| 2.EGLL-32   | 8 Dec 2016     | 2-EGLL-8-16   | 20 Aug 2015    | 2.EGSS-8     | 13 Oct 2016    | 2-EGAE-8-1  | 4 Feb 2016     |
| 2.EGLL-33   | 8 Dec 2016     | 2-EGLL-8-17   | 13 Oct 2016    | 2.EGSS-9     | 2 Feb 2017     | 2-EGAE-8-2  | 4 Feb 2016     |
| 2.EGLL-34   | 8 Dec 2016     | 2.EGGW-1      | 26 May 2016    | 2.EGSS-10    | 13 Oct 2016    | 2-EGAE-8-3  | 4 Feb 2016     |
| 2.EGLL-35   | 10 Nov 2016    | 2.EGGW-2      | 26 May 2016    | 2.EGSS-11    | 13 Oct 2016    | 2-EGAE-8-4  | 4 Feb 2016     |
| 2.EGLL-36   | 10 Nov 2016    | 2.EGGW-3      | 13 Oct 2016    | 2.EGSS-12    | 13 Oct 2016    | 2-EGAE-8-5  | 4 Feb 2016     |
| 2.EGLL-37   | 10 Nov 2016    | 2.EGGW-4      | 31 Mar 2016    | * 2.EGSS-13  | 30 Mar 2017    | 2-EGAE-8-6  | 4 Feb 2016     |
| 2.EGLL-38   | 10 Nov 2016    | 2.EGGW-5      | 13 Oct 2016    | * 2.EGSS-14  | 30 Mar 2017    | 2-EGAE-8-7  | 5 Feb 2015     |
| 2.EGLL-39   | 10 Nov 2016    | 2.EGGW-6      | 13 Oct 2016    | * 2.EGSS-15  | 30 Mar 2017    | 2-EGAE-8-8  | 20 Aug 2015    |
| 2.EGLL-40   | 10 Nov 2016    | 2.EGGW-7      | 2 Feb 2017     | * 2.EGSS-16  | 30 Mar 2017    | 2-EGAE-8-9  | 5 Feb 2015     |
| 2.EGLL-41   | 10 Nov 2016    | 2.EGGW-8      | 26 May 2016    | * 2.EGSS-17  | 30 Mar 2017    | 2-EGAE-8-10 | 5 Feb 2015     |
| 2.EGLL-42   | 2 Mar 2017     | 2.EGGW-9      | 23 Jun 2016    | * 2.EGSS-18  | 30 Mar 2017    | 2-EGAE-8-11 | 2 Apr 2015     |
| 2.EGLL-43   | 2 Mar 2017     | 2.EGGW-10     | 15 Sep 2016    | * 2.EGSS-19  | 30 Mar 2017    | 2.EGMD-1    | 26 May 2016    |
| 2.EGLL-44   | 2 Mar 2017     | 2.EGGW-11     | 15 Sep 2016    | * 2.EGSS-20  | 30 Mar 2017    | 2.EGMD-2    | 12 Nov 2015    |
| 2-EGLL-2-1  | 2 Mar 2017     | * 2.EGGW-12   | 30 Mar 2017    | * 2.EGSS-21  | 30 Mar 2017    | 2.EGMD-3    | 2 Mar 2017     |
| 2-EGLL-2-2  | 2 Mar 2017     | 2.EGGW-13     | 3 Mar 2016     | * 2.EGSS-22  | 30 Mar 2017    | 2.EGMD-4    | 2 Mar 2017     |
| 2-EGLL-2-3  | 2 Mar 2017     | 2.EGGW-14     | 2 Mar 2017     | * 2.EGSS-23  | 30 Mar 2017    | 2.EGMD-5    | 18 Aug 2016    |
| 2-EGLL-2-4  | 2 Mar 2017     | 2.EGGW-15     | 31 Mar 2016    | 2-EGSS-2-1   | 12 Nov 2015    | 2.EGMD-6    | 2 Feb 2017     |
| 2-EGLL-2-5  | 8 Dec 2016     | 2.EGGW-16     | 7 Jan 2016     | 2-EGSS-2-2   | 12 Nov 2015    | 2.EGMD-7    | 17 Sep 2015    |
| 2-EGLL-2-6  | 2 Feb 2017     | 2.EGGW-17     | 10 Nov 2016    | 2-EGSS-2-3   | 23 Jul 2015    | 2.EGMD-8    | 17 Sep 2015    |
| 2-EGLL-2-7  | 2 Feb 2017     | 2.EGGW-18     | 2 Feb 2017     | 2-EGSS-2-4   | 12 Nov 2015    | 2.EGMD-9    | 17 Sep 2015    |
| 2-EGLL-2-8  | 2 Mar 2017     | 2.EGGW-19     | 2 Feb 2017     | 2-EGSS-3-1   | 2 Mar 2017     | 2.EGMD-10   | 2 Feb 2017     |
| 2-EGLL-2-9  | 18 Aug 2016    | 2.EGGW-20     | 2 Feb 2017     | 2-EGSS-4-1   | 2 Apr 2015     | 2-EGMD-2-1  | 2 Mar 2017     |
| 2-EGLL-2-10 | 2 Feb 2017     | * 2-EGGW-2-1  | 30 Mar 2017    | 2-EGSS-5-1   | 2 Apr 2015     | 2-EGMD-2-2  | 2 Mar 2017     |
| 2-EGLL-2-11 | 4 Apr 2013     | * 2-EGGW-2-2  | 30 Mar 2017    | 2-EGSS-6-1   | 15 Sep 2016    | 2-EGMD-8-1  | 2 Feb 2017     |
| 2-EGLL-2-12 | 2 Mar 2017     | 2-EGGW-3-1    | 18 Sep 2014    | 2-EGSS-6-2   | 15 Sep 2016    | 2-EGMD-8-2  | 2 Feb 2017     |
| 2-EGLL-3-1  | 18 Sep 2014    | 2-EGGW-4-1    | 3 Mar 2016     | 2-EGSS-6-3   | 5 Jan 2017     | 2-EGMD-8-3  | 2 Feb 2017     |
| 2-EGLL-3-2  | 18 Sep 2014    | 2-EGGW-5-1    | 17 Sep 2015    | 2-EGSS-6-4   | 2 Mar 2017     | 2-EGMD-8-4  | 2 Feb 2017     |
| 2-EGLL-4-1  | 1 May 2014     | 2-EGGW-6-1    | 5 Jan 2017     | 2-EGSS-6-5   | 2 Mar 2017     | 2-EGMD-8-5  | 2 Feb 2017     |
| 2-EGLL-5-1  | 18 Sep 2014    | 2-EGGW-6-2    | 2 Feb 2017     | 2-EGSS-7-1   | 2 Mar 2017     | 2-EGMD-8-6  | 2 Feb 2017     |
| 2-EGLL-5-2  | 15 Dec 2011    | 2-EGGW-6-3    | 2 Feb 2017     | 2-EGSS-7-2   | 2 Mar 2017     | 2-EGMD-8-7  | 2 Feb 2017     |
| 2-EGLL-6-1  | 5 Jan 2017     | 2-EGGW-6-4    | 2 Feb 2017     | 2-EGSS-7-3   | 2 Mar 2017     | 2-EGMD-8-8  | 2 Feb 2017     |
| 2-EGLL-6-2  | 5 Mar 2015     | 2-EGGW-6-5    | 2 Feb 2017     | 2-EGSS-7-4   | 2 Mar 2017     | 2-EGMD-8-9  | 2 Feb 2017     |
| 2-EGLL-6-3  | 16 Oct 2014    | 2-EGGW-6-6    | 2 Feb 2017     | 2-EGSS-7-5   | 2 Mar 2017     | 2.EGCC-1    | 26 May 2016    |
| 2-EGLL-6-4  | 23 Jun 2016    | 2-EGGW-6-7    | 2 Feb 2017     | 2-EGSS-7-6   | 2 Mar 2017     | 2.EGCC-2    | 26 May 2016    |
| 2-EGLL-6-5  | 15 Sep 2016    | 2-EGGW-6-8    | 2 Mar 2017     | 2-EGSS-7-7   | 2 Mar 2017     | 2.EGCC-3    | 18 Aug 2016    |
| 2-EGLL-6-6  | 5 Jan 2017     | 2-EGGW-6-9    | 2 Feb 2017     | 2-EGSS-7-8   | 2 Mar 2017     | 2.EGCC-4    | 18 Aug 2016    |
| 2-EGLL-6-7  | 27 Jun 2013    | 2-EGGW-7-1    | 2 Mar 2017     | 2-EGSS-7-9   | 5 Jan 2017     | 2.EGCC-5    | 31 Mar 2016    |
| 2-EGLL-7-1  | 2 Mar 2017     | 2-EGGW-7-2    | 2 Mar 2017     | 2-EGSS-7-10  | 5 Jan 2017     | 2.EGCC-6    | 31 Mar 2016    |
| 2-EGLL-7-2  | 2 Mar 2017     | 2-EGGW-7-3    | 2 Mar 2017     | 2-EGSS-7-11  | 2 Mar 2017     | 2.EGCC-7    | 31 Mar 2016    |
| 2-EGLL-7-3  | 2 Mar 2017     | 2-EGGW-7-4    | 2 Mar 2017     | 2-EGSS-7-12  | 2 Mar 2017     | 2.EGCC-8    | 18 Aug 2016    |
| 2-EGLL-7-4  | 2 Mar 2017     | 2-EGGW-7-5    | 2 Mar 2017     | 2-EGSS-7-13  | 2 Mar 2017     | 2.EGCC-9    | 5 Jan 2017     |
| 2-EGLL-7-5  | 2 Mar 2017     | 2-EGGW-7-6    | 2 Mar 2017     | 2-EGSS-7-14  | 5 Jan 2017     | 2.EGCC-10   | 2 Feb 2017     |
| 2-EGLL-7-6  | 5 Jan 2017     | 2-EGGW-7-7    | 2 Mar 2017     | 2-EGSS-7-15  | 2 Mar 2017     | 2.EGCC-11   | 5 Jan 2017     |
| 2-EGLL-7-7  | 5 Jan 2017     | 2-EGGW-7-8    | 2 Mar 2017     | 2-EGSS-8-1   | 15 Sep 2016    | 2.EGCC-12   | 5 Jan 2017     |
| 2-EGLL-7-8  | 5 Jan 2017     | 2-EGGW-7-9    | 5 Jan 2017     | 2-EGSS-8-2   | 15 Sep 2016    | 2.EGCC-13   | 5 Jan 2017     |
| 2-EGLL-7-9  | 5 Jan 2017     | 2-EGGW-7-10   | 5 Jan 2017     | 2-EGSS-8-3   | 15 Sep 2016    | 2.EGCC-14   | 5 Jan 2017     |
| 2-EGLL-7-10 | 2 Mar 2017     | 2-EGGW-7-11   | 2 Mar 2017     | 2-EGSS-8-4   | 15 Sep 2016    | 2.EGCC-15   | 5 Jan 2017     |
| 2-EGLL-7-11 | 2 Mar 2017     | 2-EGGW-7-12   | 2 Mar 2017     | 2-EGSS-8-5   | 15 Sep 2016    | 2.EGCC-16   | 10 Nov 2016    |
| 2-EGLL-7-12 | 17 Sep 2015    |               |                |              |                | 2.EGCC-17   | 10 Nov 2016    |
| 2-EGLL-7-13 | 2 Mar 2017     |               |                |              |                | 2.EGCC-18   | 10 Nov 2016    |
| 2-EGLL-7-14 | 17 Sep 2015    |               |                |              |                | 2.EGCC-19   | 10 Nov 2016    |
|             |                |               |                |              |                | 2.EGCC-20   | 10 Nov 2016    |



## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

| Page         | Effective Date | Page         | Effective Date | Page       | Effective Date | Page       | Effective Date |
|--------------|----------------|--------------|----------------|------------|----------------|------------|----------------|
| AD           |                | AD           |                | AD         |                | AD         |                |
| 2.EGCC-21    | 10 Nov 2016    | 2.EGNT-13    | 2 Mar 2017     | 2.EGWU-6   | 2 Mar 2017     | 2.EGTH-5   | 3 Mar 2016     |
| 2.EGCC-22    | 10 Nov 2016    | 2.EGNT-14    | 5 Jan 2017     | 2.EGWU-7   | 15 Sep 2016    | 2.EGTH-6   | 3 Mar 2016     |
| 2.EGCC-23    | 10 Nov 2016    | 2.EGNT-15    | 5 Jan 2017     | 2.EGWU-8   | 15 Sep 2016    | 2-EGTH-2-1 | 3 Mar 2016     |
| 2.EGCC-24    | 10 Nov 2016    | 2.EGNT-16    | 26 May 2016    | 2.EGWU-9   | 2 Feb 2017     | 2.EGTK-1   | 21 Jul 2016    |
| 2-EGCC-2-1   | 8 Dec 2016     | * 2-EGNT-2-1 | 30 Mar 2017    | 2.EGWU-10  | 2 Feb 2017     | 2.EGTK-2   | 21 Jul 2016    |
| 2-EGCC-2-2   | 2 Mar 2017     | * 2-EGNT-2-2 | 30 Mar 2017    | 2.EGWU-11  | 15 Sep 2016    | 2.EGTK-3   | 13 Oct 2016    |
| 2-EGCC-2-3   | 8 Dec 2016     | 2-EGNT-4-1   | 3 Mar 2016     | 2.EGWU-12  | 15 Sep 2016    | 2.EGTK-4   | 13 Oct 2016    |
| 2-EGCC-3-1   | 2 Mar 2017     | 2-EGNT-5-1   | 3 Mar 2016     | 2.EGWU-13  | 2 Feb 2017     | 2.EGTK-5   | 5 Jan 2017     |
| 2-EGCC-3-2   | 28 May 2015    | 2-EGNT-6-1   | 26 May 2016    | 2.EGWU-14  | 15 Sep 2016    | 2.EGTK-6   | 2 Feb 2017     |
| 2-EGCC-4-1   | 2 Mar 2017     | 2-EGNT-6-2   | 26 May 2016    | 2-EGWU-5-1 | 5 Mar 2015     | 2.EGTK-7   | 21 Jul 2016    |
| 2-EGCC-5-1   | 5 Feb 2015     | 2-EGNT-6-3   | 26 May 2016    | 2-EGWU-6-1 | 5 Jan 2017     | 2.EGTK-8   | 21 Jul 2016    |
| 2-EGCC-6-1   | 3 Mar 2016     | 2-EGNT-6-4   | 26 May 2016    | 2-EGWU-6-2 | 5 Jan 2017     | 2.EGTK-9   | 21 Jul 2016    |
| 2-EGCC-6-2   | 3 Mar 2016     | 2-EGNT-8-1   | 3 Mar 2016     | 2-EGWU-6-3 | 15 Sep 2016    | 2.EGTK-10  | 13 Oct 2016    |
| 2-EGCC-6-3   | 3 Mar 2016     | 2-EGNT-8-2   | 3 Mar 2016     | 2-EGWU-6-4 | 5 Jan 2017     | 2.EGTK-11  | 13 Oct 2016    |
| 2-EGCC-6-4   | 3 Mar 2016     | 2-EGNT-8-3   | 26 May 2016    | 2-EGWU-6-5 | 15 Sep 2016    | 2-EGTK-2-1 | 13 Oct 2016    |
| 2-EGCC-6-5   | 3 Mar 2016     | 2-EGNT-8-4   | 3 Mar 2016     | 2-EGWU-6-6 | 15 Sep 2016    | 2-EGTK-2-2 | 20 Aug 2015    |
| 2-EGCC-6-6   | 15 Sep 2016    | 2-EGNT-8-5   | 3 Mar 2016     | 2.EGSH-1   | 23 Jun 2016    | 2-EGTK-5-1 | 2 Feb 2017     |
| 2-EGCC-6-7   | 5 Mar 2015     | 2-EGNT-8-6   | 28 Apr 2016    | 2.EGSH-2   | 29 May 2014    | 2-EGTK-8-1 | 31 Mar 2016    |
| 2-EGCC-7-1   | 5 Jan 2017     | 2-EGNT-8-7   | 26 May 2016    | 2.EGSH-3   | 18 Aug 2016    | 2-EGTK-8-2 | 31 Mar 2016    |
| 2-EGCC-7-2   | 5 Jan 2017     | 2-EGNT-8-8   | 3 Mar 2016     | 2.EGSH-4   | 31 Mar 2016    | 2-EGTK-8-3 | 31 Mar 2016    |
| 2-EGCC-7-3   | 2 Feb 2017     | 2.EGHQ-1     | 26 May 2016    | 2.EGSH-5   | 21 Jul 2016    | 2-EGTK-8-4 | 31 Mar 2016    |
| 2-EGCC-7-4   | 18 Aug 2016    | 2.EGHQ-2     | 15 Sep 2016    | 2.EGSH-6   | 15 Sep 2016    | 2-EGTK-8-5 | 31 Mar 2016    |
| 2-EGCC-7-5   | 2 Feb 2017     | 2.EGHQ-3     | 15 Sep 2016    | 2.EGSH-7   | 2 Mar 2017     | 2.EGEP-1   | 26 May 2016    |
| 2-EGCC-7-6   | 18 Aug 2016    | 2.EGHQ-4     | 28 Apr 2016    | 2.EGSH-8   | 10 Nov 2016    | 2.EGEP-2   | 1 May 2014     |
| 2-EGCC-8-1   | 31 Mar 2016    | 2.EGHQ-5     | 8 Dec 2016     | 2.EGSH-9   | 2 Mar 2017     | 2.EGEP-3   | 15 Sep 2016    |
| 2-EGCC-8-2   | 31 Mar 2016    | 2.EGHQ-6     | 15 Sep 2016    | 2.EGSH-10  | 13 Oct 2016    | 2.EGEP-4   | 15 Sep 2016    |
| 2-EGCC-8-3   | 31 Mar 2016    | 2.EGHQ-7     | 2 Feb 2017     | 2.EGSH-11  | 13 Oct 2016    | 2.EGEP-5   | 15 Sep 2016    |
| 2-EGCC-8-4   | 31 Mar 2016    | 2.EGHQ-8     | 7 Jan 2016     | 2-EGSH-2-1 | 10 Nov 2016    | 2-EGEP-2-1 | 1 May 2014     |
| 2-EGCC-8-5   | 31 Mar 2016    | 2.EGHQ-9     | 31 Mar 2016    | 2-EGSH-2-2 | 5 Mar 2015     | 2.EGFP-1   | 26 May 2016    |
| 2-EGCC-8-6   | 31 Mar 2016    | 2.EGHQ-10    | 7 Jan 2016     | 2-EGSH-4-1 | 17 Sep 2015    | 2.EGFP-2   | 12 Dec 2013    |
| 2-EGCC-8-7   | 31 Mar 2016    | 2.EGHQ-11    | 7 Jan 2016     | 2-EGSH-5-1 | 12 Nov 2015    | 2.EGFP-3   | 2 Mar 2017     |
| 2-EGCC-8-8   | 31 Mar 2016    | 2-EGHQ-2-1   | 26 May 2016    | 2-EGSH-8-1 | 10 Nov 2016    | 2.EGFP-4   | 2 Mar 2017     |
| 2-EGCC-8-9   | 31 Mar 2016    | 2-EGHQ-2-2   | 7 Jan 2016     | 2-EGSH-8-2 | 10 Nov 2016    | 2.EGFP-5   | 5 Feb 2015     |
| 2-EGCC-8-10  | 31 Mar 2016    | 2-EGHQ-5-1   | 26 May 2016    | 2-EGSH-8-3 | 10 Nov 2016    | 2-EGFP-2-1 | 5 Feb 2015     |
| 2-EGCC-8-11  | 31 Mar 2016    | 2-EGHQ-8-1   | 26 May 2016    | 2-EGSH-8-4 | 10 Nov 2016    | 2.EGPT-1   | 26 May 2016    |
| 2-EGCC-8-12  | 31 Mar 2016    | 2-EGHQ-8-2   | 26 May 2016    | 2-EGSH-8-5 | 10 Nov 2016    | 2.EGPT-2   | 12 Nov 2015    |
| 2-EGCC-8-13  | 31 Mar 2016    | 2-EGHQ-8-3   | 26 May 2016    | 2-EGSH-8-6 | 10 Nov 2016    | 2.EGPT-3   | 12 Nov 2015    |
| 2-EGCC-8-14  | 31 Mar 2016    | 2-EGHQ-8-4   | 26 May 2016    | 2.EGBN-1   | 26 May 2016    | 2.EGPT-4   | 3 Mar 2016     |
| 2-EGCC-8-15  | 28 Jun 2012    | 2-EGHQ-8-5   | 26 May 2016    | 2.EGBN-2   | 22 Aug 2013    | 2.EGPT-5   | 2 Feb 2017     |
| 2.EGCB-1     | 2 Mar 2017     | 2-EGHQ-8-6   | 26 May 2016    | 2.EGBN-3   | 22 Aug 2013    | 2.EGPT-6   | 13 Dec 2012    |
| 2.EGCB-2     | 8 Dec 2016     | 2-EGHQ-8-7   | 26 May 2016    | 2.EGBN-4   | 10 Dec 2015    | 2-EGPT-2-1 | 28 Jul 2011    |
| 2.EGCB-3     | 8 Dec 2016     | 2-EGHQ-8-8   | 26 May 2016    | 2.EGBN-5   | 22 Aug 2013    | 2.EGSF-1   | 26 May 2016    |
| 2.EGCB-4     | 10 Nov 2016    | 2.EGAD-1     | 13 Oct 2016    | 2.EGBN-6   | 22 Aug 2013    | 2.EGSF-2   | 16 Oct 2014    |
| 2.EGCB-5     | 28 Apr 2016    | 2.EGAD-2     | 13 Oct 2016    | 2.EGBN-2-1 | 29 Jul 2010    | 2.EGSF-3   | 13 Dec 2012    |
| 2.EGCB-6     | 10 Nov 2016    | 2.EGAD-3     | 13 Oct 2016    | 2.EGEO-1   | 26 May 2016    | 2.EGSF-4   | 2 Feb 2017     |
| 2.EGCB-7     | 2 Mar 2017     | 2.EGAD-4     | 13 Oct 2016    | 2.EGEO-2   | 31 Mar 2016    | 2.EGSF-5   | 13 Dec 2012    |
| 2.EGCB-8     | 2 Mar 2017     | 2.EGAD-5     | 2 Feb 2017     | 2.EGEO-3   | 8 Dec 2016     | 2-EGSF-2-1 | 20 Sep 2012    |
| 2.EGCB-9     | 2 Mar 2017     | 2.EGAD-6     | 13 Oct 2016    | * 2.EGEO-4 | 30 Mar 2017    | 2.EGPK-1   | 8 Dec 2016     |
| 2.EGCB-10    | 2 Mar 2017     | 2.EGAD-7     | 13 Oct 2016    | 2.EGEO-5   | 8 Dec 2016     | 2.EGPK-2   | 8 Dec 2016     |
| 2-EGCB-2-1   | 2 Mar 2017     | 2-EGAD-2-1   | 13 Oct 2016    | 2.EGEO-6   | 8 Dec 2016     | 2.EGPK-3   | 8 Dec 2016     |
| 2-EGCB-4-1   | 2 Mar 2017     | 2.EGEN-1     | 26 May 2016    | 2.EGEO-7   | 8 Dec 2016     | * 2.EGPK-4 | 30 Mar 2017    |
| * 2.EGNF-1   | 30 Mar 2017    | 2.EGEN-2     | 1 May 2014     | 2-EGEO-2-1 | 8 Dec 2016     | 2.EGPK-5   | 2 Apr 2015     |
| * 2.EGNF-2   | 30 Mar 2017    | 2.EGEN-3     | 7 Feb 2013     | 2.EGSV-1   | 18 Aug 2016    | 2.EGPK-6   | 2 Apr 2015     |
| * 2.EGNF-3   | 30 Mar 2017    | 2.EGEN-4     | 7 Feb 2013     | 2.EGSV-2   | 5 Feb 2015     | 2.EGPK-7   | 15 Sep 2016    |
| * 2.EGNF-4   | 30 Mar 2017    | 2.EGEN-5     | 1 May 2014     | 2.EGSV-3   | 14 Nov 2013    | 2.EGPK-8   | 2 Feb 2017     |
| * 2.EGNF-5   | 30 Mar 2017    | 2.EGEN-6     | 13 Dec 2012    | 2.EGSV-4   | 18 Aug 2016    | 2.EGPK-9   | 2 Feb 2017     |
| * 2.EGNF-6   | 30 Mar 2017    | 2-EGEN-2-1   | 7 Feb 2013     | 2.EGSV-5   | 5 Feb 2015     | 2.EGPK-10  | 2 Feb 2017     |
| * 2-EGNF-2-1 | 30 Mar 2017    | 2.EGBK-1     | 26 May 2016    | 2.EGSV-6   | 25 Jul 2013    | 2.EGPK-11  | 2 Feb 2017     |
| * 2.EGNT-1   | 30 Mar 2017    | 2.EGBK-2     | 8 Dec 2016     | 2-EGSV-2-1 | 10 Nov 2016    | 2.EGPK-12  | 2 Mar 2017     |
| * 2.EGNT-2   | 30 Mar 2017    | 2.EGBK-3     | 8 Dec 2016     | 2.EGLS-1   | 21 Jul 2016    | 2.EGPK-13  | 2 Mar 2017     |
| * 2.EGNT-3   | 30 Mar 2017    | 2.EGBK-4     | 8 Dec 2016     | 2.EGLS-2   | 9 Jan 2014     | 2.EGPK-14  | 2 Feb 2017     |
| * 2.EGNT-4   | 30 Mar 2017    | * 2.EGBK-5   | 30 Mar 2017    | 2.EGLS-3   | 13 Dec 2012    | 2.EGPK-15  | 2 Feb 2017     |
| * 2.EGNT-5   | 30 Mar 2017    | 2.EGBK-6     | 8 Dec 2016     | 2.EGLS-4   | 8 Dec 2016     | 2-EGPK-2-1 | 2 Feb 2017     |
| 2.EGNT-6     | 18 Aug 2016    | 2.EGBK-7     | 8 Dec 2016     | 2.EGLS-5   | 18 Sep 2014    | 2-EGPK-2-2 | 2 Feb 2017     |
| 2.EGNT-7     | 18 Aug 2016    | 2-EGBK-2-1   | 8 Dec 2016     | 2.EGLS-6   | 9 Jan 2014     | 2-EGPK-4-1 | 26 Jul 2012    |
| 2.EGNT-8     | 2 Feb 2017     | 2.EGWU-1     | 15 Sep 2016    | 2-EGLS-2-1 | 16 Dec 2010    | 2-EGPK-5-1 | 28 May 2015    |
| 2.EGNT-9     | 5 Jan 2017     | 2.EGWU-2     | 15 Sep 2016    | 2.EGTH-1   | 2 Feb 2017     | 2-EGPK-6-1 | 8 Dec 2016     |
| 2.EGNT-10    | 5 Jan 2017     | 2.EGWU-3     | 15 Sep 2016    | 2.EGTH-2   | 21 Aug 2014    | 2-EGPK-6-2 | 8 Dec 2016     |
| 2.EGNT-11    | 5 Jan 2017     | 2.EGWU-4     | 15 Sep 2016    | 2.EGTH-3   | 31 Mar 2016    | 2-EGPK-7-1 | 13 Oct 2016    |
| 2.EGNT-12    | 5 Jan 2017     | 2.EGWU-5     | 15 Sep 2016    | 2.EGTH-4   | 17 Sep 2015    | 2-EGPK-7-2 | 5 Jan 2017     |

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

| Page        | Effective Date | Page         | Effective Date | Page        | Effective Date | Page        | Effective Date |
|-------------|----------------|--------------|----------------|-------------|----------------|-------------|----------------|
| AD          |                | AD           |                | AD          |                | AD          |                |
| 2-EGPK-8-1  | 5 Jan 2017     | 2-EGHE-5     | 13 Oct 2016    | 2-EGHI-7-4  | 18 Aug 2016    | 2-EGPO-8-3  | 8 Dec 2016     |
| 2-EGPK-8-2  | 5 Jan 2017     | 2-EGHE-6     | 2 Feb 2017     | 2-EGHI-7-5  | 18 Aug 2016    | 2-EGPO-8-4  | 8 Dec 2016     |
| 2-EGPK-8-3  | 5 Jan 2017     | 2-EGHE-7     | 13 Oct 2016    | 2-EGHI-8-1  | 8 Dec 2016     | 2-EGPO-8-5  | 8 Dec 2016     |
| 2-EGPK-8-4  | 5 Jan 2017     | 2-EGHE-8     | 13 Oct 2016    | 2-EGHI-8-2  | 18 Aug 2016    | 2-EGPO-8-6  | 8 Dec 2016     |
| 2-EGPK-8-5  | 5 Jan 2017     | 2-EGHE-2-1   | 13 Oct 2016    | 2-EGHI-8-3  | 8 Dec 2016     | 2-EGPO-8-7  | 8 Dec 2016     |
| 2-EGPK-8-6  | 5 Jan 2017     | 2-EGHE-3-1   | 28 May 2015    | 2-EGHI-8-4  | 8 Dec 2016     | 2-EGPO-8-8  | 8 Dec 2016     |
| 2-EGPK-8-7  | 5 Jan 2017     | 2-EGHE-8-1   | 7 Jan 2016     | 2-EGHI-8-5  | 8 Dec 2016     | 2-EGPO-8-9  | 8 Dec 2016     |
| 2-EGPK-8-8  | 5 Jan 2017     | 2-EGHE-8-2   | 7 Jan 2016     | 2-EGHI-8-6  | 8 Dec 2016     | 2-EGPO-8-10 | 8 Dec 2016     |
| 2-EGPK-8-9  | 5 Jan 2017     | 2-EGCJ-1     | 26 May 2016    | 2-EGHI-8-7  | 8 Dec 2016     | 2-EGER-1    | 26 May 2016    |
| 2-EGPK-8-10 | 5 Jan 2017     | 2-EGCJ-2     | 8 Dec 2016     | 2-EGHI-8-8  | 8 Dec 2016     | 2-EGER-2    | 1 May 2014     |
| 2-EGPK-8-11 | 5 Jan 2017     | 2-EGCJ-3     | 5 Mar 2015     | 2-EGHI-8-9  | 8 Dec 2016     | 2-EGER-3    | 1 May 2014     |
| 2-EGPK-8-12 | 5 Jan 2017     | 2-EGCJ-4     | 5 Mar 2015     | 2-EGHI-8-10 | 8 Dec 2016     | 2-EGER-4    | 13 Dec 2012    |
| 2-EGKR-1    | 2 Feb 2017     | 2-EGCJ-5     | 10 Nov 2016    | 2-EGHI-8-11 | 8 Dec 2016     | 2-EGER-5    | 1 May 2014     |
| * 2-EGKR-2  | 30 Mar 2017    | 2-EGCJ-6     | 5 Mar 2015     | 2-EGHI-8-12 | 8 Dec 2016     | 2-EGER-6    | 1 May 2014     |
| 2-EGKR-3    | 2 Feb 2017     | 2-EGCJ-7     | 5 Mar 2015     | 2-EGMC-1    | 18 Aug 2016    | 2-EGER-2-1  | 5 Mar 2015     |
| 2-EGKR-4    | 2 Feb 2017     | 2-EGCJ-2-1   | 5 Mar 2015     | 2-EGMC-2    | 18 Aug 2016    | 2-EGPB-1    | 2 Mar 2017     |
| 2-EGKR-5    | 2 Feb 2017     | 2-EGBS-1     | 2 Feb 2017     | 2-EGMC-3    | 15 Sep 2016    | 2-EGPB-2    | 26 May 2016    |
| 2-EGKR-6    | 2 Feb 2017     | 2-EGBS-2     | 2 May 2013     | 2-EGMC-4    | 15 Sep 2016    | 2-EGPB-3    | 3 Mar 2016     |
| 2-EGKR-7    | 2 Feb 2017     | 2-EGBS-3     | 2 Feb 2017     | 2-EGMC-5    | 15 Sep 2016    | 2-EGPB-4    | 3 Mar 2016     |
| 2-EGKR-8    | 2 Feb 2017     | 2-EGBS-4     | 3 Mar 2016     | 2-EGMC-6    | 15 Sep 2016    | * 2-EGPB-5  | 30 Mar 2017    |
| 2-EGKR-9    | 2 Feb 2017     | 2-EGBS-5     | 2 Feb 2017     | 2-EGMC-7    | 15 Sep 2016    | 2-EGPB-6    | 31 Mar 2016    |
| 2-EGKR-10   | 2 Feb 2017     | 2-EGBS-6     | 2 Feb 2017     | 2-EGMC-8    | 15 Sep 2016    | 2-EGPB-7    | 13 Oct 2016    |
| 2-EGKR-2-1  | 2 Feb 2017     | 2-EGBS-2-1   | 2 Feb 2017     | 2-EGMC-9    | 15 Sep 2016    | 2-EGPB-8    | 31 Mar 2016    |
| 2-EGKR-4-1  | 3 Mar 2016     | 2-EGKA-1     | 26 May 2016    | 2-EGMC-10   | 15 Sep 2016    | 2-EGPB-9    | 2 Mar 2017     |
| 2-EGNE-1    | 26 May 2016    | 2-EGKA-2     | 10 Nov 2016    | 2-EGMC-11   | 2 Feb 2017     | 2-EGPB-10   | 8 Dec 2016     |
| 2-EGNE-2    | 18 Aug 2016    | 2-EGKA-3     | 15 Sep 2016    | 2-EGMC-12   | 18 Aug 2016    | 2-EGPB-11   | 8 Dec 2016     |
| 2-EGNE-3    | 28 May 2015    | 2-EGKA-4     | 15 Sep 2016    | 2-EGMC-13   | 18 Aug 2016    | 2-EGPB-12   | 8 Dec 2016     |
| 2-EGNE-4    | 18 Aug 2016    | 2-EGKA-5     | 15 Sep 2016    | 2-EGMC-14   | 13 Oct 2016    | 2-EGPB-2-1  | 8 Dec 2016     |
| 2-EGNE-5    | 2 Feb 2017     | 2-EGKA-6     | 21 Jul 2016    | 2-EGMC-15   | 13 Oct 2016    | 2-EGPB-2-2  | 3 Mar 2016     |
| 2-EGNE-6    | 15 Sep 2016    | 2-EGKA-7     | 21 Jul 2016    | 2-EGMC-16   | 2 Mar 2017     | 2-EGPB-3-1  | 13 Dec 2012    |
| 2-EGNE-2-1  | 18 Aug 2016    | * 2-EGKA-8   | 30 Mar 2017    | 2-EGMC-17   | 15 Sep 2016    | 2-EGPB-3-2  | 13 Dec 2012    |
| 2-EGTO-1    | 26 May 2016    | * 2-EGKA-9   | 30 Mar 2017    | 2-EGMC-2-1  | 26 May 2016    | 2-EGPB-5-1  | 31 May 2012    |
| 2-EGTO-2    | 10 Jan 2013    | 2-EGKA-10    | 15 Sep 2016    | 2-EGMC-2-2  | 18 Aug 2016    | 2-EGPB-8-1  | 12 Nov 2015    |
| 2-EGTO-3    | 17 Oct 2013    | 2-EGKA-2-1   | 15 Sep 2016    | 2-EGMC-4-1  | 5 Jan 2017     | 2-EGPB-8-2  | 4 Feb 2016     |
| 2-EGTO-4    | 19 Sep 2013    | 2-EGKA-4-1   | 15 Sep 2016    | 2-EGMC-5-1  | 5 Jan 2017     | 2-EGPB-8-3  | 4 Feb 2016     |
| 2-EGTO-5    | 2 Feb 2017     | 2-EGKA-8-1   | 15 Sep 2016    | 2-EGMC-7-1  | 5 Jan 2017     | 2-EGPB-8-4  | 4 Feb 2016     |
| 2-EGTO-6    | 10 Dec 2015    | 2-EGKA-8-2   | 15 Sep 2016    | 2-EGMC-7-2  | 5 Jan 2017     | 2-EGPB-8-5  | 4 Feb 2016     |
| 2-EGTO-7    | 4 Feb 2016     | 2-EGKA-8-3   | 15 Sep 2016    | 2-EGMC-7-3  | 15 Sep 2016    | 2-EGPB-8-6  | 4 Feb 2016     |
| 2-EGTO-8    | 4 Feb 2016     | 2-EGKA-8-4   | 15 Sep 2016    | 2-EGMC-7-4  | 5 Jan 2017     | 2-EGPB-8-7  | 4 Feb 2016     |
| 2-EGTO-2-1  | 19 Sep 2013    | 2-EGKA-8-5   | 15 Sep 2016    | 2-EGMC-7-5  | 15 Sep 2016    | 2-EGPB-8-8  | 4 Feb 2016     |
| 2-EGES-1    | 26 May 2016    | 2-EGKA-8-7   | 15 Sep 2016    | 2-EGMC-7-6  | 15 Sep 2016    | 2-EGPB-8-9  | 4 Feb 2016     |
| 2-EGES-2    | 23 Jun 2016    | 2-EGKA-8-8   | 15 Sep 2016    | 2-EGMC-7-7  | 15 Sep 2016    | 2-EGFH-1    | 13 Oct 2016    |
| 2-EGES-3    | 23 Jun 2016    | 2-EGCV-1     | 26 May 2016    | 2-EGMC-8-1  | 2 Feb 2017     | 2-EGFH-2    | 13 Oct 2016    |
| 2-EGES-4    | 14 Nov 2013    | 2-EGCV-2     | 5 Feb 2015     | 2-EGMC-8-2  | 2 Feb 2017     | 2-EGFH-3    | 31 Mar 2016    |
| 2-EGES-5    | 13 Dec 2012    | 2-EGCV-3     | 5 Feb 2015     | 2-EGMC-8-3  | 2 Feb 2017     | 2-EGFH-4    | 13 Dec 2012    |
| 2-EGES-6    | 1 May 2014     | 2-EGCV-4     | 18 Aug 2016    | 2-EGMC-8-4  | 2 Feb 2017     | 2-EGFH-5    | 2 Feb 2017     |
| 2-EGES-2-1  | 28 May 2015    | 2-EGCV-5     | 5 Feb 2015     | 2-EGMC-8-5  | 2 Feb 2017     | 2-EGFH-6    | 13 Dec 2012    |
| 2-EGCF-1    | 15 Sep 2016    | 2-EGCV-6     | 7 Mar 2013     | 2-EGMC-8-6  | 2 Mar 2017     | 2-EGFH-2-1  | 26 Jul 2012    |
| 2-EGCF-2    | 10 Nov 2016    | 2-EGCV-2-1   | 14 Nov 2013    | 2-EGMC-8-7  | 2 Mar 2017     | 2-EGBM-1    | 26 May 2016    |
| 2-EGCF-3    | 10 Nov 2016    | 2-EGHI-1     | 26 May 2016    | 2-EGMC-8-8  | 2 Feb 2017     | 2-EGBM-2    | 13 Dec 2012    |
| 2-EGCF-4    | 10 Nov 2016    | 2-EGHI-2     | 31 Mar 2016    | 2-EGSG-1    | 10 Nov 2016    | 2-EGBM-3    | 13 Dec 2012    |
| 2-EGCF-5    | 10 Nov 2016    | 2-EGHI-3     | 8 Dec 2016     | 2-EGSG-2    | 10 Nov 2016    | 2-EGBM-4    | 2 Feb 2017     |
| 2-EGCF-6    | 10 Nov 2016    | 2-EGHI-4     | 8 Dec 2016     | 2-EGSG-3    | 10 Nov 2016    | 2-EGBM-5    | 25 Jul 2013    |
| 2-EGCF-2-1  | 10 Nov 2016    | 2-EGHI-5     | 8 Dec 2016     | 2-EGSG-4    | 10 Nov 2016    | 2-EGBM-2-1  | 25 Jul 2013    |
| 2-EGPM-1    | 21 Jul 2016    | 2-EGHI-6     | 31 Mar 2016    | 2-EGSG-5    | 10 Nov 2016    | 2-EGHO-1    | 26 May 2016    |
| 2-EGPM-2    | 21 Jul 2016    | 2-EGHI-7     | 18 Aug 2016    | 2-EGSG-6    | 10 Nov 2016    | 2-EGHO-2    | 11 Dec 2014    |
| * 2-EGPM-3  | 30 Mar 2017    | 2-EGHI-8     | 2 Feb 2017     | 2-EGSG-2-1  | 10 Nov 2016    | 2-EGHO-3    | 11 Dec 2014    |
| 2-EGPM-4    | 31 Mar 2016    | 2-EGHI-9     | 8 Dec 2016     | 2-EGPO-1    | 26 May 2016    | 2-EGHO-4    | 2 Feb 2017     |
| 2-EGPM-5    | 26 May 2016    | 2-EGHI-10    | 7 Jan 2016     | 2-EGPO-2    | 31 Mar 2016    | 2-EGHO-5    | 13 Dec 2012    |
| 2-EGPM-6    | 31 Mar 2016    | 2-EGHI-11    | 4 Feb 2016     | 2-EGPO-3    | 8 Jan 2015     | 2-EGHO-6    | 13 Dec 2012    |
| 2-EGPM-7    | 8 Dec 2016     | 2-EGHI-12    | 2 Mar 2017     | * 2-EGPO-4  | 30 Mar 2017    | 2-EGHO-7    | 1 May 2014     |
| 2-EGPM-2-1  | 8 Dec 2016     | 2-EGHI-13    | 2 Mar 2017     | 2-EGPO-5    | 8 Jan 2015     | 2-EGHO-2-1  | 13 Oct 2016    |
| 2-EGPM-2-2  | 8 Dec 2016     | 2-EGHI-14    | 2 Mar 2017     | 2-EGPO-6    | 2 Feb 2017     | 2-EGPU-1    | 26 May 2016    |
| 2-EGPM-5-1  | 31 Mar 2016    | 2-EGHI-2-1   | 8 Dec 2016     | 2-EGPO-7    | 26 May 2016    | * 2-EGPU-2  | 30 Mar 2017    |
| 2-EGPM-8-1  | 31 Mar 2016    | 2-EGHI-2-2   | 8 Dec 2016     | 2-EGPO-8    | 4 Feb 2016     | * 2-EGPU-3  | 30 Mar 2017    |
| 2-EGPM-8-2  | 28 Apr 2016    | * 2-EGHI-4-1 | 30 Mar 2017    | 2-EGPO-9    | 4 Feb 2016     | 2-EGPU-4    | 3 Mar 2016     |
| 2-EGHE-1    | 13 Oct 2016    | 2-EGHI-5-1   | 18 Aug 2016    | 2-EGPO-10   | 4 Feb 2016     | 2-EGPU-5    | 10 Dec 2015    |
| 2-EGHE-2    | 23 Jul 2015    | 2-EGHI-7-1   | 2 Feb 2017     | 2-EGPO-2-1  | 4 Feb 2016     | 2-EGPU-6    | 10 Dec 2015    |
| 2-EGHE-3    | 13 Oct 2016    | * 2-EGHI-7-2 | 30 Mar 2017    | 2-EGPO-8-1  | 8 Dec 2016     | 2-EGPU-7    | 4 Feb 2016     |
| 2-EGHE-4    | 13 Oct 2016    | 2-EGHI-7-3   | 18 Aug 2016    | 2-EGPO-8-2  | 8 Dec 2016     | 2-EGPU-2-1  | 10 Nov 2016    |

## GEN 0.4 CHECKLIST OF AIP PAGES (continued)

| Page       | Effective Date | Page       | Effective Date | Page         | Effective Date | Page        | Effective Date |
|------------|----------------|------------|----------------|--------------|----------------|-------------|----------------|
| AD         |                | AD         |                | AD           |                | AD          |                |
| 2-EGPU-8-1 | 18 Aug 2016    | 2.EGFA-6   | 15 Sep 2016    | 2-EGPC-8-10  | 23 Jun 2016    | 2-EGHG-8-5  | 5 Jan 2017     |
| 2-EGPU-8-2 | 18 Aug 2016    | 2-EGFA-2-1 | 15 Sep 2016    | 2-EGPC-8-11  | 23 Jun 2016    | 2-EGHG-8-6  | 5 Jan 2017     |
| 2-EGPU-8-3 | 18 Aug 2016    | 2.EGEW-1   | 26 May 2016    | 2-EGPC-8-12  | 23 Jun 2016    | 2-EGHG-8-7  | 5 Jan 2017     |
| 2-EGPU-8-4 | 18 Aug 2016    | 2.EGEW-2   | 1 May 2014     | 2-EGPC-8-13  | 23 Jun 2016    | 2-EGHG-8-8  | 5 Jan 2017     |
| 2-EGPU-8-5 | 4 Feb 2016     | 2.EGEW-3   | 5 Feb 2015     | 2.EGNW-1     | 10 Nov 2016    | 2-EGHG-8-9  | 5 Jan 2017     |
| 2-EGPU-8-6 | 4 Feb 2016     | 2.EGEW-4   | 15 Sep 2016    | 2.EGNW-2     | 10 Nov 2016    | 2-EGHG-8-10 | 5 Jan 2017     |
| 2.EGNO-1   | 26 May 2016    | 2.EGEW-5   | 15 Sep 2016    | 2.EGNW-3     | 10 Nov 2016    | 3.EGLT-1    | 26 May 2016    |
| 2.EGNO-2   | 24 Jul 2014    | 2.EGEW-6   | 15 Sep 2016    | 2.EGNW-4     | 13 Oct 2016    | * 3.EGLT-2  | 30 Mar 2017    |
| 2.EGNO-3   | 7 Jan 2016     | 2-EGEW-2-1 | 15 Sep 2016    | 2.EGNW-5     | 10 Nov 2016    | 3.EGLT-3    | 10 Jan 2013    |
| * 2.EGNO-4 | 30 Mar 2017    | 2.EGLM-1   | 26 May 2016    | 2-EGNW-2-1   | 10 Nov 2016    | 3.EGLT-4    | 21 Jul 2016    |
| * 2.EGNO-5 | 30 Mar 2017    | 2.EGLM-2   | 28 May 2015    | 2.EGBO-1     | 26 May 2016    | 3.EGLT-5    | 21 Jul 2016    |
| 2.EGNO-6   | 26 May 2016    | 2.EGLM-3   | 28 May 2015    | * 2.EGBO-2   | 30 Mar 2017    | 3.EGBC-1    | 26 May 2016    |
| 2.EGNO-7   | 2 Feb 2017     | 2.EGLM-4   | 28 May 2015    | * 2.EGBO-3   | 30 Mar 2017    | * 3.EGBC-2  | 30 Mar 2017    |
| 2.EGNO-8   | 2 Feb 2017     | 2.EGLM-5   | 2 Feb 2017     | * 2.EGBO-4   | 30 Mar 2017    | 3.EGBC-3    | 2 Mar 2017     |
| 2.EGNO-9   | 2 Feb 2017     | 2.EGLM-6   | 28 May 2015    | * 2.EGBO-5   | 30 Mar 2017    | 3.EGBC-4    | 13 Dec 2012    |
| 2.EGNO-10  | 2 Feb 2017     | 2.EGLM-7   | 28 May 2015    | 2.EGBO-6     | 2 Feb 2017     | 3.EGBC-5    | 13 Dec 2012    |
| 2-EGNO-2-1 | 24 Jul 2014    | 2-EGLM-2-1 | 28 May 2015    | 2.EGBO-7     | 3 Mar 2016     | 3.EGKG-1    | 26 May 2016    |
| 2-EGNO-4-1 | 2 Feb 2017     | 2-EGLM-4-1 | 2 Mar 2017     | * 2-EGBO-2-1 | 30 Mar 2017    | * 3.EGKG-2  | 30 Mar 2017    |
| 2-EGNO-5-1 | 3 Mar 2016     | 2.EGPC-1   | 15 Sep 2016    | 2.EGTB-1     | 26 May 2016    | 3.EGKG-3    | 2 Mar 2017     |
| * 2.EGBW-1 | 30 Mar 2017    | 2.EGPC-2   | 2 Feb 2017     | 2.EGTB-2     | 25 Jun 2015    | 3.EGKG-4    | 2 Mar 2017     |
| 2.EGBW-2   | 17 Oct 2013    | 2.EGPC-3   | 15 Sep 2016    | 2.EGTB-3     | 25 Jun 2015    | 3.EGNP-1    | 2 Mar 2017     |
| 2.EGBW-3   | 17 Oct 2013    | * 2.EGPC-4 | 30 Mar 2017    | 2.EGTB-4     | 25 Jun 2015    | 3.EGNP-2    | 13 Dec 2012    |
| * 2.EGBW-4 | 30 Mar 2017    | 2.EGPC-5   | 15 Sep 2016    | 2.EGTB-5     | 10 Dec 2015    | 3.EGNP-3    | 21 Jul 2016    |
| 2.EGBW-5   | 10 Dec 2015    | 2.EGPC-6   | 2 Feb 2017     | 2.EGTB-6     | 25 Jun 2015    | 3.EGNP-4    | 2 Mar 2017     |
| 2.EGBW-6   | 10 Dec 2015    | 2.EGPC-7   | 15 Sep 2016    | 2-EGTB-2-1   | 25 Jun 2015    | 3.EGNP-5    | 2 Mar 2017     |
| 2-EGBW-2-1 | 2 Mar 2017     | 2.EGPC-8   | 13 Oct 2016    | 2.EGHG-1     | 26 May 2016    | 3-EGNP-2-1  | 22 Sep 2011    |
| 2.EGCW-1   | 26 May 2016    | 2.EGPC-9   | 13 Oct 2016    | 2.EGHG-2     | 8 Dec 2016     | 3.EGLW-1    | 10 Nov 2016    |
| 2.EGCW-2   | 3 Apr 2014     | 2.EGPC-10  | 13 Oct 2016    | 2.EGHG-3     | 15 Sep 2016    | 3.EGLW-2    | 10 Nov 2016    |
| 2.EGCW-3   | 26 Jun 2014    | 2-EGPC-2-1 | 2 Feb 2017     | * 2.EGHG-4   | 30 Mar 2017    | 3.EGLW-3    | 10 Nov 2016    |
| 2.EGCW-4   | 10 Dec 2015    | 2-EGPC-8-1 | 2 Feb 2017     | * 2.EGHG-5   | 30 Mar 2017    | 3.EGLW-4    | 10 Nov 2016    |
| 2.EGCW-5   | 3 Apr 2014     | 2-EGPC-8-2 | 18 Aug 2016    | * 2.EGHG-6   | 30 Mar 2017    | 3.EGLW-5    | 2 Mar 2017     |
| 2.EGCW-6   | 13 Dec 2012    | 2-EGPC-8-3 | 18 Aug 2016    | * 2.EGHG-7   | 30 Mar 2017    | 3.EGLW-6    | 10 Nov 2016    |
| 2-EGCW-2-1 | 13 Dec 2012    | 2-EGPC-8-4 | 18 Aug 2016    | 2-EGHG-2-1   | 15 Sep 2016    | 3.EGLW-7    | 10 Nov 2016    |
| 2.EGFA-1   | 15 Sep 2016    | 2-EGPC-8-5 | 2 Feb 2017     | 2-EGHG-5-1   | 23 Jul 2015    | 3.EGLW-8    | 10 Nov 2016    |
| 2.EGFA-2   | 5 Jan 2017     | 2-EGPC-8-6 | 18 Aug 2016    | 2-EGHG-8-1   | 5 Jan 2017     | 3.EGLW-9    | 10 Nov 2016    |
| 2.EGFA-3   | 15 Sep 2016    | 2-EGPC-8-7 | 18 Aug 2016    | 2-EGHG-8-2   | 5 Jan 2017     | 3-EGLW-2-1  | 10 Nov 2016    |
| 2.EGFA-4   | 10 Nov 2016    | 2-EGPC-8-8 | 18 Aug 2016    | 2-EGHG-8-3   | 5 Jan 2017     | 3-EGLW-4-1  | 28 May 2015    |
| 2.EGFA-5   | 15 Sep 2016    | 2-EGPC-8-9 | 18 Aug 2016    | 2-EGHG-8-4   | 5 Jan 2017     |             |                |

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**GEN 3.2 AERONAUTICAL CHARTS (continued)****5 Aeronautical Charts Available****5.1 Aeronautical Charts, ICAO, United Kingdom (Scale 1:500,000) (see Index at GEN 3.2 paragraph 6)**

Copies of these charts are obtainable from NATS Ltd Chart Stockists - see [www.ais.org.uk](http://www.ais.org.uk) for details.

| Sheet Ref | Chart Title                           | Edition | Aero Info Date |
|-----------|---------------------------------------|---------|----------------|
| 2150ABCD  | Scotland                              | 31      | 23 Jun 2016    |
| 2171AB    | Northern England and Northern Ireland | 40      | 30 Mar 2017    |
| 2171CD    | Southern England and Wales            | 43      | 2 Mar 2017     |

**5.2 Topographical Air Charts of the United Kingdom (Scale 1:250,000) (see Index at GEN 3.2 paragraph 7)**

Copies of these charts are obtainable from NATS Ltd Chart Stockists - see [www.ais.org.uk](http://www.ais.org.uk) for details.

| Sheet Ref | Chart Title               | Edition | Aero Info Date |
|-----------|---------------------------|---------|----------------|
| 1         | Northern Scotland West    | 9       | 18 Aug 2016    |
| 2         | Northern Scotland East    | 9       | 21 July 2016   |
| 3         | Northern Ireland          | 9       | 17 Sep 2015    |
| 4         | The Borders               | 10      | 26 May 2016    |
| 5         | Central England and Wales | 11      | 23 July 2015   |
| 6         | England East              | 12      | 28 May 2015    |
| 7         | The West and South Wales  | 10      | 20 Aug 2015    |
| 8         | England South             | 20      | 31 Mar 2016    |

**Note:** All the above Charts (listed in para 5.1 and 5.2) are available as laminated sheets. (Postage and Packing are extra).

**5.2.1** For comments/feedback on these charts:

Post: Aeronautical Chart Section, Aeronautical Information Service (AIS), NATS Swanwick, Room 3115, Sopwith Way, Southampton, Hants, SO31 7AY.  
Email: [vfrcharts@nats.co.uk](mailto:vfrcharts@nats.co.uk)

**5.3 Instrument Approach and Aerodrome Charts - ICAO, SID/STAR Charts, and Noise Abatement Charts**

Refer to paragraph 5.6, and to Sections AD 2 and AD 3.

**5.4 Aerodrome Obstacle Charts - ICAO TYPE A - Operating Limitations**

(a) Copies of these charts may be obtained from Communisis UK (See GEN 3.2 paragraph 3.1).

(b) Charts are also available online from the NATS/AIS website: [http://www.nats-uk.ead-it.com/public/index.php%3Foption=com\\_content&task=blogcategory&id=194&Itemid=280.html](http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=194&Itemid=280.html)

| Chart Title          | Date                     |
|----------------------|--------------------------|
| Aberdeen/Dyce        | Runway 16/34<br>May 2015 |
| Alderney             | Runway 08/26<br>Jul 2015 |
| Barrow/Walney Island | Runway 17/35<br>Jan 2016 |
| Belfast/Aldergrove   | Runway 07/25<br>Nov 2013 |
|                      | Runway 17/35<br>Nov 2013 |
| Belfast/City         | Runway 04/22<br>Nov 2016 |
| Benbecula            | Runway 06/24<br>Jun 2016 |
| Biggin Hill          | Runway 03/21<br>Aug 2014 |
| Birmingham           | Runway 15/33<br>Nov 2016 |
| Blackpool            | Runway 10/28<br>Sep 2012 |
| Bournemouth          | Runway 08/26<br>Jun 2014 |
| Bristol              | Runway 09/27<br>Mar 2012 |
| Cambridge            | Runway 05/23<br>Aug 2011 |
| Campbeltown          | Runway 11/29<br>Jul 2015 |
| Cardiff              | Runway 12/30<br>Apr 2016 |
| Carlisle             | Runway 07/25<br>Sep 2016 |
| Coventry             | Runway 05/23<br>Aug 2016 |
| Cranfield            | Runway 03/21<br>Dec 2015 |

## GEN 3.2 AERONAUTICAL CHARTS (continued)

| Chart Title          |                     | Date     |
|----------------------|---------------------|----------|
| Doncaster Sheffield  | Runway 02/20        | Nov 2016 |
| Dundee               | Runway 09/27        | Jun 2016 |
| Durham Tees Valley   | Runway 05/23        | Sep 2016 |
| East Midlands        | Runway 09/27        | Jun 2014 |
| Edinburgh            | Runway 06/24        | Jun 2016 |
|                      | Runway 12/30        | Jun 2016 |
| Exeter               | Runway 08/26        | Mar 2016 |
| Farnborough          | Runway 06/24        | Feb 2016 |
| Glasgow              | Runway 05/23        | Apr 2015 |
| Gloucestershire      | Runway 09/27        | May 2009 |
| Guernsey             | Runway 09/27        | Jul 2016 |
| Haverfordwest        | Runway 03/21        | Jun 2015 |
| Hawarden             | Runway 04/22        | May 2016 |
| Humberside           | Runway 02/20        | Jun 2015 |
| Inverness            | Runway 05/23        | Jun 2016 |
| Islay                | Runway 13/31        | Nov 2015 |
| Isle of Man          | Runway 08/26        | Aug 2013 |
|                      | Runway 03/21        | Aug 2013 |
| Jersey               | Runway 08/26        | Apr 2016 |
| Kirkwall             | Runway 09/27        | Nov 2015 |
| Leeds Bradford       | Runway 14/32        | Mar 2016 |
| Liverpool            | Runway 09/27        | Nov 2016 |
| London/City          | Runway 09/27        | Apr 2010 |
| London Gatwick       | Runway 08R/26L      | Mar 2015 |
|                      | Runway 08L/26R      | Mar 2015 |
| London Heathrow      | Runway 09L/27R      | May 2016 |
|                      | Runway 09R/27L      | May 2016 |
| London Luton         | Runway 08/26        | Sep 2013 |
| London Stansted      | Runway 04/22        | Sep 2014 |
| Londonderry/Eglinton | Runway 08/26        | May 2015 |
| Lydd                 | Runway 03/21        | Nov 2016 |
| Manchester           | Runway 05L/23R      | Feb 2016 |
|                      | Runway 05R/23L      | Feb 2016 |
| Newcastle            | Runway 07/25        | May 2016 |
| Newquay              | Runway 12/30        | Feb 2016 |
| Norwich              | Runway 09/27        | Apr 2016 |
| Oban                 | Runway 01/19        | Feb 2016 |
| Oxford/Kidlington    | Runway 01/19        | Aug 2016 |
| Prestwick            | Runway 12/30        | Apr 2016 |
|                      | Runway 03/21        | Apr 2016 |
| Scatsta              | Runway 06/24        | Mar 2011 |
| Shoreham             | Runway 02/20        | Mar 2016 |
| Southampton          | Runway 02/20        | Aug 2016 |
|                      | Runway 20 +15° slew | Aug 2016 |
| Southend             | Runway 05/23        | Sep 2016 |
| Stornoway            | Runway 18/36        | Nov 2015 |
| Sumburgh             | Runway 15/33        | Oct 2009 |
| Tiree                | Runway 05/23        | Jun 2016 |
| Warton               | Runway 07/25        | Oct 2016 |
| Wick                 | Runway 13/31        | Jun 2016 |



## GEN 3.2 AERONAUTICAL CHARTS (continued)

| Chart Title   |              | Date     |
|---------------|--------------|----------|
| Wolverhampton | Runway 16/34 | Mar 2016 |

## 5.5 Precision Approach Terrain Charts - ICAO

- (a) Copies of these charts may be obtained from Communis UK (See GEN 3.2 paragraph 3.2).
- (b) Charts are also available online from the NATS/AIS website: [http://www.nats-uk.ead-it.com/public/index.php%3Foption=com\\_content&task=blogcategory&id=195&Itemid=281.html](http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=195&Itemid=281.html)

| Chart Title         |            | Date     |
|---------------------|------------|----------|
| Belfast/Aldergrove  | Runway 17  | May 2001 |
|                     | Runway 25  | May 2001 |
| Birmingham          | Runway 15  | Nov 2016 |
|                     | Runway 33  | Nov 2016 |
| Bournemouth         | Runway 26  | Mar 2009 |
| Bristol             | Runway 27  | Mar 2001 |
| Doncaster Sheffield | Runway 20  | Nov 2016 |
|                     | Runway 09  | Feb 2001 |
| East Midlands       | Runway 27  | Feb 2001 |
|                     | Runway 06  | Jun 2011 |
| Edinburgh           | Runway 24  | Jun 2011 |
|                     | Runway 05  | May 2001 |
| Glasgow             | Runway 23  | May 2001 |
|                     | Runway 08  | May 2001 |
| Isle of Man         | Runway 26  | May 2001 |
|                     | Runway 32  | Sep 2007 |
| Liverpool           | Runway 27  | Jun 2001 |
| London Gatwick      | Runway 08R | Oct 2001 |
|                     | Runway 26L | Oct 2001 |
| London Heathrow     | Runway 09L | Jun 2009 |
|                     | Runway 09R | Jun 2009 |
|                     | Runway 27L | Feb 2001 |
|                     | Runway 27R | Feb 2001 |
| London Luton        | Runway 08  | Nov 2010 |
|                     | Runway 26  | Nov 2010 |
| London Stansted     | Runway 04  | Feb 2010 |
|                     | Runway 22  | Feb 2010 |
| Manchester          | Runway 05L | Jul 2007 |
|                     | Runway 23R | Jul 2007 |
| Newcastle           | Runway 07  | Apr 2001 |
|                     | Runway 25  | Apr 2001 |
| Newquay             | Runway 30  | Mar 2009 |

## 5.6 Other Charts

## 5.6.1 Miscellaneous Charts

Copies of these charts may be obtained from NATS Ltd Chart Stockists - see [www.ais.org.uk](http://www.ais.org.uk) for details.

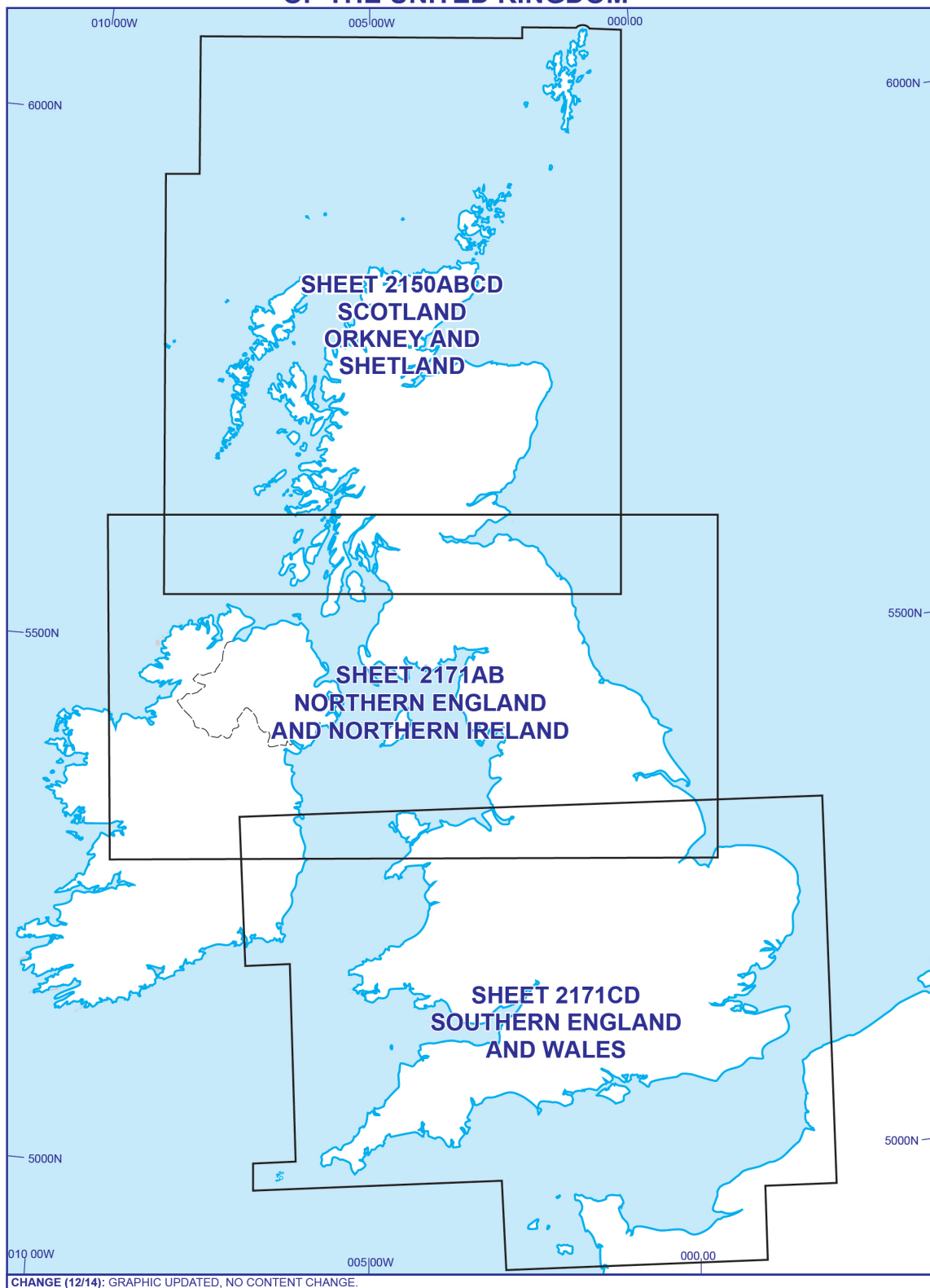
| Chart Title                                                                         | Edition | UK AIP Page No | Aero Info Date |
|-------------------------------------------------------------------------------------|---------|----------------|----------------|
| Chart of Helicopter Routes in the London Control Zone. (Laminated) (Scale 1:50,000) | 17      | —              | 18 Aug 2016    |

GEN 3.2 AERONAUTICAL CHARTS (continued)

← 6

Index to Aeronautical Charts - ICAO 1: 500,000 of the United Kingdom

**INDEX TO AERONAUTICAL CHARTS ICAO 1:500,000  
OF THE UNITED KINGDOM**



## GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.3.2 — Meteorological Observations at Aerodromes |              |      |           |              |                                                                              |                                              |           |                     |
|-----------------------------------------------------------|--------------|------|-----------|--------------|------------------------------------------------------------------------------|----------------------------------------------|-----------|---------------------|
| Aerodrome/ Location Indicator                             | Observations |      |           | Surface Wind | RVR                                                                          |                                              | Obs Hours | Climatological Data |
|                                                           | Type         | Freq | Warnings  |              | Sites                                                                        | Eqpt                                         |           |                     |
| Aberdeen/Dyce<br>EGPD                                     | METAR<br>‡*  | h/H  | AW<br>MTI | Average      | 16 TDZ/END<br>34 TDZ/END                                                     | BIRAL<br>FSM<br>BIRAL<br>FSM                 | HO+       | A, C                |
| Alderney<br>EGJA                                          | METAR        | h    | AW        | Average      | 08/26 TDZ                                                                    | OBS                                          | HO        | C                   |
| Belfast Aldergrove<br>EGAA                                | METAR<br>#   | h    | AW<br>MTI | Average      | 07 TDZ/MID/END<br>25 TDZ/MID/END<br>07 TDZ<br>17 TDZ<br>25 TDZ/MID<br>35 TDZ | AGIVIS<br>AGIVIS<br>OBS<br>OBS<br>OBS<br>OBS | H24       | A                   |
| Belfast City<br>EGAC                                      | METAR        | h    | AW<br>MTI | Average      | 04/22 TDZ/END                                                                | AGIVIS<br>FSM                                | HO        | C                   |
| Benbecula<br>EGPL                                         | METAR<br>¶   | h    | AW        | Average      | 06/24 TDZ                                                                    | OBS                                          | HO        | A                   |
| Biggin Hill<br>EGKB                                       | METAR        | h    | AW        | Average      | 21 TDZ                                                                       | OBS                                          | HO        | C                   |
| Birmingham<br>EGBB                                        | METAR<br>#   | h    | AW<br>MTI | Average      | 15 TDZ/MID/END<br>33 TDZ/MID/END                                             | AGIVIS<br>AGIVIS                             | H24       | C                   |
| Blackpool<br>EGNH                                         | METAR        | h    | AW<br>MTI | Average      | 10/28 TDZ                                                                    | OBS                                          | HO        | A, C                |
| Bournemouth<br>EGHH                                       | METAR        | h    | AW        | Average      | 08/26 TDZ/MID/END                                                            | AGIVIS                                       | HO        | A                   |
| Bristol<br>EGGD                                           | METAR<br>‡   | h    | AW<br>MTI | Average      | 09/27 TDZ/MID/END                                                            | AGIVIS                                       | H24       | C                   |
| Cambridge<br>EGSC                                         | METAR        | h    | AW<br>MTI | Average      | 05/23 TDZ                                                                    | Vaisala<br>FSM                               | HO        | C                   |
| Campbeltown<br>EGEC                                       | METAR        | h    | AW        | Average      |                                                                              |                                              | HO        | B                   |
| Cardiff<br>EGFF                                           | METAR<br>‡   | h    | AW<br>MTI | Average      | 12/30 TDZ/END                                                                | AGIVIS                                       | H24       | C                   |
| Carlisle<br>EGNC                                          | METAR        | h    | AW        | Average      | 07/25 TDZ                                                                    | OBS                                          | HO        | C                   |
| Coventry<br>EGBE                                          | METAR        | h    | AW        | Average      | 05/23 TDZ                                                                    | OBS                                          | HO        | C                   |
| Cranfield<br>EGTC                                         | METAR        | h    | AW        | Average      |                                                                              |                                              | HO        | C                   |
| Doncaster Sheffield<br>EGCN                               | METAR<br>#   | h    | AW        | Average      | 02/20 TDZ/MID/END                                                            | Telvent<br>Almos                             | H24       | D                   |
| Dundee<br>EGPN                                            | METAR        | h    | AW        | Average      |                                                                              |                                              | HO        | D                   |
| Durham Tees Valley<br>EGNV                                | METAR        | h    | AW<br>MTI | Average      | 05/23 TDZ                                                                    | OBS                                          | HO        | C                   |
| East Midlands<br>EGNX                                     | METAR        | h    | AW<br>MTI | Average      | 09 TDZ/MID/END<br>27 TDZ/MID/END                                             | AGIVIS<br>AGIVIS                             | H24       | C                   |
| Edinburgh<br>EGPH                                         | METAR        | h    | AW<br>MTI | Average      | 06 TDZ/MID/END<br>24 TDZ/MID/END                                             | AGIVIS<br>AGIVIS                             | H24       | A                   |

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.3.2 — Meteorological Observations at Aerodromes |              |      |                        |              |                                                                          |                                      |           |                     |
|-----------------------------------------------------------|--------------|------|------------------------|--------------|--------------------------------------------------------------------------|--------------------------------------|-----------|---------------------|
| Aerodrome/ Location Indicator                             | Observations |      |                        | Surface Wind | RVR                                                                      |                                      | Obs Hours | Climatological Data |
|                                                           | Type         | Freq | Warnings               |              | Sites                                                                    | Eqpt                                 |           |                     |
| Exeter<br>EGTE                                            | METAR        | h    | AW<br>MTI              | Average      | 08/26 TDZ                                                                | OBS<br>OBS                           | HO        | A, C                |
| Farnborough<br>EGLF                                       | METAR        | h    | AW                     | Average      | 06/24 TDZ/END                                                            | AGIVIS                               | HO        | B                   |
| Glasgow<br>EGPF                                           | METAR<br>‡   | h    | AW<br>MTI              | Average      | 05 TDZ/MID/END<br>23 TDZ/MID/END                                         | AGIVIS<br>AGIVIS                     | H24       | A                   |
| Gloucestershire<br>EGBJ                                   | METAR        | h    | AW                     | Average      | 09/27 TDZ                                                                | OBS                                  | HO        | C                   |
| Guernsey<br>EGJB                                          | METAR        | h    | AW                     | Average      | 09/27 TDZ/END                                                            | AGIVIS                               | HO+       | A                   |
| Hawarden<br>EGNR                                          | METAR        | h    | AW                     | Average      |                                                                          |                                      | HO        | D                   |
| Humberside<br>EGNJ                                        | METAR<br>¶   | h    | AW                     | Average      | 02/20 TDZ                                                                | OBS                                  | HO        | C                   |
| Inverness<br>EGPE                                         | METAR<br>¶   | h    | AW                     | Average      | 05/23 TDZ/END                                                            | AGIVIS                               | HO        | D                   |
| Islay<br>EGPI                                             | METAR<br>¶   | h    | AW                     | Average      |                                                                          |                                      | HO        | D                   |
| Isle of Man<br>EGNS                                       | METAR        | h/H  | AW<br>MTI              | Average      |                                                                          |                                      | H24       | A                   |
| Jersey<br>EGJJ                                            | METAR        | h    | MTI<br>AW              | Average      | 08/26 TDZ/END                                                            | AGIVIS                               | HO+       | A                   |
| Kirkwall<br>EGPA                                          | METAR<br>¶   | h    | AW                     | Average      | 09/27 TDZ                                                                | AGIVIS                               | HO+       | A                   |
| Lands End<br>EGHC                                         | METAR        | h    | AW                     | Average      |                                                                          |                                      | HO        | D                   |
| Leeds Bradford<br>EGNM                                    | METAR        | h    | AW<br>MTI              | Average      | 14 TDZ/MID<br>32 TDZ/MID                                                 | MET-1<br>MET-1                       | HO+       | C                   |
| Liverpool<br>EGGP                                         | METAR<br>#   | h    | AW<br>MTI              | Average      | 09 TDZ/MID/END<br>27 TDZ/MID/END                                         | Telvent<br>Telvent                   | H24       | A, C                |
| London/City<br>EGLC                                       | METAR<br>‡   | h    | AW<br>MTI<br>Windshear | Average      | 09 TDZ/MID/END<br>27 TDZ/MID/END                                         | AGIVIS<br>AGIVIS                     | HO+       | C                   |
| London Gatwick<br>EGKK                                    | METAR<br>#   | h    | AW<br>MTI              | Average      | 08R TDZ/MID/END<br>26L TDZ/MID/END<br>08L TDZ/MID<br>26R TDZ/END         | AGIVIS<br>AGIVIS<br>AGIVIS<br>AGIVIS | H24       | A                   |
| London Heathrow<br>EGLL                                   | METAR<br>‡*  | h    | AW<br>MTI<br>Windshear | Average      | 09L TDZ/MID/END<br>09R TDZ/MID/END<br>27L TDZ/MID/END<br>27R TDZ/MID/END | AGIVIS<br>AGIVIS<br>AGIVIS<br>AGIVIS | H24       | A                   |
| London Luton<br>EGGW                                      | METAR<br>‡   | h    | AW<br>MTI              | Average      | 08 TDZ/MID/END<br>26 TDZ/MID/END                                         | AGIVIS<br>AGIVIS                     | H24       | C                   |
| London Stansted<br>EGSS                                   | METAR<br>‡   | h    | AW<br>MTI              | Average      | 04 TDZ/MID/END<br>22 TDZ/MID/END                                         | AGIVIS<br>AGIVIS                     | H24       | A                   |
| Londonderry/Eglinton<br>EGAE                              | METAR        | h    | AW                     | Average      | 08/26 TDZ                                                                | OBS                                  | HO        | C                   |

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.3.2 — Meteorological Observations at Aerodromes |              |      |           |              |                                  |                  |           |                     |
|-----------------------------------------------------------|--------------|------|-----------|--------------|----------------------------------|------------------|-----------|---------------------|
| Aerodrome/ Location Indicator                             | Observations |      |           | Surface Wind | RVR                              |                  | Obs Hours | Climatological Data |
|                                                           | Type         | Freq | Warnings  |              | Sites                            | Eqpt             |           |                     |
| Lydd<br>EGMD                                              | METAR<br>¶   | h    | AW        | Average      | 03/21 TDZ                        | OBS              | HO        | C                   |
| Manchester<br>EGCC                                        | METAR<br>‡*  | h    | AW<br>MTI | Average      | 05 TDZ/MID/END<br>23 TDZ/MID/END | AGIVIS<br>AGIVIS | H24       | A, C                |
| Newcastle<br>EGNT                                         | METAR<br>#   | h    | AW<br>MTI | Average      | 07 TDZ/MID/END<br>25 TDZ/MID/END | AGIVIS<br>AGIVIS | H24       | C                   |
| Newquay<br>EGHQ                                           | METAR        | h    | AW        | Average      | 12/30 TDZ/MID/END                | AGIVIS           | HO        | A                   |
| Norwich<br>EGSH                                           | METAR<br>¶*  | h    | AW<br>MTI | Average      | 09/27 TDZ/END                    | AGIVIS<br>FSM    | HO        | C                   |
| Oban<br>EGEO                                              | METAR        | h    | AW        | Average      |                                  |                  | HO        | D                   |
| Oxford/Kidlington<br>EGTK                                 | METAR        | h    | AW        | Average      | 19 TDZ                           | Vaisala<br>FS11  | HO        | C                   |
| Prestwick<br>EGPK                                         | METAR        | h/H  | AW<br>MTI | Average      | 12/30 TDZ                        | OBS              | H24       | A                   |
| Scatsta<br>EGPM                                           | METAR<br>¶*  | h    | AW        | Average      |                                  |                  | HO        | C                   |
| Scilly Isles/St Mary's<br>EGHE                            | METAR        | h    | AW        | Average      |                                  |                  | HO        | A, C                |
| Shoreham<br>EGKA                                          | METAR        | h    | AW        | Average      |                                  |                  | HO        | C                   |
| Southampton<br>EGHI                                       | METAR        | h    | AW<br>MTI | Average      | 02/20 TDZ                        | OBS              | HO        | C                   |
| Southend<br>EGMC                                          | METAR        | h/H  | AW<br>MTI | Average      | 06/24 TDZ/END                    | Telvent<br>FSM   | HO+       | C                   |
| Stornoway<br>EGPO                                         | METAR<br>¶   | h    | AW        | Average      | 18/36 TDZ                        | OBS              | HO        | A                   |
| Sumburgh<br>EGPB                                          | METAR<br>¶*  | h    | AW<br>MTI | Average      | 09/27 TDZ                        | OBS              | HO+       | A                   |
| Tiree<br>EGPU                                             | METAR<br>¶   | h    | AW        | Average      |                                  |                  | HO        | A                   |
| Warton<br>EGNO                                            | METAR        | h    | AW        | Average      | 07/25 TDZ                        | OBS              | HO        | D                   |
| Wick<br>EGPC                                              | METAR<br>¶   | h    | AW        | Average      |                                  |                  | HO        | A                   |

| Table 3.5.3.3 — Explanation of Terms used in Table 3.5.3.2 |                                                   |                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------------|---------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Observation Type (column 2)                                | METAR<br>METAR ‡<br>METAR ¶<br>METAR #<br>METAR * | Aviation Routine Weather Report (actual)<br>AUTO METAR produced during aerodrome opening hours<br>(AUTO METARs produced during aerodrome opening hours<br>are overseen by a certificated Met Observer)<br>AUTO METAR produced outside aerodrome opening hours<br>AUTO METAR issued during agreed observer duty breaks<br>overnight<br>Trend Forecast appended to METAR |
| Observation Frequency (column 3)                           | h<br>h/H                                          | half-hourly<br>half-hourly during operational hours/Hourly overnight                                                                                                                                                                                                                                                                                                   |

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.3.3 — Explanation of Terms used in Table 3.5.3.2                                                                                                                           |                                                                     |                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| Observation Warnings (column 4)                                                                                                                                                      | AW<br>MTI                                                           | Aerodrome warning<br>Marked Temperature Inversion                                                                      |
| Surface Wind (column 5)                                                                                                                                                              |                                                                     | See GEN 3.5, paragraphs 3.1 and 3.2.                                                                                   |
| RVR (columns 6 and 7)                                                                                                                                                                | TDZ<br>MID<br>END<br>OBS<br>AGIVIS, MET-1, Telvent & Vaisala<br>FSM | touchdown zone<br>mid-point<br>stop end<br>human observer<br>types of IRVR system<br>Forward Scatter Meter             |
| Observing hours (column 8)                                                                                                                                                           | HO<br>HO+<br>H24                                                    | available to meet operational requirements (ie during aerodrome opening hours)<br>more than HO but not H24<br>24 hours |
| Climatological data (column 9)                                                                                                                                                       | A, B, C, D                                                          | See Table 3.5.3.1                                                                                                      |
| <b>Note:</b> Table 3.5.3.2 lists only those aerodromes with accredited observers that produce METARs. Observations from other aerodromes not listed shall be regarded as unofficial. |                                                                     |                                                                                                                        |

## 4 Types of Service

### 4.1 Forecast Offices providing a service to Civil Aviation

4.1.1 The designated forecast office(s) for principal aerodromes are given in AD 2.11 (Meteorological Information Provided), in the Aerodromes section of the AIP. Designated forecast offices operate H24.

4.1.2 Some Military and Government aerodromes provide a forecast and briefing service for Civil Aviation, but only for departures from those aerodromes.

### 4.2 Pre-flight Briefing

4.2.1 The primary method of meteorological briefing for flight crew in the UK is by self-briefing, using information and documentation routinely displayed in aerodrome briefing areas. English is the language used for all UK documentation and forecast clarification. The primary method of briefing does not require prior notification to a Forecast Office.

4.2.2 Where this primary method is not available, or is inadequate for the intended flight, Special Forecasts, as described at GEN 3.5 paragraph 5, may be provided.

4.2.3 A wide range of meteorological information is available on the world wide web for pre-flight planning. Flight Briefing Information from the Met Office is available at <http://www.metoffice.gov.uk/aviation>. However, users should be aware of the risks of use of the public Internet in this regard. This includes, but not limited to, a browsers' cache facility not providing the user with the very latest information; delays to, or irregular update of sites; or the receipt of falsified data purporting to have come from a legitimate provider. Users should ensure, wherever possible, that the data is up to date and consistent with the general weather situation.

4.2.4 When necessary, the personal advice of a forecaster, or other meteorological information, can be obtained from the appropriate forecast office. Pilots departing from Military or Government aerodromes may find an on-site Forecaster or Briefing Service available. **Forecaster advice or other information for safety related clarification/amplification will only be given on the understanding that full use has already been made of available meteorological briefing material. Forecaster clarification/amplification of conditions en-route is not provided for flights departing from locations outside the UK.**

4.2.5 The Met Office operates a centralised telephone enquiry system. Pilots should state their requirements to the operator who may provide the necessary information or who will promptly transfer the call to the most suitable location.

| Table 3.5.4.1 — Forecast Offices providing service to Civil Aviation |                    |               |                                                                                                                                                                                                                   |
|----------------------------------------------------------------------|--------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Forecast Office                                                      | Services Available | Telephone     | Remarks                                                                                                                                                                                                           |
| Met Office                                                           | A, B, C, D, E      | 0870-900 0100 | In case of restricted access to 0870 numbers, use 01392- 885680.<br>0870 calls from anywhere in the UK are charged at the national call rate.                                                                     |
| Isle of Man Airport                                                  | A, B, C            | 01624-821641  | Isle of Man services B and C available only to departures from within the Isle of Man.                                                                                                                            |
| Jersey Airport                                                       | A, B, C            | 0905-8077777  | Jersey services B and C available only to departures from the Channel Islands. Calls charged at premium rate.<br><br>In case of restricted access to 090 numbers, telephone 01534-448765 for further information. |

Key to Services Available:



**GEN 3.5 METEOROLOGICAL SERVICES (continued)**

A. – Provision of TAF, warnings and take-off data for the assigned principal aerodrome. Amplification/ clarification of these aerodrome forecasts and warnings only.

B. – Dictation of TAFs and METARs unobtainable from the automated services (usually limited to four aerodromes).

C. – Amplification/clarification of AIRMET Regional/Area Forecasts and Metforms 214/215, and requests for Special Forecast.

D. – Dictation of AIRMET amendments and Regional Forecasts.

E. – Amplification/clarification and amendments for Metforms 414/415 and EUR Charts

4.2.6 Forecast Offices and self-briefing facilities are under no obligation to prepare briefing documentation packages.

4.2.7 Meteorological observations and forecasts have certain expected tolerances of accuracy. Pilots interpreting observations and forecasts should be aware that information could vary within these tolerances, which are shown at GEN 3.5 paragraph 3.2 and Table 3.5.4.3. respectively. Additionally, observations and forecasts are not normally amended until certain criteria for change are exceeded. These are shown at GEN 3.5 paragraph 4.7.

4.2.8 The specific value of any of the elements given in a forecast shall be understood to be the most probable value which the element is likely to assume during the period of the forecast. Similarly, when the time occurrence or change of an element is given in a forecast, this time shall be understood to be the most probable time.

4.2.9 The issue of a new forecast, such as an aerodrome forecast, shall be understood to automatically cancel any forecast of the same type previously issued for the same place and for the same period of validity or part thereof.

#### 4.3 **UK Low Level Weather and Spot Wind Forecast Charts – Metform 215/214**

4.3.1 **The UK Low Level Forecast (Metform 215)** is a forecast of in-flight conditions from the surface to 10000 ft, covering the UK and near Continent. The form comprises:

- (a) A fixed time forecast weather chart and text box describing the expected visibility and weather, the cloud and the height of the zero degree isotherm in each separate area of weather highlighted on the chart. An outlook box describes the main weather developments in the 7-hour period beyond the end of the validity period of the forecast.
- (b) A separate outlook chart, available on the internet only, shows the expected position of the principle synoptic features, 1 hour after the end of the validity period of the forecast.

4.3.2 Information on Form. The following sub-paragraphs summarise the contents of Metform 216 (Explanatory Notes for Form 215), available in A4 or larger size on application to the address at GEN 3.5 paragraph 1.2 or from METFAX by dialling 09060-700-505.

##### 4.3.2.1 **Main Forecast Weather Chart and Text**

- (a) The fixed time weather chart
  - (i) The weather chart shows the forecast position, direction and speed of movement of surface fronts and pressure centres for the fixed time shown in the chart legend. The position of highs (H) and lows (L), with pressure values in hectopascals is shown by the symbols O and X. The direction and speed of movement (in knots) of fronts and other features is given by arrows and figures. Speeds of less than 5 knots are shown as 'SLOW'.
  - (ii) Zones of distinct weather patterns are enclosed by continuous scalloped lines, each zone being identified by a letter within a rectangle. The forecast weather conditions (visibility, weather, cloud and height of the zero degree isotherm) during the period of validity, together with warnings and any remarks are given in the text to the right of the charts, each zone being dealt with separately and completely.
- (b) In the text
  - (i) Surface visibility and weather
    - (1) surface visibility is expressed in metres (m) or kilometres (km), with the change over at 5000 m;
    - (2) weather is described using the METAR code form; the full list of terms is available at GEN 3.5 paragraph 10.6.
    - (3) warnings and the expected occurrence of icing and turbulence are highlighted, using standard ICAO symbolism and abbreviations where possible (see GEN 2.2);
  - (ii) Cloud
    - (1) cloud amount is described using the METAR code form, where FEW indicates 1 to 2 oktas, SCT (scattered) indicates 3 to 4 oktas, BKN (broken) indicates 5 to 7 oktas and OVC (overcast) indicates 8 oktas.
    - (2) cloud type is given using standard meteorological and ICAO abbreviations (see GEN 2.2).
    - (3) the height of the cloud base and top is given in the form 'height of cloud base / height of cloud top' with all heights in hundreds of feet (ft) above mean sea level;
  - (iii) The height of the zero degree Celsius isotherm.
    - (1) the height of the zero degree Celsius isotherm is given with all heights in hundreds of feet (ft) amsl.
    - (2) the height of any sub-zero layer below the main layer will also be given.
- (c) Outlook text

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

An outlook box describes the main weather developments in the 7-hour period beyond the end of the validity period of the forecast.

(d) Notes

- (i) A forecast of thunderstorm (TS) and/or cumulonimbus (CB) implies hail and severe turbulence and icing;
- (ii) Hill fog will be included as a warning in the text whenever the base of any cloud is forecast to be at the same height or below the height of the highest ground in the zone. Hill fog implies visibility less than 200 m;
- (iii) The specific value of any elements given in a forecast shall be understood to the most probable value which the element is likely to assume during the period of the forecast.

### 4.3.2.2 Outlook Chart

4.3.2.2.1 A separate outlook chart, available on the internet only, shows the expected position of the principle synoptic features 1 hour after the end of the validity period of the forecast. No weather zones are given on the outlook chart but the pattern of surface isobars and frontal positions are shown.

4.3.3 **The UK Low Level Spot Wind Forecast (Metform 214)** is fixed time, and suitable for use for a period three hours before or after the validity time.

- (a) The data provided is for Latitude/Longitude positions shown at the top of each box;
- (b) Wind Speed and temperature information is provided for a selected range of altitudes and are shown in thousands of feet above mean sea level and Degrees Celsius.

### 4.3.4 Weather Forecast Chart Issues

4.3.4.1 The date and time that each Metform 215/415 is issued by the Met Office will be shown at the bottom of the form. A summary of the times of issue and validity times of the F215 chart is given in the table below.

| Time when F215 Forecast Chart becomes available | Front and Weather Zones forecast time | Period of validity |
|-------------------------------------------------|---------------------------------------|--------------------|
| 0330                                            | 1200                                  | 0800 – 1700        |
| 0930                                            | 1800                                  | 1400 – 2300        |
| 1530                                            | 0000                                  | 2000 – 0500        |
| 2130                                            | 0600                                  | 0200 – 1100        |

### 4.3.4.2 Amendments

- (a) Amendments may appear as complete re-issues of the Metform in which case the validity start time may be different from the routine issue.
- (b) An amended Metform 215 is indicated by the word AMENDED at the top of the form, and the element amended written in bold and underlined.

### 4.4 Northwest Europe Low Level Weather and Spot Wind Forecast Charts - Metforms 415/414

- (a) These charts are similar in format to Metforms 214/215 and extend the low-level flight forecast coverage more into continental Europe.
- (b) They are issued daily at the same times as Metform 214/215 and are valid for the same periods.
- (c) Amendments will appear as complete re-issues of the Metform in which case the validity start time may be different from the routine issue.

### 4.5 European Medium / High Level Spot Wind / Temperature Forecast Chart - Metform 614

- (a) This chart is similar in format to Metforms 214 and 414 but extends the coverage to most of Europe and western parts of the Mediterranean and North Africa.
- (b) It is available only from METFAX (09060 700 541) and provides a single sheet alternative to part of the area covered by the six standard EUR wind/temperature charts between FL 050 and FL 340 to accompany the EUR significant weather chart.

### 4.6 Global upper-air wind and temperature data

- (a) Global upper-air wind and temperature data, as well as data on upper-air humidity, tropopause heights and temperatures and maximum wind speed, direction and height are available in grid points in digital form, updated four times per day, from the address given in 3.5 paragraph 1.2.
- (b) Specific chart areas representing part or all of the above data may be available from some suppliers.

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.4.2 — Meteorological Forecast Charts — Coverage and Validity Times                                                                                                                                                                                                                                                                                                                    |                                                                                  |                                                  |                                              |                     |                                                                          |                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------------------------------------|----------------------------------------------|---------------------|--------------------------------------------------------------------------|--------------------------------------------------------------|
| Area                                                                                                                                                                                                                                                                                                                                                                                            | Chart                                                                            | Levels                                           | Coverage                                     | Projection          | Issue Times                                                              | Validity Times *1                                            |
| UK (F215)                                                                                                                                                                                                                                                                                                                                                                                       | Weather *3                                                                       | SFC - 10000 feet amsl                            | British Isles and near continent             |                     | 1530 *2<br>2130 *2<br>0330<br>0930                                       | 2000 to 0500<br>0200 to 1100<br>0800 to 1700<br>1400 to 2300 |
| UK (F214)                                                                                                                                                                                                                                                                                                                                                                                       | Spot Wind / Temperature                                                          | 24000, 18000, 10000, 5000, 2000, 1000 *4 ft amsl | British Isles and near continent             |                     | 1800 *2<br>0000<br>0600<br>1200                                          | 0000<br>0600<br>1200<br>1800                                 |
| Europe (EUR)                                                                                                                                                                                                                                                                                                                                                                                    | Weather / Tropopause / Max wind                                                  | FL 100 - FL 450                                  | N53 E065<br>N25 E034<br>N26 W018<br>N54 W050 | Polar Stereographic | 1100 *2<br>1700 *2<br>2300 *2<br>0500                                    | 0000<br>0600<br>1200<br>1800                                 |
| North Atlantic (NAT)                                                                                                                                                                                                                                                                                                                                                                            | Weather / Tropopause / Max wind                                                  | FL 250 - FL 630                                  | N24 E056<br>N02 W004<br>N03 W083<br>N28 W148 | Polar Stereographic | 1100 *2<br>1700 *2<br>2300 *2<br>0500                                    | 0000<br>0600<br>1200<br>1800                                 |
|                                                                                                                                                                                                                                                                                                                                                                                                 | Isobaric and frontal analysis (ASXX)<br><br>Isobaric and frontal analysis (FSXX) | Surface<br><br>Surface                           | N37 E050<br>N68 W105<br>N34 W055<br>N20 E010 | Polar Stereographic | 0200<br>0800<br>1400<br>2000<br>0400 *2<br>1000 *2<br>1600 *2<br>2200 *2 | 0000<br>0600<br>1200<br>1800<br>0000<br>0600<br>1200<br>1800 |
| Mid/Far East (MID)                                                                                                                                                                                                                                                                                                                                                                              | Weather / Tropopause / Max wind                                                  | FL 250 - FL 630                                  | N23 E150<br>S06 E102<br>S03 E033<br>N20 W020 | Polar Stereographic | 1100 *2<br>1700 *2<br>2300 *2<br>0500                                    | 0000<br>0600<br>1200<br>1800                                 |
| Africa (AFI)                                                                                                                                                                                                                                                                                                                                                                                    | Weather / Tropopause / Max wind                                                  | FL 250 - FL 630                                  | N70 W032<br>N70 E065<br>S38 W083<br>S38 W032 | Mercator            | 1100 *2<br>1700 *2<br>2300 *2<br>0500                                    | 0000<br>0600<br>1200<br>1800                                 |
| Caribbean/ South America (CAR SAM)                                                                                                                                                                                                                                                                                                                                                              | Weather / Tropopause / Max wind                                                  | FL 250 - FL 630                                  | N23 W113<br>N72 W003<br>N33 E059<br>S48 W052 | Tilted mercator     | 1100 *2<br>1700 *2<br>2300 *2<br>0500                                    | 0000<br>0600<br>1200<br>1800                                 |
| <p><b>Note 1:</b> (*1): Charts cover the period within 3 hours either side of the quoted fixed time, except 215 charts and surface isobaric charts, which are valid for the time specified.</p> <p><b>Note 2:</b> (*2): Previous day.</p> <p><b>Note 3:</b> (*3): This chart includes an outlook to the end of the next forecast period.</p> <p><b>Note 4:</b> (*4): Where terrain permits.</p> |                                                                                  |                                                  |                                              |                     |                                                                          |                                                              |

| Table 3.5.4.3 — Accuracy of Meteorological Forecasts      |                                              |                                          |
|-----------------------------------------------------------|----------------------------------------------|------------------------------------------|
| The percentages in this table are ICAO minimum standards. |                                              |                                          |
| Element                                                   | Operationally desirable accuracy of forecast | Minimum percentage of cases within range |
| <b>Aerodrome Forecast (TAF)</b>                           |                                              |                                          |
| Wind direction                                            | ± 30°                                        | 80                                       |
| Wind speed                                                | ± 5 kt up to 25 kt<br>± 20% above 25 kt      | 80                                       |

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.4.3 — Accuracy of Meteorological Forecasts      |                                                                                           |                                          |
|-----------------------------------------------------------|-------------------------------------------------------------------------------------------|------------------------------------------|
| The percentages in this table are ICAO minimum standards. |                                                                                           |                                          |
| Element                                                   | Operationally desirable accuracy of forecast                                              | Minimum percentage of cases within range |
| Visibility                                                | ± 200 m up to 700 m<br>± 30% between 700 m and 10 km                                      | 80                                       |
| Precipitation                                             | Occurrence or non-occurrence                                                              | 80                                       |
| Cloud amount                                              | ± 2 okta                                                                                  | 70                                       |
| Cloud height                                              | ± 100 ft up to 400 ft<br>± 30% between 400 ft and 10000 ft                                | 70                                       |
| Air temperature (if forecast)                             | ± 1°C                                                                                     | 70                                       |
| <b>Landing Forecast (TREND)</b>                           |                                                                                           |                                          |
| Wind direction                                            | ± 30°                                                                                     | 90                                       |
| Wind speed                                                | ± 5 kt up to 25 kt<br>± 20% above 25 kt                                                   | 90                                       |
| Visibility                                                | ± 200 m up to 700 m<br>± 30% between 700 m and 10 km                                      | 90                                       |
| Precipitation                                             | Occurrence or non-occurrence                                                              | 90                                       |
| Cloud amount                                              | ± 2 okta                                                                                  | 90                                       |
| Cloud height                                              | ± 100 ft up to 400 ft<br>± 30% between 400 ft and 10000 ft                                | 90                                       |
| <b>Take-Off Forecast</b>                                  |                                                                                           |                                          |
| Wind direction                                            | ± 30°                                                                                     | 90                                       |
| Wind speed                                                | ± 5 kt up to 25 kt<br>± 20% above 25 kt                                                   | 90                                       |
| Air Temperature                                           | ± 1°C                                                                                     | 90                                       |
| Pressure value (QNH)                                      | ± 1 hPa                                                                                   | 90                                       |
| <b>Area, Flight and Route Forecast</b>                    |                                                                                           |                                          |
| Upper air temperature                                     | ± 3°C (mean for 500 nm)                                                                   | 90                                       |
| Upper wind                                                | ± 15 kt up to FL 250<br>± 20 kt above FL 250<br>(modulus of vector difference for 500 nm) | 90                                       |
| Significant en-route<br>WX phenomena<br>and cloud         | Occurrence or non-occurrence                                                              | 80                                       |
|                                                           | Location: ± 60 nm                                                                         | 70                                       |
|                                                           | Vertical extent: ± 2000 ft                                                                | 70                                       |

### 4.7 Aerodrome Forecast (TAF)

- 4.7.1 The Aerodrome Forecast (TAF) is the primary method of providing the forecast weather information that pilots require about an airfield in an abbreviated format. The TAF consists of a concise statement of the mean or average meteorological conditions expected at an aerodrome or heliport during the specified period of validity.
- 4.7.2 UK civil TAFs are prepared to cover the notified hours of operation of those principal civil aerodromes that have accredited meteorological observers, who produce regular aerodrome weather reports. Being site-specific, to provide an aerodrome forecast in TAF form requires the forecaster to be confident in the knowledge of the weather conditions prevailing at that aerodrome. In the interests of flight safety, continuity of regular reports, and ideally special reports when significant changes occur (particularly if the deterioration or improvement has not been forecast or is mis-timed), are essential for the routine updates and an adequate amendment service to be provided by the forecast office.
- 4.7.3 Therefore, where an aerodrome is not open H24, the issue of a TAF will be delayed until at least two consecutive METARs have been received and accepted by the forecaster at the forecast office responsible for its preparation.
- 4.7.4 The METARs will be produced by an accredited observer and separated by an interval of not less than 20 minutes and not more than 1 hour. In practice, when METARs are prepared every 30 minutes, a TAF will be drafted by the forecaster once the first METAR has been seen, and when the second METAR is received 30 minutes later and confirms the prevailing weather over the aerodrome the forecaster will issue the TAF.
- 4.7.5 However, in the event that an automatic observing system located on the aerodrome regularly issues AUTO METARs containing information on wind speed and direction, visibility, cloud amount and height, present weather, pressure, temperature and dewpoint when the aerodrome is closed, the forecaster will, with agreement of the CAA Met Authority issue the TAF on the basis of the AUTO METAR.

**GEN 3.5 METEOROLOGICAL SERVICES (continued)**

- 4.7.6 If a gap of two hours between METAR reports occurs or if an element is missing from more than three consecutive reports then the TAF will be cancelled. The TAF will not be re-issued until two complete METARs have been received.
- 4.7.6.1 In practical terms this means that the TAF will be cancelled if:
- (a) More than 3 half hourly METARs are not received;
  - (b) More than 3 half hourly METARs contain missing or erroneous data;
  - (c) A second hourly METAR is not received.
- 4.7.7 Accredited observers at some H24 aerodromes take a duty break overnight, of maximum two hours duration. A supply of AUTO METARs will be provided during this period. If the duty observer has not recommenced observations after two hours (ie when more than 3 AUTO METARs are issued) the TAF may be cancelled.
- 4.7.8 If a TAF needs to be amended due to a deterioration or improvement that has not been forecast or is mis-timed, such amendments shall be issued within 15 minutes of receipt of the observation at the forecast office.
- 4.7.9 In order to reduce the number of TAF cancellations that are required to be issued when an aerodrome closes, the UK issues TAFs of duration 2-24 hours where appropriate.

| <b>Table 3.5.4.4 - List of TAFs Issued by Aerodrome</b> |                   |                    |                    |
|---------------------------------------------------------|-------------------|--------------------|--------------------|
| <b>Airport</b>                                          | <b>9 Hour TAF</b> | <b>24 Hour TAF</b> | <b>30 hour TAF</b> |
| Aberdeen/Dyce                                           |                   | •                  |                    |
| Alderney                                                | •                 |                    |                    |
| Belfast Aldergrove                                      |                   | •                  |                    |
| Belfast City                                            | •                 |                    |                    |
| Benbecula                                               | •                 |                    |                    |
| Biggin Hill                                             | •                 |                    |                    |
| Birmingham                                              |                   | •                  |                    |
| Blackpool                                               | •                 |                    |                    |
| Bournemouth                                             | •                 |                    |                    |
| Bristol                                                 |                   | •                  |                    |
| Cambridge                                               | •                 |                    |                    |
| Campbeltown                                             | •                 |                    |                    |
| Cardiff                                                 |                   | •                  |                    |
| Carlisle                                                | •                 |                    |                    |
| Coventry                                                | •                 |                    |                    |
| Cranfield                                               | •                 |                    |                    |
| Doncaster Sheffield                                     |                   | •                  |                    |
| Dundee                                                  | •                 |                    |                    |
| Durham Tees Valley                                      | •                 |                    |                    |
| East Midlands                                           |                   | •                  |                    |
| Edinburgh                                               |                   | •                  |                    |
| Exeter                                                  | •                 |                    |                    |
| Farnborough                                             | •                 |                    |                    |
| Glasgow                                                 |                   | •                  |                    |
| Gloucestershire                                         | •                 |                    |                    |
| Guernsey                                                | •                 |                    |                    |
| Hawarden                                                | •                 |                    |                    |
| Humberside                                              | •                 |                    |                    |
| Inverness                                               | •                 |                    |                    |
| Islay                                                   | •                 |                    |                    |
| Isle of Man                                             | •                 |                    |                    |
| Jersey                                                  | •                 |                    |                    |
| Kirkwall                                                | •                 |                    |                    |
| Lands End                                               | •                 |                    |                    |
| Leeds Bradford                                          |                   | •                  |                    |
| Liverpool                                               |                   | •                  |                    |

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.4.4 - List of TAFs Issued by Aerodrome |            |             |             |
|--------------------------------------------------|------------|-------------|-------------|
| Airport                                          | 9 Hour TAF | 24 Hour TAF | 30 hour TAF |
| London/City                                      | •          |             |             |
| London Gatwick                                   |            |             | •           |
| London Heathrow                                  |            |             | •           |
| London Luton                                     |            | •           |             |
| London Stansted                                  |            |             | •           |
| Londonderry/Eglinton                             | •          |             |             |
| Lydd                                             | •          |             |             |
| Manchester                                       |            |             | •           |
| Newcastle                                        |            | •           |             |
| Newquay                                          | •          |             |             |
| Norwich                                          | •          |             |             |
| Oban                                             | •          |             |             |
| Oxford/Kidlington                                | •          |             |             |
| Prestwick                                        |            | •           |             |
| Scatsta                                          | •          |             |             |
| Scilly Isles                                     | •          |             |             |
| Shoreham                                         | •          |             |             |
| Southampton                                      | •          |             |             |
| Southend                                         | •          |             |             |
| Stornoway                                        | •          |             |             |
| Sumburgh                                         | •          |             |             |
| Tiree                                            | •          |             |             |
| Warton                                           | •          |             |             |
| Wick                                             | •          |             |             |

| Table 3.5.4.5 - TAF Validity and Issue Times |                     |                   |
|----------------------------------------------|---------------------|-------------------|
| 9 Hour TAF                                   |                     |                   |
| Start Time                                   | End Time            | Approx Issue Time |
| 0000                                         | 0900                | 2300              |
| 0300                                         | 1200                | 0200              |
| 0600                                         | 1500                | 0500              |
| 0900                                         | 1800                | 0800              |
| 1200                                         | 2100                | 1100              |
| 1500                                         | 2400                | 1400              |
| 1800                                         | 0300                | 1700              |
| 2100                                         | 0600                | 2000              |
| 24 Hour TAF                                  |                     |                   |
| Start Time                                   | End Time            | Approx Issue Time |
| 0000                                         | 2400                | 2300              |
| 0600                                         | 0600                | 0500              |
| 1200                                         | 1200                | 1100              |
| 1800                                         | 1800                | 1700              |
| 30 Hour TAF                                  |                     |                   |
| Start Time                                   | End Time (Next Day) | Approx Issue Time |
| 0000                                         | 0600                | 2300              |
| 0600                                         | 1200                | 0500              |
| 1200                                         | 1800                | 1100              |
| 1800                                         | 2400                | 1700              |

**GEN 3.5 METEOROLOGICAL SERVICES (continued)****4.8 Criteria For Special Meteorological Reports and Forecasts**

4.8.1 The following are the criteria for the issue of Special Aerodrome Meteorological Reports, TRENDS, TAF Variants/Amendments and Amended Route/Area Forecasts:

**(a) Special Report**

(i) **Surface Wind.** Issued only when no serviceable wind indicator in ATC; criteria to be agreed locally, based on changes of operational significance at aerodrome; for example:

- (1) A change in mean direction of 60° or more, mean speed before or after change being 10 kt or more; and/or a change of 30°, the speed 20 kt or more;
- (2) a change in mean speed of 10 kt or more;
- (3) a change in gust speed of 10 kt or more, the mean speed before or after the change being 15 kt or more.

**(ii) Visibility**

(1) A change in the prevailing visibility from one of the following ranges to another:

- 10 km or more
- 5000 m to 9 km
- 3000 m to 4900 m
- 2000 m to 2900 m
- 1500 m to 1900 m
- 800 m to 1400 m
- 750 m or less

(2) At the onset or cessation of the requirement to report minimum visibility ie. when the minimum visibility in one or more directions is less than 50% of the prevailing visibility.

(3) If the minimum visibility is being reported, when the minimum visibility changes from one of the ranges, given in (1) above, to another.

(4) Additional change groups of 100 m or less, 150 to 300 m, 350 to 550 m and 600 to 750 m are used where an RVR is not available, either permanently or during temporary unserviceability. These criteria will apply by local arrangement.

(5) Additional change groups of 3000 to 3900 m and 4000 to 4900 m apply at Aberdeen/Dyce airport.

**(iii) Runway Visual Range (RVR)**

(1) A change from one of the following ranges to another:

- 800 m or more
- 550 m to 750 m
- 300 m to 500 m
- 275 m to 175 m
- 175 m to 50 m
- 50 m or less

(2) Note that special reports for RVR are only made by local arrangement.

**(iv) Weather**

(1) The onset, cessation or change in intensity of any of the following weather phenomena or combinations:

- Freezing precipitation (of any intensity);
- Freezing fog ;
- Moderate or heavy precipitation (including showers)
- Thunderstorm (with or without precipitation);
- Squall, funnel cloud;
- Low drifting or blowing: snow, sand or dust.

**(v) Cloud**

(1) When the base of the lowest cloud of over 4 oktas (BKN or OVC) changes from one of the following ranges to another:

- 2000 ft or more



## GEN 3.5 METEOROLOGICAL SERVICES (continued)

1500 ft to 1900 ft

1000 ft to 1400 ft

700 ft to 900 ft

500 ft to 600 ft

300 ft to 400 ft

200 ft

100 ft

Less than 100 ft\*

(2) \*This includes state of sky obscured.

(3) When the amount of cloud below 1500 ft changes from 4 oktas or less (nil, FEW, SCT) to more than 4 oktas (BKN or OVC), and vice versa.

(vi) **Temperature.** When the air temperature changes by 2 degrees or more, from that given in the last report.

(vii) **Pressure.** When the 'as read' pressure changes by 1.0 hPa or more since the last report.

(viii) **Severe/Icing/Turbulence.** After confirmation by the duty forecaster, pilot reports of severe icing or severe turbulence, either on the approach to, or climb out from, the aerodrome.

### (b) Trend

#### (i) Surface Wind

(1) A change in mean direction of 30° or more, the mean speed before or after the change being 20 kt or more; a change in mean direction of 60° or more, the mean speed before or after the change being 10 kt or more.

(2) A change in mean speed of 10 kt or more.

#### (ii) Surface Visibility.

(1) A change in the prevailing visibility from one of the following ranges to another:

5000 m or more

3000 m to 4900 m

1500 m to 2900 m

800 m to 1400 m

600 m to 750 m

350 m to 550 m

150 m to 300 m

100 m or less

#### (iii) Weather

(1) Onset, cessation or change in intensity of:

– freezing precipitation;

– moderate or heavy: precipitation, including showers;

– freezing fog and freezing precipitation;

– low drifting: sand, dust or snow;

– blowing: sand, dust or snow;

– thunderstorm;

– squall, funnel cloud;

– other phenomena if associated with a significant change in visibility or cloud, whatever the intensity.

#### (iv) Cloud

(1) When the base of the lowest cloud of over 4 oktas (BKN or OVC) changes from one of the following ranges to another:

1500 ft or more

1000 ft to 1400 ft

500 ft to 900 ft

**GEN 3.5 METEOROLOGICAL SERVICES (continued)**

300 ft to 400 ft

200 ft

100 ft

Less than 100 ft\*

(2) \*This includes state of sky obscured. 3. 4.

(3) Additional change groups of 500 to 600 feet and 700 to 900 feet apply at aerodromes serving oil rig helicopter operations where a TREND service is provided; Aberdeen, Norwich and Scatsta.

(4) When the amount of the lowest cloud below 1500 ft changes from half or less (nil, FEW or SCT) to more than half (BKN or OVC) and vice versa. A change to no cloud below 5000 ft and no CB or TCU should be shown as No Significant Cloud - NSC, unless CAVOK applies.

**(c) TAF Variants/Amendments****(i) Surface Wind**

(1) A change in mean direction of 30° or more, the mean speed before or after the change being 20 kt or more; a change in mean direction of 60°, the mean speed before or after the change being 10 kt or more

(2) a change in mean speed of 10 kt or more.

(3) a change in gust speed of 10 kt or more, the mean speed before or after the change being 15 kt or more.

**(ii) Surface Visibility**

(1) A change in the prevailing visibility from one of the following ranges to another:

10 km or more

5000 m to 9 km

1500 m to 4900 m

800 m to 1400 m

350 m to 750 m

300 m or less

(2) Additional change groups of 1500 m to 2900 m and 3000 m to 4900 m as well as 5000 m to 6 km and 7 to 9 km apply at aerodromes serving oil rig helicopter operations; Aberdeen, Benbecula, Blackpool, Humberside, Inverness, Kirkwall, Liverpool, Norwich, Scatsta, Sumburgh and Wick.

**(iii) Weather**

(1) Onset, cessation or change in intensity of:

freezing precipitation;

freezing fog;

moderate or heavy: precipitation, including showers;

low drifting: sand, dust or snow;

blowing: sand, dust or snow;

thunderstorm;

squall, funnel cloud;

other phenomena if associated with a significant change in visibility or cloud, whatever the intensity.

CAVOK conditions.

**(iv) Cloud**

(1) When the base of the lowest cloud of over 4 oktas (BKN or OVC) changes from one of the following ranges to another:

5000 ft or more

1500 ft to 4900 ft

1000 ft to 1400 ft

500 ft to 900 ft

200 ft to 400 ft

100 ft or less\*

(2) \*This includes state of sky obscured.

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

- (3) Additional change groups of 500 ft to 600 ft and 700 ft to 900 ft apply at aerodromes serving oil rig helicopter operations; Aberdeen, Benbecula, Blackpool, Humberside, Inverness, Kirkwall, Liverpool, Norwich, Scatsta, Sumburgh and Wick.
- (4) When the amount of the lowest cloud below 1500 ft changes from half or less (nil, FEW or SCT) to more than half (BKN or OVC) and vice versa. A change to no cloud below 5000 ft and no CB or TCU should be shown as No Significant Cloud - NSC, unless CAVOK applies.

### (d) Amended Route/Area Forecast (Advisory Criteria)

- (i) 1000 ft, 3000 ft and 6000 ft Wind. A change in direction of 30° or more, the speed before and/or after the change being at least 30 kt. A change of speed of 20 kt or more.
- (ii) Temperature/Dew Point. 5°C or more.
- (iii) Cloud Amount. Changes in the general forecast lowest cloud base below 1500 feet from 4 oktas or less to more than 4 oktas, or more than 4 oktas to 4 oktas or less.

|      | Element                                                         | Original Forecast                                                                                                                           | Revised Opinion                                                                                                                                                                                                                                  |
|------|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| iv   | Surface visibility (general visibility)                         | 8 km or more<br>5000 m to 8 km<br>3700 m to 5000 m<br>2500 m to 3700 m<br>1600 m to 2500 m<br>800 m to 1600 m<br>0 m to 800 m               | Less than 8 km<br>Less than 5000 m or more than 8 km<br>Less than 3700 m or more than 5 km<br>Less than 2500 m or more than 3700 m<br>Less than 1600 m or more than 2500 m<br>Less than 800 m or more than 1600 m<br>Less than 800 m             |
| v    | Weather phenomena<br>TS, SQ, GR, SA, RASN, SN, FZFG, FZRA, FZDZ | Not included<br><br>Included                                                                                                                | Now expected<br><br>Not now expected                                                                                                                                                                                                             |
| vi   | Cloud Height (general forecast lowest cloud base)               | 2500 ft or more<br>1500 ft to 2500 ft<br>700 ft to 1500 ft<br>500 ft to 700 ft<br>300 ft to 500 ft<br>200 ft to 300 ft<br>Surface to 200 ft | Less than 2500 ft<br>Less than 1500 ft or more than 2500 ft<br>Less than 700 ft or more than 1500 ft<br>Less than 500 ft or more than 700 ft<br>Less than 300 ft or more than 500 ft<br>Less than 200 ft or more than 300 ft<br>Less than 200 ft |
| vii  | Turbulence                                                      | Nil<br>Light<br>Moderate<br>Severe                                                                                                          | Moderate or severe<br>Severe<br>Nil<br>Nil or light                                                                                                                                                                                              |
| viii | Zero degree Celsius isotherm                                    | Below 5000 ft<br>Above 5000 ft                                                                                                              | Changes of 1000 ft or more<br>Changes of ±25% or 2000 ft, whichever is smaller.                                                                                                                                                                  |
| ix   | Airframe icing                                                  | Nil<br>Light<br>Moderate<br>Severe                                                                                                          | Moderate or severe<br>Severe<br>Nil<br>Nil or light                                                                                                                                                                                              |
| x    | Area boundaries, significant fronts and tropical disturbances   | Not included<br><br>Included                                                                                                                | Now expected<br><br>Not now expected or ± 60 nm different from forecast.                                                                                                                                                                         |

## 5 Notification Required from Operators

### 5.1 Changes to Meteorological Services

- 5.1.1 Where a change to the MET information being provided is required by an operator, they should notify the Meteorological Authority (contact details are provided in GEN 3.5 paragraph 1) in advance. The Meteorological Authority will review the request for the change and provide a response within an agreed time.

### 5.2 Special Forecasts and Specialised Information

- 5.2.1 For departures where the standard pre-flight meteorological self-briefing material cannot be obtained or is inadequate for the intended flight, a Special Forecast may be issued on request to the appropriate Forecast Office for a specific period for a

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

designated route, or an area which includes the route. Normally, a Special Flight Forecast will be supplied from the last UK departure point to the first transit aerodrome outside the coverage of standard documentation, at which point pilots should re-brief. However, by prior arrangement, a forecast may be prepared for other legs, provided initial ETD to final ETA does not exceed 6 hours and no stops longer than 60 minutes are planned. The usual method of issuing Special Flight Forecasts is by AFS or Fax to the aerodrome of departure, but if the Flight Briefing Unit is not so equipped or will not be open, pilots may telephone the Forecasting Office for a dictation of the forecast. Similarly, Aerodrome Forecasts and reports for the destination and up to four alternates will be provided with the forecast, if not otherwise available.

- 5.2.2 **Ballooning Forecast.** Specialised forecasts for balloon operators containing forecasts of surface wind, thermal activity, inversions, wind shear, sea breezes and lee waves are provided. Forecasts of the lowest pressure (QNH), humidity and surface temperature are also included. These products are provided as a combination of site specific and area text and graphical forecasts. The forecast schedule varies between summer and winter months and details are available from the Met Office web site: <http://www.metoffice.gov.uk/aviation>.
- 5.3 **Prior Notification for Special Forecasts**
- 5.3.1 Forecast Offices normally require prior notification for Special Forecasts as follows:
- (a) For flights up to 500 nm, at least two hours before the time of collection;
  - (b) for flights of over 500 nm, at least four hours before the time of collection.
- 5.3.1.1 Request for Special Forecasts must include details of the route, the period of the flight and where appropriate the ETD/ETA of each leg, the height to be flown and the time at which the forecast is required. Ideally a forecast should be collected no earlier than 90 minutes before departure.
- 5.3.2 It is in the interest of all concerned that the maximum possible period of notice is given. The Forecast Office will give priority to emergencies, in-flight forecast and to forecast requirements which have been properly notified. Other requests could be delayed at busy periods and might not comprise full forecasts. A Forecast collected a long time in advance of departure will be less specific and might be less accurate than one prepared nearer departure time.
- 5.3.3 Forecast Offices providing Special Forecasts are shown at Table 3.5.4.1. They are not provided for flights inbound to the UK.
- 5.3.4 Take-off forecasts containing information on expected conditions over the runway complex in respect of surface wind, temperature and pressure can be made available from Forecast Offices. Requests for the routine provision of these forecasts should be made to the Meteorological Authority (contact details are provided in GEN 3.5 paragraph 1.1). For ad hoc requests prior notification is not normally required, requests should be made directly to the Met Office, three hours before the expected time of departure.
- 5.3.5 Meteorological information for specialised aviation use, as defined below, is not included in the AIRMET service or given as Special Forecasts but arrangements can be made for its provision on prior request:
- (a) To provide meteorological information for special aviation events for which routine forecasts are not adequate;
  - (b) to provide helicopter operators in off-shore areas with forecast winds and temperatures at 1000 ft amsl, information on airframe icing, and sea state and temperature.
- 5.3.6 Appropriate forecasts for (a) above will be made available up to twice in any 24 hour period. For (a), the initial request should be made to the nearest forecasting office designated as providing service 'C' at Table 3.5.4.1 at least 2 hours in advance of the forecast being required. For (b), application must be made to the Meteorological Authority (GEN 3.5 paragraph 1.1) for approval, giving at least 6 weeks notice of the requirement. The application must specify the nature of the aviation activity, the location(s) involved, the meteorological information required and the associated time periods. If appropriate an AFTN address or Fax number should be included. Applicants will be advised of the time at which the information will be available and the means of delivery.
- 5.4 **Additional Meteorological Services**
- 5.4.1 When specialist, non-standard, aviation meteorological services additional to those given above are required (eg forecaster briefings for aerial photography, test flying, crop spraying and for outlooks for over a day ahead), they may be obtained on a repayment basis by prior arrangement with The Met Office. Enquiries should be directed to The Met Office address at GEN 3.5 paragraph 1.2, or to one of the Forecast Offices listed at Table 3.5.4.1
- 6 Aircraft Reports**
- 6.1 **Routine Aircraft Observations**
- 6.1.1 Routine Observations in any UK FIR/UIR/OCA are only required to be made by aircraft equipped with air ground data link.
- 6.2 **Special Aircraft Observations**
- 6.2.1 Special aircraft observations are required to be issued by aircraft as special air-reports in any UK FIR/UIR/OCA whenever any of the following conditions are encountered or observed:
- (a) moderate icing (MOD ICE) or severe icing (SEV ICE); or
  - (b) moderate turbulence (MOD TURB) or severe turbulence (SEV TURB); or
  - (c) severe mountain wave (SEV MTW); or
  - (d) thunderstorms with or without hail (that are obscured, embedded, widespread or in squall lines) (TSGR or TS); or

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

(e) if volcanic ash cloud is observed or encountered, or if pre-eruption volcanic activity or a volcanic eruption is observed to assist other Users, ATS Providers and the Volcanic Ash Advisory Centre (VAAC);

6.2.2 Special aircraft observations may be reported when other meteorological conditions are encountered which, in the opinion of the pilot-in-command, might affect the safety or markedly affect the efficiency of other aircraft operations, for example, other en-route weather phenomena specified for SIGMET messages, or adverse conditions during the climb-out or approach not previously forecast or reported to the pilot-in-command.

### 6.3 Turbulence and Icing Reporting Criteria

#### 6.3.1 Turbulence (TURB)

6.3.1.1 While MOD and SEV TURB are to be reported, TURB remains an important operational factor at all levels but particularly above FL 150 therefore all pilots encountering TURB are requested to report this to the ATS Unit with whom they are in radio contact. High level turbulence (normally above FL 150 not associated with cumuliform cloud, including thunderstorms) should be reported as TURB, preceded by the appropriate intensity or preceded by Light or Moderate Chop.

| Table 3.5.6.1 — TURB and other Turbulence Criteria Table                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Incidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Occasional — less than 1/3 of the time                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Intermittent — 1/3 to 2/3 Continuous — more than 2/3                                                                                                                                                        |
| Intensity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Aircraft Reaction (transport size aircraft)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Reaction Inside Aircraft                                                                                                                                                                                    |
| <b>Light</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Turbulence that momentarily causes slight, erratic changes in altitude and/or attitude (pitch, roll, yaw)<br><br>IAS fluctuates 5 - 15 kt. (<0.5 g at the aircraft's centre of gravity) Report as ' <b>Light Turbulence</b> '. or;<br><br>turbulence that causes slight, rapid and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude. No IAS fluctuations. Report as ' <b>Light Chop</b> '                                                                                                             | Occupants may feel a slight strain against seat belts or shoulder straps. Unsecured objects may be displaced slightly. Food service may be conducted and little or no difficulty is encountered in walking. |
| <b>Moderate</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Turbulence that is similar to Light Turbulence but of greater intensity. Changes in altitude and/or attitude occur but the aircraft remains in positive control at all times. IAS fluctuates 15 - 25 kt. (0.5-1.0g at the aircraft's centre of gravity). Report as ' <b>Moderate Turbulence</b> '. or;<br><br>turbulence that is similar to Light Chop but of greater intensity. It causes rapid bumps or jolts without appreciable changes in altitude or attitude. IAS may fluctuate slightly. Report as ' <b>Moderate Chop</b> '. | Occupants feel definite strains against seat belts or shoulder straps. Unsecured objects are dislodged. Food service and walking are difficult.                                                             |
| <b>Severe</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Turbulence that causes large, abrupt changes in altitude and/or attitude. Aircraft may be momentarily out of control. IAS fluctuates more than 25 kt. (> 1.0 g at the aircraft's centre of gravity). Report as ' <b>Severe Turbulence</b> '                                                                                                                                                                                                                                                                                          | Occupants are forced violently against seat belts or shoulder straps. Unsecured objects are tossed about. Food service and walking impossible.                                                              |
| <p><b>Note:</b> Pilots should report location(s), time(s) (UTC), incidence, intensity, whether in or near clouds, altitude(s) and type of aircraft. All locations should be readily identifiable. Turbulence reports should be made on request, or in accordance with paragraph 6.2. Example:</p> <p>(a) Over Pole Hill 1230 intermittent Severe Turbulence in cloud, FL 310, B747.</p> <p>(b) From 50 nm north of Glasgow to 30 nm west of Heathrow 1210 to 1250, occasional Moderate Chop TURB, FL 330, MD80.</p> <p><b>Note:</b> The UK does not use the term 'Extreme' in relation to turbulence.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                             |

#### 6.3.2 Windshear Reporting Criteria

6.3.2.1 Pilots using navigation systems providing direct wind velocity readout should report the wind and altitude/height above and below the shear layer, and its location. Other pilots should report the loss or gain of airspeed and/or the presence of up-or-down draughts or a significant change in crosswind effect, the altitude/height and location, their phase of flight and aircraft type. Pilots not able to report windshear in these specific terms should do so in terms of its effect on the aircraft, the altitude/height and location and aircraft type, for example, 'Abrupt windshear at 500 feet QFE on finals, maximum thrust required, B747'. Pilots encountering windshear are requested to make a report even if windshear has previously been forecast or reported.

#### 6.3.3 Airframe Icing

6.3.3.1 All pilots encountering unforecast icing are requested to report time, location, level, intensity, icing type\* and aircraft type to the ATS Unit with whom they are in radio contact. It should be noted that the following icing intensity criteria are reporting definitions; they are not necessarily the same as forecasting definitions because reporting definitions are related to aircraft type and to the ice protection equipment installed, and do not involve cloud characteristics. For similar reasons, aircraft icing certification criteria might differ from reporting and/or forecasting criteria.

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.6.2 — Airframe Icing Intensity Criteria |                                                                                                                                                                                                                                                       |
|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Intensity                                         | Ice Accumulation                                                                                                                                                                                                                                      |
| Trace                                             | Ice becomes perceptible. Rate of accumulation slightly greater than rate of sublimation. It is not hazardous even though de-icing/anti-icing equipment is not utilised, unless encountered for more than one hour.                                    |
| Light                                             | The rate of accumulation might create a problem if flight in this environment exceeds one hour. Occasional use of deicing/anti-icing equipment removes/prevents accumulation. It does not present a problem if de-icing/anti-icing equipment is used. |
| Moderate                                          | The rate of accumulation is such that even short encounters become potentially hazardous and use of de-icing/anti-icing equipment, or diversion, is necessary.                                                                                        |
| Severe                                            | The rate of accumulation is such that de-icing/anti-icing equipment fails to reduce or control the hazard. Immediate diversion is necessary.                                                                                                          |
| *Rime Ice:                                        | Rough, milky, opaque ice formed by the instantaneous freezing of small supercooled water droplets.                                                                                                                                                    |
| *Clear Ice:                                       | A glossy, clear, or translucent ice formed by the relatively slow freezing of large supercooled water droplets.                                                                                                                                       |

### 6.3.4 Volcanic Ash Reporting

- 6.3.4.1 Whenever volcanic ash is observed or encountered, a special air-report shall be provided; additionally a post-flight report shall be made on the Volcanic Activity Reporting (Model VAR). All elements which are observed shall be recorded and indicated respectively in the appropriate places on the Model VAR. Once completed, the form should be submitted to the UK Met Office by Fax (+44 (0)1392-884549) or email [emarc@metoffice.gov.uk](mailto:emarc@metoffice.gov.uk).

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

### 2. Special air-report of volcanic activity form (Model VAR)

**MODEL VAR: to be used for post-flight reporting**

#### VOLCANIC ACTIVITY REPORT

Air-reports are critically important in assessing the hazards which volcanic ash cloud presents to aircraft operations.

|                                                                                                                                                                                                                     |                                                                                         |                                                                                            |                                                                                                                                                    |       |            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|
| OPERATOR:                                                                                                                                                                                                           |                                                                                         |                                                                                            | A/C IDENTIFICATION: (as indicated on flight plan)                                                                                                  |       |            |
| PILOT-IN-COMMAND:                                                                                                                                                                                                   |                                                                                         |                                                                                            |                                                                                                                                                    |       |            |
| DEP FROM:                                                                                                                                                                                                           | DATE:                                                                                   | TIME; UTC:                                                                                 | ARR AT:                                                                                                                                            | DATE: | TIME; UTC: |
| ADDRESSEE                                                                                                                                                                                                           |                                                                                         |                                                                                            | AIREP SPECIAL                                                                                                                                      |       |            |
| <b>Items 1–8 are to be reported immediately to the ATS unit that you are in contact with.</b>                                                                                                                       |                                                                                         |                                                                                            |                                                                                                                                                    |       |            |
| 1) AIRCRAFT IDENTIFICATION                                                                                                                                                                                          |                                                                                         |                                                                                            | 2) POSITION                                                                                                                                        |       |            |
| 3) TIME                                                                                                                                                                                                             |                                                                                         |                                                                                            | 4) FLIGHT LEVEL OR ALTITUDE                                                                                                                        |       |            |
| 5) VOLCANIC ACTIVITY OBSERVED AT<br>(position or bearing, estimated level of ash cloud and distance from aircraft)                                                                                                  |                                                                                         |                                                                                            |                                                                                                                                                    |       |            |
| 6) AIR TEMPERATURE                                                                                                                                                                                                  |                                                                                         |                                                                                            | 7) SPOT WIND                                                                                                                                       |       |            |
| 8) SUPPLEMENTARY INFORMATION                                                                                                                                                                                        |                                                                                         |                                                                                            | Other _____                                                                                                                                        |       |            |
| SO <sub>2</sub> detected      Yes <input type="checkbox"/> No <input type="checkbox"/>                                                                                                                              |                                                                                         |                                                                                            |                                                                                                                                                    |       |            |
| Ash encountered      Yes <input type="checkbox"/> No <input type="checkbox"/>                                                                                                                                       |                                                                                         |                                                                                            | (Brief description of activity especially vertical and lateral extent of ash cloud and, where possible, horizontal movement, rate of growth, etc.) |       |            |
| <b>After landing complete items 9–16 then fax form to: (Fax number to be provided by the meteorological authority based on local arrangements between the meteorological authority and the operator concerned.)</b> |                                                                                         |                                                                                            |                                                                                                                                                    |       |            |
| 9) DENSITY OF ASH CLOUD                                                                                                                                                                                             | <input type="checkbox"/> (a) Wispy                                                      | <input type="checkbox"/> (b) Moderate dense                                                | <input type="checkbox"/> (c) Very dense                                                                                                            |       |            |
| 10) COLOUR OF ASH CLOUD<br><input type="checkbox"/>                                                                                                                                                                 | <input type="checkbox"/> (a) White<br><input type="checkbox"/> (d) Black                | <input type="checkbox"/> (b) Light grey<br><input type="checkbox"/> (e) Other _____        | <input type="checkbox"/> (c) Dark grey                                                                                                             |       |            |
| 11) ERUPTION                                                                                                                                                                                                        | <input type="checkbox"/> (a) Continuous                                                 | <input type="checkbox"/> (b) Intermittent                                                  | <input type="checkbox"/> (c) Not visible                                                                                                           |       |            |
| 12) POSITION OF ACTIVITY                                                                                                                                                                                            | <input type="checkbox"/> (a) Summit<br><input type="checkbox"/> (d) Multiple            | <input type="checkbox"/> (b) Side<br><input type="checkbox"/> (e) Not observed             | <input type="checkbox"/> (c) Single                                                                                                                |       |            |
| 13) OTHER OBSERVED<br>FEATURES OF ERUPTION                                                                                                                                                                          | <input type="checkbox"/> (a) Lightning<br><input type="checkbox"/> (d) Ash fallout      | <input type="checkbox"/> (b) Glow<br><input type="checkbox"/> (e) Mushroom cloud           | <input type="checkbox"/> (c) Large rocks<br><input type="checkbox"/> (f) All                                                                       |       |            |
| 14) EFFECT ON AIRCRAFT                                                                                                                                                                                              | <input type="checkbox"/> (a) Communication<br><input type="checkbox"/> (d) Pitot static | <input type="checkbox"/> (b) Navigation systems<br><input type="checkbox"/> (e) Windscreen | <input type="checkbox"/> (c) Engines<br><input type="checkbox"/> (f) Windows                                                                       |       |            |
| 15) OTHER EFFECTS                                                                                                                                                                                                   | <input type="checkbox"/> (a) Turbulence                                                 | <input type="checkbox"/> (b) St. Elmo's Fire                                               | <input type="checkbox"/> (c) Other fumes                                                                                                           |       |            |
| 16) OTHER INFORMATION<br>(Any information considered useful.)                                                                                                                                                       |                                                                                         |                                                                                            |                                                                                                                                                    |       |            |

#### 6.4 In-flight Procedures

- 6.4.1 Information to aircraft in flight is usually supplied in accordance with area Meteorological Watch procedures, supplemented when necessary by an En-route Forecast service. Information is also available from the appropriate ATS Unit at the commanders request, or from meteorological broadcasts.
- 6.4.2 An in-flight en-route service is available in exceptional circumstances by prior arrangement with the Meteorological Authority (GEN 3.5.1, paragraph 1). A meteorological office is designated to provide the aircraft in flight with the winds and temperatures for a specific route sector. Applications for this service should be made in advance, stating:



## GEN 3.5 METEOROLOGICAL SERVICES (continued)

- 10.12.1 A Runway State Group may be added to the end of the METAR (or SPECI) when there is lying precipitation or other runway contamination. It is composed as follows:

(a) **Runway Designator**

The format for the Runway Designator is Rnn[L], Rnn[C],Rnn[R] where nn is the runway direction in use and L,C ,R refer to left, centre and right respectively. After the Runway Designator a slash (/) should be inserted.

R27L/ = Runway 27 left

R88/= All Runways

R09R/ = Runway 09 right

R99/= A repetition of the last message received because no new information received

(b) **Runway Deposits**

0 = Clear and dry

6 = Slush

1=Damp

7= Ice

2 = Wet or water patches

8 = Compacted or rolled snow

3 = Rime or frost covered (depth normally less than 1 mm)

9 = Frozen ruts or ridges

4 = Dry Snow

/ = Type of deposit not reported  
(eg due to runway clearance in progress)

5 = Wet Snow

(c) **Extent of Runway Contamination**

1 = 10% or less

9 = 51% to 100%

2 = 11% to 25%

/ = Not Reported (eg due to runway clearance in progress)

5 = 26% to 50%

(d) **Depth of Deposit**

The quoted depth is the mean number of readings or, if operationally significant, the greatest depth measured.

00 = less than 1 mm

96 = 30 cm

01 = 1mm etc through to

97 = 35 cm

90 = 90 mm

98 = 40 cm or more

91 = not used

99 = Runway(s) non-operational due to snow, slush, ice, large drifts or runway clearance, but depth not reported.

92 = 10 cm

// = Depth of deposit operationally not significant or not measurable.

93 = 15 cm

94 = 20 cm

95 = 25 cm

(e) **Friction Co-efficient or Braking Action**

The mean value is transmitted or, if operationally significant, the lowest value. For example:

28 = Friction co-efficient 0.28

95 = Braking action: Good

35 = Friction co-efficient 0.35

99 = Figures unreliable

or

// = Braking action not reported.

91 = Braking action: Poor

92 = Braking action: Medium/Poor

93 = Braking action: Medium

94 = Braking action: Medium/Good

**Note 1:** Within the UK friction co-efficient measurements are only made on runways contaminated by ice (gritted or un-gritted) and compacted snow. Where contamination is caused by water, slush or wet snow then the friction coefficient or braking action should be reported as //.

**Note 2:** It should be noted that runways can only be inspected as frequently as conditions permit, so that a re-issue of a previous half hourly report does not necessarily mean that the runway has been inspected again during this period, but might mean that no significant change is apparent.

**Note 3:** It is emphasised that this reporting system is completely independent of the normal NOTAM system and these reports are not used by AIS for amending SNOWTAM received from originators.

- 10.12.2 If a runway is being cleared of ice, snow, slush, etc., this shall be reported as follows: RDRDR///99//. Example: R14///99// = RWY 14 non-operational due to runway clearance in progress.

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

- 10.12.3 If runways are contaminated but runway reports are not available or are not updated due to aerodrome closure or curfew, etc., this should be reported as follows: RDRDR///// . Examples: R14/////; R88/////.
- 10.12.4 If contamination conditions on a single runway or on all runways at an aerodrome have ceased to exist, this should be reported as follows: RDRDR/CLRD//. Examples: R14/CLRD//; R88/CLRD//.
- 10.12.5 If the aerodrome is closed due to contamination of runways, the abbreviation **SNOCLO** is used in place of a runway state group. Example R/SNOCLO.
- 10.13 **TREND**
- 10.13.1 For selected aerodromes, this is a forecast of significant changes in conditions during the two hours after the observation time:
- (a) Change Indicator: BECMG (becoming) or TEMPO (temporary), which may be followed by a time group (hours and minutes UTC) preceded by one of the letter indicators FM (from), TL (until), AT (at);
  - (b) Weather: Standard codes are used. NOSIG replaces the trend group when no significant changes are forecast to occur during the trend forecast period.
- Examples: BECMG FM1100 25035G50KT; TEMPO FM0630 TL0830 3000 SHRA.
- 10.14 **'RMK'**
- 10.14.1 The indicator 'RMK' (remark) denotes an optional section containing additional meteorological elements. It will be appended to METARs by national decision and should not be disseminated internationally. In the UK, the section will not be inserted without the prior agreement of the Met Authority.
- 10.15 **Missing Information**
- 10.15.1 Information that is missing in a METAR or SPECI may be replaced by diagonals.
- 10.16 **Examples of METAR:**
- (a) METAR EGGX 301220Z 14005KT 1200 0600E R12/1000N DZ BCFG VV/// 08/07 Q1004 NOSIG=
  - (b) METAR EGLY 301220Z 24015KT 200V280 8000 -RA SCT010 BKN025 18/15 Q0983 TEMPO 3000 RA BKN008 OVC020=
  - (c) METAR EGPZ 301220Z 30025G37KT 270V360 1200 0800NE +SHSNRAGS FEW005 SCT010 BKN020CB 03/M01 Q0999 RETS BECMG AT1300 9999 NSW SCT015 BKN100=
- The above METAR for 1220 UTC on the 30th of the month, in plain language:**
- EGGX:** Surface wind: mean 140 Deg True, 5 kt; Prevailing visibility 1200 m, minimum visibility 600 m to east; mean RVR 1000 m (at threshold Runway 12, no apparent tendency); moderate drizzle with fog patches ; Sky obscured, vertical visibility not available; dry bulb temperature Plus 8 C, dew point Plus 7 C; Aerodrome QNH 1004 hPa; Trend: no significant change expected next two hours;
- EGLY:** Surface wind: mean 240 Deg True, 15 kt; varying between 200 and 280 deg; Prevailing visibility 8 km; Light rain; cloud 3-4 oktas base 1000 ft, 5-7 oktas 2500 ft; dry bulb: plus 18 C, dew point: plus 15 C; QNH 983 hPa; Trend: temporarily 3000 m in moderate rain with 5-7 oktas 800 ft, 8 oktas 2000 ft;
- EGPZ:** Surface wind: mean 300 Deg True, 25 kt; Gust 37 kt, varying between 270 and 360 deg; Prevailing visibility 1200 m, minimum visibility 800 m to northeast; heavy shower of snow, rain and small hail; 1-2 oktas base 500 ft, 3-4 oktas base 1000 ft, 5-7 oktas CB base 2000 ft; dry bulb: plus 3 C, dew point: minus 1 C; QNH 999 hPa; thunderstorm since previous report. Trend: improving at 1300 UTC to 10 km or more, nil weather, 3- 4 oktas 1500 ft, 5-7 oktas 10000 ft.
- 10.17 **AUTO METAR coding**
- 10.17.1 Where the observation is generated by an automatic observing system without any human input, the code 'AUTO' shall be inserted between the date/time of the report group and the wind group. In an AUTO METAR or automated weather report on ATIS, the presence or absence of the phenomena may not have been verified by a human observer. Aircraft operators are therefore advised to exercise caution with respect to phenomena likely to affect their flight.
- 10.17.2 Where the observation is generated by an automatic observing system without any human input or supervision and the present weather cannot be detected due to unserviceable or missing present weather sensors, the lack of present weather information should be indicated by two slashes (/). If the present weather sensor is unable to determine the state or form of the precipitation, 'UP' (unidentified precipitation) or 'FZUP' (freezing unidentified precipitation), together with any intensity qualifiers, should be reported as appropriate. If the present weather sensor is serviceable but not detecting any present weather, then no present weather group shall be reported in the METAR.
- 10.17.3 Where the observation is generated by an automatic observing system and showers cannot be determined based upon a method that takes account of convective cloud, precipitation should not be characterised by SH.
- 10.17.4 Recent unidentified precipitation ('REUP') shall be reported if moderate or heavy unidentified precipitation has ceased or decreased in intensity since being reported in the last routine report or within the last hour, whichever is the shorter.
- 10.17.5 When the observation is generated by an automated observing system without human input or supervision the following coding may be seen related to cloud observations.
- (a) NNNhhh/// Cloud detected, but it is unknown whether it is a convective cloud type (ie TCU or CB).
  - (b) ///// Detection of cloud height & type not available.
  - (c) NCD No Clouds Detected. No cloud of operational significance or convective cloud detected by the automated system

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

- (d) /////TCU Towering Cumulus detected, but no information on its height or cloud cover is available.
- (e) /////CB Cumulonimbus detected, but no information on its height or cloud cover is available.
- (f) VCTS Indicates lightning has been detected between 9-16 km from the aerodrome reference point.

## 10.17.6 Examples of AUTO METAR coding:

- (a) METAR EGZZ 292220Z AUTO 29010KT 6000 // FEW010/// BKN025/// 17/12 Q0996=
- (b) METAR EGZZ 300450Z AUTO VRB02KT 3000 BR NCD 10/09 Q1002=
- (c) METAR EGZZ 301220Z AUTO 25015KT 9999 TS FEW010/// BKN025/// /////CB 18/12 Q1001 =

## 10.18 Aerodrome Forecast (TAF) Codes

10.18.1 TAFs describe the forecast prevailing conditions at an aerodrome and usually cover a period of 9, 24 or 30 hours. TAFs valid for 9 hours are updated and re-issued every 3 hours and those valid for more than 12 hours, every 6 hours. Amendments are issued as and when necessary. TAFs are issued separately from the METAR or SPECI and do not refer to any specific report; however, many of the METAR groups are also used in TAFs and significant differences are detailed in paragraph 10.19.

10.18.2 The content and format of a TAF is as in the following table:

| Report Type | Location Identifier | Date/Time of Origin | Validity Time | Wind    | Visibility | Weather |
|-------------|---------------------|---------------------|---------------|---------|------------|---------|
| TAF         | EGZZ                | 130505Z             | 1306/1315     | 31015KT | 8000       | -SHRA   |

| Cloud                     | Variant | Validity Times |
|---------------------------|---------|----------------|
| FEW005<br>SCT018CB BKN025 | TEMPO   | 1311/1315      |

| Visibility | Weather | Cloud    | Probability | Validity Time | Weather |
|------------|---------|----------|-------------|---------------|---------|
| 4000       | +SHRA   | BKN010CB | PROB30      | 1312/1315     | TSRA    |

## 10.18.2.1 Example of TAF

(a) 9 hr TAF:

TAF EGGY 162005Z 1621/1706 13018KT 9999 BKN012 BECMG 1623/1702 FEW020 BECMG 1704/1706 3000 BR BKN007=

The validity group should be read as 2100 UTC on the 16th of the month to 0600 UTC on the 17th of the month. The first BECMG group should be read as 2300 UTC on the 16th of the month to 0200 UTC on the 17th of the month. The second BECMG group should be read as 0400 UTC on the 17th of the month to 0600 UTC on the 17th of the month.

(b) 24 hr TAF:

Example 24 Hour TAF illustrating the use of the FM group, as used regularly by some states to indicate a change to alternative conditions, from a specific time:

TAF KGGY 160505Z 1606/1706 13018KT 9999 BKN020 TEMPO 1608/1612 17025G45KT 3000 TSRA BKN010CB FM161230 21015KT TEMPO 1703/1706 4000 BR =

The example above shows 'FM161230', which should be read as from 1230 UTC on the 16th of the month.

(c) 30 hr TAF:

TAF EGGY 160505Z 1606/1712 13018KT 9999 BKN020 TEMPO 1608/1612 17025G45KT 3000 TSRA BKN008CB BECMG 1612/1614 20015KT FEW020 TEMPO 1703/1706 4000 BR TEMPO 1709/1712 BKN012=

The validity group should be read as 0600 UTC on the 16th of the month to 1200 UTC on the 17th of the month. The first TEMPO group should be read as from 0800 UTC on the 16th of the month to 1200 UTC on the 16th of the month. The BECMG group should be read as 1200 UTC on the 16th of the month to 1400 UTC on the 16th of the month. The last TEMPO should be read as 0900 UTC on the 17th of the month to 1200 UTC on the 17th of the month.

## 10.19 Differences from the METAR

- (a) **Identifier.** In the validity period, the first two digits indicate the day on which the period begins, the next two digits indicate the time of commencement of the forecast in whole hours UTC and the last two digits are the time of ending of the forecast in whole hours.
- (b) **Wind.** In the forecast of the surface wind, the expected prevailing direction will be given. When it is not possible to forecast a prevailing surface wind direction due to its expected variability, for example, during light wind conditions (3 kts or less) or thunderstorms, the forecast wind direction will be indicated by the use of the abbreviation 'VRB'.
- (c) **Horizontal Visibility.** As with the METAR code, except that only one value (the prevailing visibility) will be forecast. Visibility is reported in steps detailed in para 10.4.3.
- (d) **Weather.** If no significant weather is expected the group is omitted. However, after a change group, if the weather ceases to be significant, the abbreviation NSW is used for No Significant Weather.

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

- (e) **Cloud.** When no cumulonimbus, towering cumulus or clouds below 5000 ft or below the highest minimum sector altitude, whichever is the greater, are forecast and CAVOK is not appropriate, then NSC (No Significant Cloud) is used. Only CB and TCU clouds will be specified.

- (f) **Significant Changes.** The abbreviation FM followed by the date and time to the nearest hour and minute UTC is used to indicate the beginning of a self contained part in a forecast. All conditions given before this group are superseded by the conditions indicated after the group.

Example: FM161220 27017KT 4000 BKN010.

The change indicator BECMG followed by a eight figure date and time group, indicates an expected permanent change in the forecast meteorological conditions, at either a regular or irregular rate, occurring at an unspecified time within the period. The time period should not normally exceed 2 hours but in any case should not exceed 4 hours.

Example: BECMG 1721/1724 1500 BR

The change indicator TEMPO followed by a eight figure date and time group indicates a period of temporary fluctuations to the forecast meteorological conditions which may occur at any time during the period given. The conditions following these groups are expected to last less than one hour in each instance and in aggregate less than half the period indicated.

Example: TEMPO 0911/0916 4000 +SHRA BKN010CB.

- (g) **Probability.** The probability of occurrence happening will be given as a percentage, although only 30% and 40% will be used. The abbreviation PROB is used to introduce the group, followed by a time group, or an indicator and a time group.

Examples:

(i) PROB30 1205/1207 0800 FG BKN004;

(ii) PROB40 TEMPO 1214/1216 TSRA.

- (h) **Amendments.** When a TAF requires amendment, the amended forecast shall be indicated by inserting AMD after TAF in the identifier and this new forecast covers the remaining validity period of the original TAF.

Example: TAF AMD EGZZ 130820Z 1308/1316 21007KT 9999 BKN020 BECMG 1309/1312 4000 RADZ BKN008=

Any further amendments to a TAF that has already been amended will result in the same 'TAF AMD' coding being used; however the date and time of origin will be updated

- (i) **Corrections.** When a METAR or TAF requires correction, the correction shall be indicated by inserting COR after TAF or METAR in the identifier.

Example:

Original: TAF EGZZ 140905Z 1409/1418 27012KT 4000 RUDZ BKN012 TEMPO 1410/1419 BKN008=

Update: TAF COR EGZZ 140918Z 1409/1418 27012KT 4000 RADZ BKN012 TEMPO 1410/1419 BKN008=

**Note:** A correction will be issued only to correct an obvious typographical error. However a TAF amendment shall be issued instead whenever such a change would result in the meteorological conditions forecast being better or worse than previously stated, for example, 3000 RADZ instead of 4000 RADZ.

- (j) **Cancellations.** Where the forecaster has cancelled a TAF, for example when routine METARs are not being made available the abbreviation CNL will be used.

Example: TAF AMD EGZZ 101030Z 1009/1018 CNL=

- (k) **Other Groups.** Three further TAF groups are not used for civil aerodromes in the UK but are shown here to assist in decoding overseas and UK military TAF.

| Forecast Temperature |                                                                                                                            | TXaa/ggZ TNbb/hhZ |
|----------------------|----------------------------------------------------------------------------------------------------------------------------|-------------------|
| aa                   | Maximum temperature preceded by the letter indicators TX and given in Degrees Celsius, with M indicating a negative value. |                   |
| gg                   | Time of maximum temperature, in UTC.                                                                                       |                   |
| bb                   | Minimum temperature preceded by the letter indicators TN and given in Degrees Celsius, with M indicating a negative value. |                   |
| hh                   | Time of minimum temperature, in UTC.                                                                                       |                   |

Example: TX25/13Z TN09/05Z

- (i)

Airframe  
Ice Accretion

6 Ic hhh tL

6 Group Indicator

I<sub>c</sub> Type of airframe ice accretion:

0 none

1 light

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

|                |                                                                    |
|----------------|--------------------------------------------------------------------|
| 2              | light in cloud                                                     |
| 3              | light in precipitation                                             |
| 4              | moderate                                                           |
| 5              | moderate in cloud                                                  |
| 6              | moderate in precipitation                                          |
| 7              | severe                                                             |
| 8              | severe in cloud                                                    |
| 9              | severe in precipitation                                            |
| hhh            | Height above ground level of lowest icing level (hundreds of feet) |
| t <sub>L</sub> | Thickness of icing layer:                                          |
| 0              | up to top of clouds                                                |
| 1-9            | thickness in thousands of feet                                     |

Example of an icing forecast: 650104.

This decodes as moderate icing potential is expected in clouds (code 5) from 1000 feet (code 010 in hundreds of feet) to 5000 feet AGL (4000 feet thickness as denoted by the ending '4')

(ii)

|                |                                                                            |            |
|----------------|----------------------------------------------------------------------------|------------|
| Turbulence     |                                                                            | 5 B hhh tL |
| 0              | none                                                                       |            |
| 1              | light                                                                      |            |
| 2              | moderate in clear air, infrequent                                          |            |
| 3              | moderate in clear air, frequent                                            |            |
| 4              | moderate in cloud, infrequent                                              |            |
| 5              | moderate in cloud, frequent                                                |            |
| 6              | severe in clear air, infrequent                                            |            |
| 7              | severe in clear air, frequent                                              |            |
| 8              | severe in cloud, infrequent                                                |            |
| 9              | severe in cloud, frequent                                                  |            |
| hhh            | Height above ground level of lowest level of turbulence (hundreds of feet) |            |
| t <sub>L</sub> | Thickness of turbulent layer:                                              |            |
| 0              | up to top of clouds                                                        |            |
| 1-9            | thickness in thousands of feet                                             |            |

Example of a turbulence forecast: 530804.

This decodes as frequent moderate turbulence is expected in clear air (code 3 from the table) and that the turbulence will extend from 8000 feet to 12000 feet AGL. As with the icing forecast above, if a layer of turbulence is forecast to exceed 9000 feet in thickness, a second group would be required.

### 10.20 Reports in Abbreviated Plain Language

10.20.1 Some reports may be disseminated in abbreviated plain language. These will use:

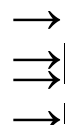
- (a) Standard ICAO abbreviations and
- (b) numerical values of a self explanatory nature.

The abbreviations referred to under (a) are contained in the Procedures for Air Navigation Services - ICAO Abbreviations and Codes (ICAO Doc 8400).

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## ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Lateral Limits (A chart depicting the sectors is at ENR 6-1-15-1)                                                                                                                                                                                                                                                                                                                                                        | Vertical Limits | Controlling Authorities Callsign and frequencies Hours                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Area enclosed by arcs of circles joining in succession the following points:<br>614410N 0003900E - 612412N 0003900E (Gate Golf) - 610807N 0004319E (Gate Hotel) - 605828N 0004555E (Gate Juliet) - 604846N - 0010430E (Gate Lima) - 604116N 0011454E (Gate Mike) - 603808N 0012042E (Gate November) - 603300N 0014257E (Gate Oscar) - 603300N 0015659E - 612122N 0014718E (ALLOY) - 614410N 0013329E - 614410N 0003900E. | FL 85<br><br>SL | Aberdeen ATSU.<br>'Brent Radar' - 122.250 MHz is the primary ATC frequency.<br><br><b>Hours:</b><br>0630-2200 Mon-Fri, 0700-2100 Sat & Sun, Winter (Summer 1hr earlier). |



## 4.5.2.3 Helicopter Main Routes - En-Route Structure

4.5.2.3.1 Helicopter Main Routes are routes typically and routinely flown by helicopters operating to and from off-shore destinations and are promulgated for the purpose of signposting concentrations of helicopter traffic to other airspace users. HMR promulgation does not predicate the flow of helicopter traffic. Whilst HMRs have no airspace status and assume the background airspace classification within which they lie (in the case of the Northern North Sea, Class G), they are used by the air navigation service provider (NATS Ltd/ Aberdeen) and helicopter operators for flight planning and management purposes.

4.5.2.3.2 HMRs have no lateral dimensions. Vertically the HMRs over the Northern North Sea (55°N to 62°N) extend from 1500 ft amsl to FL 85 (inclusive), except that:

Where helicopter icing conditions or other flight safety considerations dictate, helicopters may be forced to operate below 1500 ft amsl. In these circumstances, where possible, pilots should endeavour to follow HMRs and advise the ATSU of the new altitude giving the reason for operating below 1500 ft amsl.

4.5.2.3.3 Compliance with the HMR structure is not compulsory. In the general interests of flight safety, however, civil helicopter pilots are strongly encouraged to plan their flights using HMRs wherever possible.

4.5.2.3.4 Other traffic operating in proximity of these routes are advised to maintain an alert look out, especially in the Off-shore Safety Area (OSA).

4.5.2.3.5 **Off-shore Safety Areas (OSAs).** The Aberdeen OSA consists of the Airspace from surface to FL 100 within the area bounded by straight lines joining in succession:

590000N 0013755E following the North Sea Median Line (eastern limit of published Aberdeen Sector) to 560510N 0031455E 560441N 0024328E - 571227N 0015238W then anti-clockwise around eastern boundary of the Aberdeen CTR/CTZ to HACKLEY HD (571948N 0015717W) then following the coastline anti-clockwise to 574044N 0015652W - 590000N 0013930W - 590000N 0013755E.

4.5.2.3.6 The HMR track structure between Sumburgh and the East Shetland Basin is as follows:

- (a) HMR 'Golf' (eastbound) - from 40 DME SUM on HMR 'Hotel' direct to Gate 'Golf';
- (b) HMR 'Hotel' (eastbound) - from Gate 'Hotel' parallel to HMR 'Juliet' to 40 DME SUM thence to Sumburgh VOR;
- (c) HMR 'Juliet' (westbound) - from Gate 'Juliet' direct track to Sumburgh VOR;
- (d) HMR 'Lima' (eastbound) - from Sumburgh VOR direct to Gate 'Lima';
- (e) HMR 'Mike' (westbound) - from Gate 'Mike' parallel to HMR 'Lima' to 40 DME SUM thence to Sumburgh VOR.

4.5.2.3.7 **Aberdeen** based pilots use HMRs based on a radial track system centred on 571838N 0021602W (ADN VOR). The system is keyed to the outbound master HMR 029 commencing at 575506N 0014423W and terminating at Gate 'Lima' (604846N 0010430E) on the ESB boundary. The other HMRs, spaced at 3 degree intervals, are designated alternately 'inbound' or 'outbound' and are identified by three figures. They terminate at either the appropriate Gate on the ESB boundary or the Median Line. The table below shows co-ordinates for the Gates and the points at which the HMRs intercept the Median Line. When operating to or from permanent off-shore installations or mobile vessels, pilots normally use the nearest HMR. In the Aberdeen area, HMRs 023 to 086 (inclusive) are joined to two parallel bi-directional 'feeder/funnel' HMRs, HMRs Whiskey and Echo. The direction of use of HMRs Whiskey and Echo is dependent upon the runway in use at Aberdeen. BALIS (571403N 0020354W) and NOBAL (571518N 0020336W) are used as reporting points within the Aberdeen CTR.

|         |                           |         |                  |
|---------|---------------------------|---------|------------------|
| HMR 023 | 612412N 0003900E (G Gate) | HMR 074 | 580248N 0015004E |
| HMR 026 | 605828N 0004555E (J Gate) | HMR 077 | 575606N 0015608E |
| HMR 029 | 604846N 0010430E (L Gate) | HMR 080 | 574904N 0020028E |
| HMR 032 | 603808N 0012042E (N Gate) | HMR 083 | 574153N 0020408E |
| HMR 035 | 603300N 0014257E (O Gate) | HMR 086 | 573435N 0020749E |
| HMR 038 | 602326N 0015851E          | HMR 089 | 572709N 0021133E |
| HMR 041 | 600658N 0020200E          | HMR 092 | 571931N 0021521E |
| HMR 044 | 595102N 0020249E          | HMR 095 | 571139N 0021915E |
| HMR 047 | 593014N 0015015E          | HMR 098 | 570328N 0022316E |
| HMR 050 | 591341N 0014136E          | HMR 101 | 565455N 0022726E |
| HMR 053 | 590103N 0013811E          | HMR 104 | 564556N 0023147E |
| HMR 056 | 584942N 0013510E          | HMR 107 | 563633N 0023535E |
| HMR 059 | 583924N 0013227E          | HMR 110 | 562416N 0025108E |



## ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

|         |                  |         |                  |
|---------|------------------|---------|------------------|
| HMR 062 | 582958N 0012959E | HMR 113 | 560957N 0030900E |
| HMR 065 | 582221N 0013204E | HMR 116 | 555535N 0032034E |
| HMR 068 | 581553N 0013804E |         |                  |
| HMR 071 | 580923N 0014403E |         |                  |

- 4.5.2.3.7.1 HMR Whiskey is aligned along the axis MOCHA (593256N 0012159W) to PETOX (573333N 0014902W) thence to Hackley Head (571949N 0015717W). When Runway 16 is in use at Aberdeen, HMR Whiskey is the designated inbound track and when Runway 34 is in use HMR Whiskey is the designated outbound track for traffic planning to operate at 2000 ft and above.
- 4.5.2.3.7.2 HMR Echo is aligned along the axis GORSE (571037N 0015351W) to SPIKE (573226N 0013953W) to TYSTI (592224N 0011440W) to TIRIK (593219N 0011214W). When Runway 34 is in use at Aberdeen, HMR Echo is the designated inbound track but will also be used by outbound traffic planning to operate below 2000 ft. When Runway 16 is in use at Aberdeen, HMR Echo is the designated outbound track for traffic at all levels.
- 4.5.2.3.7.3 Helicopter traffic inbound to Aberdeen following the HMRs 026 to 086 (inclusive) will be required to maintain the inbound HMR until intercepting either HMR Whiskey (Runway 16 in use at Aberdeen) or HMR Echo (Runway 34 in use at Aberdeen) and then follow the designated inbound track as directed by Aberdeen ATC. Inbound HMRs south of the HMR 086 terminate at 30 DME ADN, from whence helicopter traffic will be directed by Aberdeen ATC.
- 4.5.2.3.7.4 Outbound helicopter traffic utilising the HMRs 023 to 113 (inclusive) will be directed by Aberdeen to join the desired outbound HMR via either HMR Whiskey/Echo or as directed to a specific position on the required HMR, dependent upon the runway in use at Aberdeen. (Outbound HMRs south of HMR 086 commence at 40 DME ADN).
- 4.5.2.3.7.5 Within the Aberdeen Sectors Aberdeen ATC will allocate on a systematic basis the following ALTs/FLs:

- |   |     |             |   |                                                                                                                                                                                                                                                                                                                                               |
|---|-----|-------------|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ← | (a) | Outbound    | - | 3000 ft, semicircular FLs to provide a minimum of 1000 ft vertical separation. (1000 ft is below the base of the HMRs and is therefore not allocated routinely, but is used when conditions dictate - eg icing. Planned departures below 2000 ft will not be allocated via HMR Whiskey - Runway 34 in use - but will be routed via HMR Echo). |
| ← | (b) | Inbound     | - | 2000 ft, semicircular FLs to provide a minimum of 1000 ft vertical separation.                                                                                                                                                                                                                                                                |
| ← | (c) | Inter-field | - | Pilots on inter-rigging flights over a significant distance are advised to cruise at appropriate levels or altitudes above 3000 ft to avoid aircraft following the HMR structure. Pilots on short flights should abide by the 500 ft and 1000 ft en-route altitude convention detailed at ENR 1.6, para 4.5.1.5.4.1 (c).                      |

**Note:** Under certain operating and meteorological conditions civil helicopters may operate at lower altitudes.

### 4.5.2.3.8 Aberdeen - Atlantic Rim (West of Shetland Operations)

4.5.2.3.8.1 The HMR tracks between Aberdeen and the Atlantic Rim (as depicted at ENR 6-1-15-6) are as follows:

- (a) HMR X-Ray (Outbound) - ADN VOR (571838N 0021602W) to SMOKI (574637N 0023556W) to WIK VOR (582732N 0030601W) to SODKI (584751N 0033753W) to VAMLA (600000N 0040000W);
- (b) HMR Yankee (Inbound) - NESTA (600000N 0041000W) to MADOX (584343N 0034639W) to WIK VOR (582732N 0030601W).

**Note:** HMR X-Ray is bi-directional between Aberdeen and Wick.

4.5.2.3.8.2 Altimeter Setting:

- (a) Within 30 DME ADN - Aberdeen QNH, or as directed by ATC;
- (b) Outside 30 DME ADN - The appropriate Regional Pressure Setting (RPS), or as directed by ATC.

**Note:** To enable controllers to plan and control vertical separation near the boundaries of Altimeter Setting Regions (ASR), helicopters approaching an ASR boundary, and in radio contact with ATC, are not to change RPS until instructed to do so.

4.5.2.3.8.3 Cruising altitudes:

Northbound - 3000 ft;

Southbound - 2000 ft to SMOKI and then as instructed by ATC.

**Note:** Under certain operating and meteorological conditions civil helicopters may operate at lower altitudes.

4.5.2.3.9 Charts depicting the Aberdeen Area HMR track structure are at AD 2-EGPD-3-1/2. The chart at ENR 6-1-15-5 depicts the en-route HMR track structure and shows the bi-directional HMR established between the Ekofisk Hotel platform and platform P37/4, a route normally used by Norwegian helicopters.

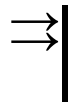
### 4.5.2.4 Operating Procedures

#### 4.5.2.4.1 General

4.5.2.4.1.1 **Helicopter Procedures.** Helicopter pilots wishing to use the service specified in paragraph 4.5.2.2 must file a flight plan. Pilots who have established two-way communication with the appropriate Sector and subsequently do not receive acknowledgement of a scheduled position report, should make every effort to relay the report via another aircraft or agency. For flights within the same or adjacent field complexes, helicopter pilots should maintain RTF contact on the field, company or Traffic Area frequency. Position reports by civil helicopter pilots operating on HMRs are to be based on distance from either Aberdeen or Sumburgh VORs, according to the departure or destination aerodrome. Position reports are only required if the flight is not receiving a radar

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Name<br>Lateral Limits<br>Vertical Limits<br>Class of Airspace                                                                                                                                                                                                                                                                                                                                                                 | Unit Providing Service | Callsign<br>Language<br>Hours of Service,<br>Conditions of Use                                                                   | Frequency/<br>Channel<br>Purpose | Remarks                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                                                                                                                                                                                                                                                                                                                                              | 2                      | 3                                                                                                                                | 4                                | 5                                                                                                                                                                                                                                         |
| MERRYFIELD ATZ<br>A circle, 2.5 nm radius centred at 505747N 0025613W on longest notified runway (09/27)<br>Upper limit: 2000 ft<br>Class: G                                                                                                                                                                                                                                                                                   | MERRYFIELD             | MERRYFIELD TOWER<br>English<br><br>Mon 0800-Fri 1600 Winter (Summer 1hr earlier). Other times by NOTAM.                          | 122.100 MHz<br>ATC               | Elevation: 146 ft.<br>Runway length: 1831 m.<br>Government Aerodrome.                                                                                                                                                                     |
| MIDDLE WALLOP ATZ<br>A circle, 2 nm radius centred at 510822N 0013407W<br>Upper limit: 2000 ft<br>Class: G                                                                                                                                                                                                                                                                                                                     | BOSCOMBE DOWN          | BOSCOMBE ZONE<br>English<br>H24                                                                                                  | 126.700 MHz<br>ATC               | Elevation: 297 ft.<br>Government Aerodrome.                                                                                                                                                                                               |
| MILDENHALL ATZ<br>A circle, 2.5 nm radius centred at 522142N 0002911E on longest notified runway (11/29)<br>Upper limit: 2000 ft<br>Class: G                                                                                                                                                                                                                                                                                   | LAKENHEATH             | LAKENHEATH RADAR<br>English<br>H24                                                                                               | 128.900 MHz<br>ATC               | Elevation: 33 ft.<br>Runway length: 2810 m.<br>Government Aerodrome.                                                                                                                                                                      |
| MONA ATZ<br>A circle, 2 nm radius centred at 531533N 0042226W on longest notified runway (04/22)<br>Upper limit: 2000 ft<br>Class: G                                                                                                                                                                                                                                                                                           | VALLEY                 | VALLEY RADAR<br>English<br><br>Mon-Thu 0800-2359 Fri-Sun 0800-2200 Winter (Summer 1hr earlier).                                  | 125.225 MHz<br>ATC               | Elevation: 202 ft.<br>Runway length: 1656 m.<br>Government Aerodrome.                                                                                                                                                                     |
| NETHERAVON ATZ<br>A circle, 2 nm radius centred at 511450N 0014515W on longest notified runway (11/29)<br>Upper limit: 2000 ft<br>Class: G                                                                                                                                                                                                                                                                                     | NETHERAVON             | NETHERAVON INFORMATION<br>English<br>H24                                                                                         | 128.300 MHz<br>AFIS & A/G        | Elevation: 455 ft.<br>Runway length: 1092 m.<br>Government Aerodrome.                                                                                                                                                                     |
| ODIHAM ATZ<br>A circle, 2 nm radius centred at 511403N 0005634W on longest notified runway (09/27)<br>Upper limit: 2000 ft<br>Class: G                                                                                                                                                                                                                                                                                         | ODIHAM                 | ODIHAM APPROACH<br>English<br>H24                                                                                                | 131.300 MHz<br>ATC               | Elevation: 405 ft.<br>Runway length: 1838 m.<br>Government Aerodrome.<br><br><i>Note: Odiham Approach, except weekends and PH, when the task may be carried out by Farnborough on Frequency 125.250 MHz.</i>                              |
| PORTSMOUTH/FLEETLANDS ATZ<br>504810N 0010929W - thence anti-clockwise by the arc of a circle radius 2 nm centered on 505007N 0011010W to 505054N 0011304W - thence clockwise by the arc of a circle radius 2 nm centered on 504857N 0011224W to 505049N 0011117W - 504824N 0010921W - thence clockwise by the arc of a circle radius 2 nm centered on 504857N 0011224W to 504810N 0010929W<br>Upper limit: 2000 ft<br>Class: G | FLEETLANDS             | FLEETLANDS INFORMATION<br>English<br><br>Mon-Thu 0830-1730, Fri 0830-1530 (1 hour earlier in summer) (see notes)                 | 135.700 MHz<br>AFIS              | Elevation: 27 ft.<br>Government Aerodrome.<br><br><i>Note: Aircraft operations may be encountered outside of published hours.</i>                                                                                                         |
| PREDANNACK ATZ<br>A circle, 2 nm radius centred at 500006N 0051355W on longest notified runway (05/23)<br>Upper limit: 2000 ft<br>Class: G                                                                                                                                                                                                                                                                                     | CULDROSE               | CULDROSE APPROACH<br>English<br><br>Mon 0800-Fri 1600 Winter (Summer 1hr earlier). Other times by NOTAM.                         | 134.050 MHz<br>ATC               | Elevation: 295 ft.<br>Runway length: 1814 m.<br>Government Aerodrome.                                                                                                                                                                     |
| SAINT ATHAN ATZ<br>A circle, 2 nm radius centred at 512419N 0032600W on the mid-point of the longest runway (08/26) except that part of circle east of a straight line joining 512532N 0032328W and 512241N 0032410W.<br>Upper limit: 2000 ft<br>Class: D                                                                                                                                                                      | ST ATHAN               | ST ATHAN TOWER<br>English<br><br>0900-1700 Winter (Summer 1hr earlier).                                                          | 118.125 MHz                      | Elevation: 163 ft.<br>Runway length: 1825 m.<br>Government Aerodrome.<br><br><i>Note: Class of Airspace: D within Cardiff CTR. Outside of St Athan Tower opening times ATZ under Control of Cardiff Approach, Frequency: 119.150 MHz.</i> |
| SCAMPTON ATZ<br>A circle, 2.5 nm radius centred at 531828N 0003303W on longest notified runway (04/22)<br>Upper limit: 2000 ft<br>Class: G                                                                                                                                                                                                                                                                                     | WADDINGTON             | WADDINGTON ZONE<br>English<br><br>May-Oct (incl): Mon-Sun 0700-2200, Nov-Apr (incl): Mon-Fri 0815-1715 (1 hr earlier in Summer). | 119.500 MHz<br>ATC               | Elevation: 202 ft.<br>Runway length: 2740 m.<br>Government Aerodrome.                                                                                                                                                                     |



## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Name<br>Lateral Limits<br>Vertical Limits<br>Class of Airspace                                                                               | Unit Providing Service | Callsign<br>Language<br>Hours of Service,<br>Conditions of Use                                                       | Frequency/<br>Channel<br>Purpose | Remarks                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                                                            | 2                      | 3                                                                                                                    | 4                                | 5                                                                                                                                                                                                                                                                                                                                                                                              |
| SHAWBURY ATZ<br>A circle, 2 nm radius centred at 524737N 0024004W on longest notified runway (18/36)<br>Upper limit: 2000 ft<br>Class: G     | SHAWBURY               | SHAWBURY ZONE<br>English<br>H24                                                                                      | 133.150 MHz                      | Elevation: 249 ft.<br>Runway length: 1834 m.<br>Government Aerodrome.                                                                                                                                                                                                                                                                                                                          |
| SYERSTON ATZ<br>A circle, 2 nm radius centred at 530124N 0005442W on longest notified runway (06/24)<br>Upper limit: 2000 ft<br>Class: G     | SYERSTON               | SYERSTON RADIO<br>English<br><br>0830-SS+15 Winter (Summer 1hr earlier).                                             | 128.525 MHz<br>A/G               | Elevation: 228 ft.<br>Runway length: 1827 m.<br>Government Aerodrome.                                                                                                                                                                                                                                                                                                                          |
| TERNHILL ATZ<br>A circle, 2 nm radius centred at 525225N 0023155W on longest notified runway (05/23)<br>Upper limit: 2000 ft<br>Class: G     | SHAWBURY               | SHAWBURY ZONE<br>English<br><br>Mon-Thu 0830-0230, Fri 0800-1700 Winter (Summer 1hr earlier). Sat-Sun SR-SS+15.      | 133.150 MHz                      | Elevation: 272 ft.<br>Runway length: 980 m.<br>Government Aerodrome.<br><br><b>Note:</b> Weekend and out of hours, contact Ternhill Radio for traffic information freq 122.100 MHz.                                                                                                                                                                                                            |
| TOPCLIFFE ATZ<br>A circle, 2 nm radius centred at 541220N 0012254W on longest notified runway (02/20)<br>Upper limit: 2000 ft<br>Class: G    | LEEMING                | TOPCLIFFE APPROACH<br>English<br>H24                                                                                 | 125.000 MHz                      | Elevation: 91 ft.<br>Runway length: 1826 m.<br>Government Aerodrome.<br><br><b>Note:</b> Leeming Zone to be contacted outside of Topcliffe Approach published hours.                                                                                                                                                                                                                           |
| VALLEY ATZ<br>A circle, 2.5 nm radius centred at 531453N 0043207W on longest notified runway (13/31)<br>Upper limit: 2000 ft<br>Class: G     | VALLEY                 | VALLEY RADAR<br>English<br>H24                                                                                       | 125.225 MHz<br>ATC               | Elevation: 36 ft.<br>Runway length: 2290 m.<br>Government Aerodrome.                                                                                                                                                                                                                                                                                                                           |
| WADDINGTON ATZ<br>A circle, 2.5 nm radius centred at 530958N 0003126W on longest notified runway (02/20)<br>Upper limit: 2000 ft<br>Class: G | WADDINGTON             | WADDINGTON ZONE<br>English<br>H24                                                                                    | 119.500 MHz<br>ATC               | Elevation: 231 ft.<br>Runway length: 2743 m.<br>Government Aerodrome.                                                                                                                                                                                                                                                                                                                          |
| WATTISHAM ATZ<br>A circle, 2.5 nm radius centred at 520738N 0005723E on longest notified runway (05/23)<br>Upper limit: 2000 ft<br>Class: G  | WATTISHAM              | WATTISHAM APPROACH<br>English<br>HO                                                                                  | 125.800 MHz<br>ATC               | Elevation: 284 ft.<br>Runway length: 2283 m.<br>Government Aerodrome.<br><br><b>Note:</b> Police Helicopter and other aerial activity H24.                                                                                                                                                                                                                                                     |
| WITTERING ATZ<br>A circle, 2.5 nm radius centred at 523647N 0002833W on longest notified runway (07/25)<br>Upper limit: 2000 ft<br>Class: G  | WITTERING              | WITTERING ZONE<br>English<br><br>Mon-Fri 0800-1900, Sat 0800-1700 Winter (Summer 1hr earlier). Other times by NOTAM. | 119.675 MHz<br>ATC               | Elevation: 273 ft.<br>Runway length: 2758 m.<br>Government Aerodrome.                                                                                                                                                                                                                                                                                                                          |
| WOODVALE ATZ<br>A circle, 2 nm radius centred at 533456N 0030324W on longest notified runway (03/21)<br>Upper limit: 2000 ft<br>Class: G     | WOODVALE               | WOODVALE APPROACH<br>English<br><br>Tue-Sun 0800-1800 (See note 1) (1 hr earlier in Summer). (See note 2).           | 121.000 MHz<br>ATC and A/G       | Elevation: 37 ft.<br>Runway length: 1647 m.<br>Government Aerodrome.<br><br><b>Note 1:</b> AD may close earlier by NOTAM, AD status available from: Warton APP 129.525 MHz; Blackpool APP 119.950 MHz; Liverpool APP 119.850 MHz.<br><br><b>Note 2:</b> Police helicopter and other aerial activity H24. Aircraft requested to announce intentions and make standard R/T calls on 121.000 MHz. |

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

| Name of Station/<br>MAG Var/<br>VOR Declination  | Ident | Frequency<br>(Channel) | Hours of<br>Operation | Coordinates               | DME Aerial<br>Elevation | Remarks                                                                                                                                                                                                                                           |
|--------------------------------------------------|-------|------------------------|-----------------------|---------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.                                               | 2.    | 3.                     | 4.                    | 5.                        | 6.                      | 7.                                                                                                                                                                                                                                                |
| MACHRIHANISH<br>DME                              | MAC   | 107X<br>116.000 MHz    | H24                   | 552548.08N<br>0053901.49W | 95 ft                   | No associated En-route VOR.<br>DME DOC: 150 nm/50000 ft (200 nm/<br>50000 ft in Sector R228°-348°).<br>Due to terrain, coverage at low level is<br>reduced in Sectors R123°-163°, R208°-<br>238° and R348°-083°.<br>ENR Purpose: 552548N 0053901W |
| MANCHESTER<br>VOR/DME<br>1.53°W (2017)<br>2.1°W  | MCT   | 113.550 MHz<br>82Y     | H24                   | 532125.29N<br>0021544.24W | 282 ft                  | APCH Aid to Manchester.<br>On Manchester AD.<br>VOR/DME DOC: 90 nm/50000 ft.<br>ENR Purpose:<br>532125N 0021544W                                                                                                                                  |
| MAYFIELD<br>VOR/DME<br>0.38°W (2017)<br>0.4°W    | MAY   | 117.900 MHz<br>126X    | H24                   | 510101.86N<br>0000658.04E | 360 ft                  | VOR/DME DOC: 40 nm/25000 ft (60 nm/<br>25000 ft in Sector R105°-165°).<br>Due to terrain, coverage at low level is<br>reduced in Sector R315°-040°.                                                                                               |
| MIDHURST<br>VOR/DME<br>0.63°W (2017)<br>0.8°W    | MID   | 114.000 MHz<br>87X     | H24                   | 510314.23N<br>0003730.01W | 200 ft                  | VOR/DME DOC: 60 nm/50000 ft (100 nm/<br>50000 ft in Sector R241°-001°).                                                                                                                                                                           |
| NEWCASTLE<br>DME                                 | NEW   | 89Y<br>114.250 MHz     | H24                   | 550218.41N<br>0014154.13W | 287 ft                  | On Newcastle AD.<br>No associated VOR.<br>Any VOR indications should be ignored.<br>DME DOC: 200 nm/50000 ft.<br>ENR Purpose:<br>550218N 0014154W                                                                                                 |
| NEW GALLOWAY<br>NDB<br>2.57°W                    | NGY   | 399.000 kHz            | H24                   | 551038.52N<br>0041007.02W |                         | Range 35 nm.                                                                                                                                                                                                                                      |
| OCKHAM<br>VOR/DME<br>0.6°W (2017)<br>1.5°W       | OCK   | 115.300 MHz<br>100X    | H24                   | 511818.17N<br>0002649.86W | 200 ft                  | VOR/DME DOC: 70 nm/25000 ft (90 nm/<br>25000 ft in Sector R061°-091°).                                                                                                                                                                            |
| OTTRINGHAM<br>VOR/DME<br>0.77°W (2017)<br>1.0°W  | OTR   | 113.900 MHz<br>86X     | H24                   | 534153.57N<br>0000613.45W | 0 ft                    | VOR/DME DOC: 100 nm/60000 ft (200<br>nm/60000 ft in Sector R016°-076° and 150<br>nm/60000 ft in Sector R076°-136°).                                                                                                                               |
| PERTH<br>VOR<br>2.47°W (2017)<br>3.0°W           | PTH   | 110.400 MHz            | H24                   | 562632.63N<br>0032206.96W |                         | VOR DOC 80 nm/50000 ft.<br>No associated DME.<br>Any DME indications should be ignored.                                                                                                                                                           |
| POLE HILL<br>VOR/DME<br>1.52°W (2017)<br>1.3°W   | POL   | 112.100 MHz<br>58X     | H24                   | 534437.56N<br>0020611.98W | 1400 ft                 | VOR/DME DOC: 115 nm/50000 ft (150<br>nm/50000 ft in Sector R076°-016°).<br>Due to terrain, coverage at low level is<br>reduced in Sector R281°-336°.                                                                                              |
| SAINT ABBS<br>VOR/DME<br>1.9°W (2017)<br>1.7°W   | SAB   | 112.500 MHz<br>72X     | H24                   | 555427.04N<br>0021222.81W | 760 ft                  | VOR DOC: 50 nm/50000 ft (200 nm/50000<br>ft in Sector R047°-137° and 100 nm/50000<br>ft in Sector R242°-287°).<br>DME DOC: 90 nm/50000 ft (200 nm/50000<br>ft in Sector R047°-137° and 100 nm/50000<br>ft in Sector R242°-287°).                  |
| SEAFORD<br>VOR/DME<br>0.35°W (2017)<br>0.9°W     | SFD   | 117.000 MHz<br>117X    | H24                   | 504538.49N<br>0000718.89E | 300 ft                  | VOR/DME DOC: 50 nm/50000 ft (120 nm/<br>50000 ft in Sector R256°-301°).                                                                                                                                                                           |
| SOUTHAMPTON<br>VOR/DME<br>0.88°W (2017)<br>0.6°W | SAM   | 113.350 MHz<br>80Y     | H24                   | 505718.90N<br>0012042.20W | 66 ft                   | APCH Aid to Southampton.<br>VOR/DME DOC: 100 nm/50000 ft (150<br>nm/50000 ft in Sector R226°-316°).<br>On R204° VOR flag alarms and DME<br>unlocks may be experienced at ranges<br>exceeding 30 nm below 8000 ft<br>ENR Purpose: 505719N 0012042W |
| STORNOWAY<br>VOR/DME<br>4.05°W (2017)<br>4.1°W   | STN   | 115.100 MHz<br>98X     | H24                   | 581225.01N<br>0061058.97W | 250 ft                  | APCH Aid to Stornoway.<br>VOR/DME DOC: 105 nm/50000 ft (200<br>nm/50000 ft in Sector R169°-109°).<br>ENR Purpose:<br>581225N 0061059W                                                                                                             |



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

| Name of Station/<br>MAG Var/<br>VOR Declination | Ident | Frequency<br>(Channel) | Hours of<br>Operation | Coordinates               | DME Aerial<br>Elevation | Remarks                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------|-------|------------------------|-----------------------|---------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.                                              | 2.    | 3.                     | 4.                    | 5.                        | 6.                      | 7.                                                                                                                                                                                                                                                                                                                                            |
| STRUMBLE<br>VOR/DME<br>2.37°W (2017)<br>2.2°W   | STU   | 113.100 MHz<br>78X     | H24                   | 515940.88N<br>0050224.69W | 600 ft                  | VOR DOC: 85 nm/50000 ft (300 nm/70000 ft in Sector R212°-332° and 120 nm/50000 ft in Sector R332°-017°).<br>DME DOC: 85 nm/50000 ft (170 nm/50000 ft in Sector R137°-212°, 300 nm/70000 ft in Sector R212°-332° and 120 nm/50000 ft in Sector R332°-017°).                                                                                    |
| SUMBURGH<br>VOR/DME<br>2.13°W (2017)<br>2.4°W   | SUM   | 117.350 MHz<br>120Y    | H24                   | 595243.52N<br>0011711.52W | 84 ft                   | APCH Aid to Sumburgh.<br>On Sumburgh AD.<br>VOR/DME DOC: 200 nm/50000 ft.<br>Due to terrain, coverage at low level is reduced in Sectors R142°-162°, R287°-307° and R347°-007°.<br>ENR Purpose: 595244N 0011712W.                                                                                                                             |
| TALLA<br>VOR/DME<br>2.3°W (2017)<br>2.1°W       | TLA   | 113.800 MHz<br>85X     | H24                   | 552956.92N<br>0032110.20W | 2786 ft                 | VOR/DME DOC: 100 nm/50000 ft (120 nm/50000 ft in Sector R317°-017°).                                                                                                                                                                                                                                                                          |
| TIREE<br>VOR/DME<br>3.98°W (2017)<br>4.2°W      | TIR   | 117.700 MHz<br>124X    | H24                   | 562935.56N<br>0065232.12W | 36 ft                   | APCH Aid to Tiree.<br>On Tiree AD.<br>VOR/DME DOC: 90 nm/50000 ft (200 nm/50000 ft in Sector R229°-319°).<br>ENR Purpose: 562936N 0065232W                                                                                                                                                                                                    |
| TRENT<br>VOR/DME<br>1.27°W (2017)<br>1.6°W      | TNT   | 115.700 MHz<br>104X    | H24                   | 530314.23N<br>0014011.89W | 968 ft                  | VOR/DME DOC: 80 nm/50000 ft (100 nm/50000 ft in Sector R302°-002°).                                                                                                                                                                                                                                                                           |
| TURNBERRY<br>VOR/DME<br>2.85°W (2017)<br>2.5°W  | TRN   | 117.500 MHz<br>122X    | H24                   | 551848.28N<br>0044701.89W | 600 ft                  | VOR DOC: 60 nm/50000 ft (200 nm/50000 ft in Sector R273°-003°).<br>DME DOC: 100 nm/50000 ft (60 nm/50000 ft in Sector R078°-228° and 200 nm/50000 ft in Sector R273°-003°).<br>Due to terrain effects bearing errors of greater than 4° may occur in Sector R173°-183°.<br>In addition coverage at low level is reduced in Sector R068°-108°. |
| WALLASEY<br>VOR/DME<br>1.87°W (2017)<br>2.4°W   | WAL   | 114.100 MHz<br>88X     | H24                   | 532330.97N<br>0030804.06W | 55 ft                   | VOR/DME DOC: 120 nm/50000 ft.                                                                                                                                                                                                                                                                                                                 |
| WESTCOTT<br>NDB<br>0.85°W                       | WCO   | 335.000 kHz            | H24                   | 515110.51N<br>0005744.67W |                         | Range 30 nm.                                                                                                                                                                                                                                                                                                                                  |
| WHITEGATE<br>NDB<br>1.63°W                      | WHI   | 368.500 kHz            | H24                   | 531105.53N<br>0023723.06W |                         | Range 25 nm.                                                                                                                                                                                                                                                                                                                                  |
| WICK<br>VOR/DME<br>2.72°W (2017)<br>3.4°W       | WIK   | 113.600 MHz<br>83X     | H24                   | 582731.74N<br>0030601.33W | 145 ft                  | APCH Aid to Wick.<br>On Wick AD.<br>VOR/DME DOC: 100 nm/50000 ft (160 nm/50000 ft in Sector R333°-003°).<br>ENR Purpose: 582732N 0030601W                                                                                                                                                                                                     |
| WOODLEY<br>NDB<br>0.77°W                        | WOD   | 352.000 kHz            | H24                   | 512710.02N<br>0005243.68W |                         | Range 25 nm.                                                                                                                                                                                                                                                                                                                                  |

## ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

| Name IDENT Coordinates                                   | Type and intensity (1 000 Candelas) | Characteristics                                                    | Operating hours                                                                                                                           | Remarks |
|----------------------------------------------------------|-------------------------------------|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 1                                                        | 2                                   | 3                                                                  | 4                                                                                                                                         | 5       |
| ANDREWSFIELD                                             | Identification Beacon               | Flashing Green 'AF'                                                |                                                                                                                                           |         |
| BARROW/WALNEY ISLAND<br>540732.55N 0031542.27W           | Aerodrome beacon                    | Flashing White                                                     | Available on request or during an Instrument Approach with the intention to break and visually circle for landing on 'in-to-wind' runway. |         |
| BLACKBUSHE                                               | Aerodrome beacon                    | Flashing White                                                     |                                                                                                                                           |         |
| CAMBRIDGE<br>521220.67N 0001057.67E                      | Identification Beacon               | Flashing Green 'CI'. 500 m east north east of the ARP.             |                                                                                                                                           |         |
| CHICHESTER/GOODWOOD                                      | Aerodrome beacon                    | Flashing White                                                     |                                                                                                                                           |         |
| CUMBERNAULD<br>555828N 0035817W                          | Aerodrome beacon                    | Flashing White                                                     | On request                                                                                                                                |         |
| DENHAM                                                   | Identification Beacon               | Flashing Green 'DN'                                                |                                                                                                                                           |         |
| EDAY                                                     | Aerodrome beacon                    | Flashing White                                                     | On request                                                                                                                                |         |
| ELSTREE                                                  | Identification Beacon               | Flashing Green 'EL'                                                |                                                                                                                                           |         |
| FAIROAKS                                                 | Aerodrome beacon                    | Flashing White                                                     |                                                                                                                                           |         |
| FARNBOROUGH                                              | Identification Beacon               | Flashing Green 'FH'                                                |                                                                                                                                           |         |
| GLOUCESTERSHIRE<br>515331.89N 0021004.44W                | Identification Beacon               | Flashing Green 'GO'. Approx. 270 m south of midpoint Runway 09/27. | As required during AD hours.                                                                                                              |         |
| HAVERFORDWEST                                            | Identification Beacon               | Flashing Green 'HW'                                                |                                                                                                                                           |         |
| HAWARDEN                                                 | Aerodrome beacon                    | Flashing White/Green                                               | Displayed at night during ATC operational hours.                                                                                          |         |
| KEMBLE                                                   | Aerodrome beacon                    | White, mounted on the roof of the tower.                           | As required when AD is open.                                                                                                              |         |
| LANDS END                                                | Aerodrome beacon                    | Flashing White                                                     |                                                                                                                                           |         |
| LONDONDERRY/ EGLINTON                                    | Aerodrome beacon                    | White Strobe on Control Tower.                                     | During operational hours at night.                                                                                                        |         |
| LYDD                                                     | Aerodrome beacon                    | Flashing White - On terminal roof.                                 |                                                                                                                                           |         |
| NORTHAMPTON/SYWELL<br>521807.35N 0004726.65W             | Identification Beacon               | Flashing Green 'NN' IBN on top of AFISU Tower.                     |                                                                                                                                           |         |
| NORTHOLT                                                 | Identification Beacon               | Flashing Red 'NO'. North of Runway mid-point, on top of hangar.    | HO                                                                                                                                        |         |
| NOTTINGHAM                                               | Identification Beacon               | Flashing Green 'NT'                                                |                                                                                                                                           |         |
| PETERBOROUGH/ CONNINGTON                                 | Identification Beacon               | Flashing Green 'PB'                                                |                                                                                                                                           |         |
| REDHILL                                                  | Aerodrome beacon                    | Flashing White/Green                                               | Sunset to sunrise                                                                                                                         |         |
| ROCHESTER                                                | Aerodrome beacon                    | Flashing White.                                                    |                                                                                                                                           |         |
| SCILLY ISLES/ST MARY'S                                   | Identification Beacon               | Flashing Green 'SC' - VCR roof.                                    |                                                                                                                                           |         |
| SHOREHAM                                                 | Identification Beacon               | Flashing Green 'SH'.                                               |                                                                                                                                           |         |
| SOUTHAMPTON                                              | Aerodrome beacon                    | Flashing White/Green                                               | HN during aerodrome operating hours                                                                                                       |         |
| SOUTHEND                                                 | Aerodrome beacon                    | Flashing White                                                     | H24                                                                                                                                       |         |
| WARTON<br>534420.89N 0025250.46W                         | Identification Beacon               | 'WQ'                                                               | H24                                                                                                                                       |         |
| WELLESBOURNE MOUNTFORD                                   | Aerodrome beacon                    | Flashing White                                                     |                                                                                                                                           |         |
| WOLVERHAMPTON/ HALFPENNY GREEN<br>523055.92N 0021548.99W | Identification Beacon               | Flashing Green 'WBA'                                               |                                                                                                                                           |         |
| WYCOMBE AIR PARK/ BOOKER                                 | Identification Beacon               | Flashing Green 'WP'                                                |                                                                                                                                           |         |

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## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral Limits                                                    | Vertical Limits      | Operator/User<br>Tel No                                  | Remarks<br>Activity times                                                     |
|----------------------------------------------------------------------------------|----------------------|----------------------------------------------------------|-------------------------------------------------------------------------------|
| 1                                                                                | 2                    | 3                                                        | 4                                                                             |
| NORTH HILL GLIDER SITE, DEVON (W AND T)<br>505107N 0031639W                      | Upper limit: 2000 ft | Phone: Devon & Somerset<br>Gliding Club 01404-841386     | <b>Site elevation:</b> 921 ft amsl.<br>Hours: HJ                              |
| NYMPSFIELD GLIDER SITE, GLOS (W AND T)<br>514251N 0021701W                       | Upper limit: 3000 ft | Phone: Bristol & Gloucester<br>Gliding Club 01453-860342 | <b>Site elevation:</b> 700 ft amsl.<br>Hours: HJ                              |
| OBAN/NORTH CONNEL GLIDER SITE, STRATHCLYDE<br>(AD) (W AND T)<br>562740N 0052410W | Upper limit: 2000 ft | Phone: Connel Gliding Club<br>01631-710428               | <b>Site elevation:</b> 20 ft amsl.<br>Hours: HJ                               |
| PARHAM GLIDER SITE, W SUSSEX (W AND T)<br>505532N 0002828W                       | Upper limit: 2000 ft | Phone: Southdown Gliding<br>Club 01903-746706            | <b>Site elevation:</b> 110 ft amsl.<br>Hours: HJ                              |
| PERRANPORTH GLIDER SITE, CORNWALL (AD) (W<br>AND T)<br>501947N 0051039W          | Upper limit: 2000 ft | Phone: Perranporth Flying<br>Club 01872-552266           | <b>Site elevation:</b> 330 ft amsl.<br><b>Freq:</b> 119.750 MHz.<br>Hours: HJ |
| POCKLINGTON GLIDER SITE, EAST YORKSHIRE (AD)<br>(W AND T)<br>535541N 0004751W    | Upper limit: 2000 ft | Phone: Wolds Gliding Club<br>01759-303579                | <b>Site elevation:</b> 87 ft amsl.<br>Hours: HJ                               |
| PORTMOAK GLIDER SITE, TAYSIDE (AD) (W AND T)<br>561121N 0031945W                 | Upper limit: 2000 ft | Phone: Scottish Gliding<br>Centre 01592-840243           | <b>Site elevation:</b> 360 ft amsl.<br>Hours: HJ                              |
| RATTLEDEN GLIDER SITE, SUFFOLK (AD) (W AND T)<br>521001N 0005216E                | Upper limit: 2000 ft | Phone: Rattlesden Gliding<br>Club 01449-737789           | <b>Site elevation:</b> 305 ft amsl.<br>Hours: HJ                              |
| RHIGOS GLIDER SITE, POWYS (AD) (W AND T)<br>514434N 0033505W                     | Upper limit: 2000 ft | Phone: Vale of Neath<br>Gliding Club                     | <b>Site elevation:</b> 780 ft amsl.<br>Hours: HJ                              |
| RIDGEWELL GLIDER SITE, ESSEX (AD) (W AND T)<br>520253N 0003330E                  | Upper limit: 2000 ft | Phone: Essex Gliding Club<br>01440-785103                | <b>Site elevation:</b> 273 ft amsl.<br>Hours: HJ                              |
| RINGMER GLIDER SITE, KITSON'S FIELD, SUSSEX (W<br>AND T)<br>505423N 0000618E     | Upper limit: 2500 ft | Phone: East Sussex Gliding<br>Club 01825-840347          | <b>Site elevation:</b> 72 ft amsl.<br>Hours: HJ                               |
| RIVAR HILL GLIDER SITE, WILTS (W)<br>512038N 0013235W                            | Upper limit: 3000 ft | Phone: Shalbourne Soaring<br>Society 01264-731204        | <b>Site elevation:</b> 730 ft amsl.<br>Hours: HJ                              |
| SACKVILLE LODGE GLIDER SITE, RISELY, BEDS (W)<br>521551N 0002905W                | Upper limit: 2000 ft | Phone: Sackville Gliding<br>Club 01234-708877            | <b>Site elevation:</b> 250 ft amsl.<br>Hours: HJ                              |
| SALTBY GLIDER SITE, LEICS (AD) (W AND T)<br>524947N 0004245W                     | Upper limit: 3000 ft | Phone: Buckminster Gliding<br>Club 01476-860385          | <b>Site elevation:</b> 480 ft amsl.<br>Hours: HJ                              |
| SANDHILL FARM GLIDER SITE, WILTS (W AND T)<br>513614N 0014030W                   | Upper limit: 2000 ft | Phone: Vale of White Horse<br>Gliding Club 01793-783685  | <b>Site elevation:</b> 350 ft amsl.<br>Hours: HJ                              |
| SEIGHFORD GLIDER SITE, STAFFS (AD) (W AND T)<br>524940N 0021212W                 | Upper limit: 2000 ft | Phone: Staffordshire Gliding<br>Club 01785-282575        | <b>Site elevation:</b> 321 ft amsl.<br>Hours: HJ                              |
| SHOBDON GLIDER SITE, HEREFORD (AD) (T)<br>521429N 0025253W                       |                      | Phone: Herefordshire<br>Gliding Club 01568-708908        | <b>Site elevation:</b> 328 ft amsl.<br>Hours: HJ                              |
| SKELLING FARM GLIDER SITE, CUMBRIA (W)<br>544152N 0023506W                       | Upper limit: 2000 ft | Phone: Eden Soaring So-<br>ciety 07849-979575            | <b>Site elevation:</b> 610 ft amsl.<br>Hours: HJ                              |
| SLEAP GLIDER SITE, SALOP (AD) (T)<br>525002N 0024618W                            |                      |                                                          | <b>Site elevation:</b> 275 ft amsl.<br>Hours: HJ                              |
| SNITTERFIELD GLIDER SITE, WARWICKS (AD) (W)<br>521406N 0014310W                  | Upper limit: 2000 ft | Phone: Stratford on Avon<br>Gliding Club 01789-731095    | <b>Site elevation:</b> 375 ft amsl.<br>Hours: HJ                              |
| SPISTED FARM GLIDER SITE, SEDLESCOMBE, E<br>SUSSEX (W)<br>505613N 0003109E       | Upper limit: 2000 ft |                                                          | <b>Site elevation:</b> 160 ft amsl.<br>HJ Sat, Sun & Thu.                     |
| STRUBBY GLIDER SITE, Lincs (AD) (W AND T)<br>531836N 0001034E                    | Upper limit: 3000 ft | Phone: Lincolnshire Gliding<br>Club 01507-450698         | <b>Site elevation:</b> 47 ft amsl.<br>Hours: HJ                               |
| SUTTON BANK GLIDER SITE, N YORKS (W AND T)<br>541338N 0011249W                   | Upper limit: 2000 ft | Phone: Yorkshire Gliding<br>Club 01845-597237            | <b>Site elevation:</b> 920 ft amsl.<br>Hours: HJ                              |



## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral Limits                                                  | Vertical Limits      | Operator/User<br>Tel No                                                                                                | Remarks<br>Activity times                                                                                                                                                                          |
|--------------------------------------------------------------------------------|----------------------|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                              | 2                    | 3                                                                                                                      | 4                                                                                                                                                                                                  |
| TALGARTH GLIDER SITE, POWYS (T)<br>515848N 0031215W                            |                      | Phone: Black Mountain<br>Gliding Club 01874-711463                                                                     | <b>Site elevation:</b> 970 ft amsl.<br>Hours: HJ                                                                                                                                                   |
| THE PARK GLIDER SITE, KINGSTON DEVERILL,<br>WILTS (W)<br>510742N 0021445W      | Upper limit: 3000 ft | Phone: Bath, Wilts & North<br>Dorset Gliding Club 01985-<br>844095                                                     | <b>Site elevation:</b> 697 ft amsl.<br>Hours: HJ                                                                                                                                                   |
| TIBENHAM GLIDER SITE, NORFOLK (AD) (W AND T)<br>522724N 0010915E               | Upper limit: 3000 ft | Phone: Norfolk Gliding Club<br>01379-677207                                                                            | <b>Site elevation:</b> 186 ft amsl.<br>Hours: HJ                                                                                                                                                   |
| UPWOOD GLIDER SITE, CAMBS (AD) (W)<br>522612N 0000836W                         | Upper limit: 2000 ft | Phone: Nene Valley Gliding<br>Club 0860-693479                                                                         | <b>Site elevation:</b> 75 ft amsl.<br>Hours: HJ                                                                                                                                                    |
| USK GLIDER SITE, GWENT (W AND T)<br>514306N 0025101W                           | Upper limit: 2000 ft | Phone: S.Wales Gliding<br>Club 01291-690536                                                                            | <b>Site elevation:</b> 80 ft amsl.<br>Hours: HJ                                                                                                                                                    |
| WALDERSHARE PARK GLIDER SITE, KENT (W)<br>511020N 0011636E                     | Upper limit: 2000 ft | Phone: Channel Gliding<br>Club 01304-824888                                                                            | <b>Site elevation:</b> 375 ft amsl.<br>Hours: HJ                                                                                                                                                   |
| WATTISHAM GLIDER SITE, SUFFOLK (AD) (W AND T)<br>520739N 0005722E              | Upper limit: 3000 ft |                                                                                                                        | <b>Site elevation:</b> 284 ft amsl.<br>Hours: HJ                                                                                                                                                   |
| WESTON-ON-THE-GREEN GLIDER SITE, OXON (AD)<br>(W)<br>515249N 0011311W          | Upper limit: 3000 ft | Phone: Oxford Gliding Club<br>01865-521042                                                                             | <b>Site elevation:</b> 282 ft amsl.<br>Hours: HJ                                                                                                                                                   |
| WORMINGFORD GLIDER SITE, ESSEX (AD) (W AND T)<br>515630N 0004723E              | Upper limit: 3000 ft | Phone: Essex & Suffolk<br>Gliding Club 01206-242596                                                                    | <b>Site elevation:</b> 236 ft amsl.<br>Hours: HJ                                                                                                                                                   |
| WYCOMBE AIR PARK GLIDER SITE, BUCKS (AD) (T)<br>513642N 0004830W               |                      | Phone: Booker Gliding Club<br>01494-442501                                                                             | <b>Site elevation:</b> 520 ft amsl.<br>Hours: HJ                                                                                                                                                   |
| YEOVILTON GLIDER SITE, SOMERSET (AD) (W AND T)<br>510034N 0023820W             | Upper limit: 2000 ft | Phone: Heron Gliding Club                                                                                              | <b>Site elevation:</b> 75 ft amsl.<br>Hours: HJ                                                                                                                                                    |
| YORK/RUFFORTH GLIDER SITE, N YORKS (AD) (W<br>AND T)<br>535651N 0011116W       | Upper limit: 2000 ft | Phone: York Gliding Centre<br>01904-738694                                                                             | <b>Site elevation:</b> 65 ft amsl.<br>Hours: HJ                                                                                                                                                    |
| COSFORD GLIDER SITE (MIL), WEST MIDLANDS (AD)<br>(W AND T)<br>523824N 0021820W | Upper limit: 3000 ft | Phone: Mil Ops 01902-<br>377582. Wrekin Gliding<br>Club 07719-732746.                                                  | <b>Strictly PPR.</b><br><b>Freq:</b> 135.875 MHz.<br><b>Site elevation:</b> 271 ft amsl.<br>SR to SS+15.                                                                                           |
| HALTON GLIDER SITE (MIL), BUCKS (AD) (W AND T)<br>514733N 0004416W             | Upper limit: 2000 ft | Phone: Mil Ops 01296-<br>656367.                                                                                       | <b>Strictly PPR.</b><br><b>Freq:</b> 130.425 MHz.<br><b>Site elevation:</b> 370 ft amsl.<br>0900-2000 or SS+15<br>(Whichever is earlier), (1 hr<br>earlier in Summer).                             |
| KENLEY GLIDER SITE (MIL), SURREY (AD) (W)<br>511820N 0000537W                  | Upper limit: 1700 ft | Phone: 615 VGS 02086-<br>459784, 07920-782194/<br>07764-578781 (Mobile).<br>Surrey Hills Gliding Club<br>020-8763 0091 | <b>Strictly PPR.</b><br><b>Freq:</b> 120.775 MHz.<br><b>Site elevation:</b> 556 ft amsl.<br>SR to SS+15.                                                                                           |
| KIRKNEWTON GLIDER SITE (MIL), LOTHIAN (AD) (W)<br>555234N 0032400W             | Upper limit: 3000 ft | Phone: 661 VGS 01506-<br>880280, 07920-782209<br>(Mobile)                                                              | <b>Strictly PPR.</b><br><b>Freq:</b> 121.200 MHz<br>(Edinburgh APP);<br>124.100 MHz (VGS).<br><b>Site elevation:</b> 652 ft amsl.<br>SR to SS+15 Fri, Sat, Sun &<br>PH or as notified by<br>NOTAM. |
| LITTLE RISSINGTON GLIDER SITE (MIL), GLOS (AD)<br>(T)<br>515200N 0014136W      |                      | Phone: RAF 2 FTS 01400-<br>264526. Ops 637 VGS<br>01451-810078, 07786-<br>504892 (Mobile).                             | <b>Strictly PPR.</b><br><b>Freq:</b> 124.100 MHz<br>(Rissington Radio).<br><b>Site elevation:</b> 722 ft amsl.                                                                                     |

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral Limits                                        | Vertical Limits      | Operator/User<br>Tel No                                                                                                                          | Remarks<br>Activity times                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                    | 2                    | 3                                                                                                                                                | 4                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                                      |                      |                                                                                                                                                  | SR to SS+15 Fri, Sat, Sun & PH or as notified by NOTAM.                                                                                                                                                                                                                                                                                                                                                      |
| ODIHAM GLIDER SITE (MIL), HANTS (AD) (W AND T)<br>511405N 0005657W   | Upper limit: 2500 ft | Phone: Kestrel Gliding Club<br>07796-908168.                                                                                                     | <b>Strictly PPR.</b><br><b>Freq:</b> 119.225 MHz.<br><b>Site elevation:</b> 405 ft amsl.<br>SR to SS+15.                                                                                                                                                                                                                                                                                                     |
| PREDANNACK GLIDER SITE (MIL), CORNWALL (AD) (W)<br>500007N 0051351W  | Upper limit: 3000 ft | Phone: 626 VGS 01326-241197, 07776-227318 (Mobile). Mil Ops (Culdrose) 01326-552415                                                              | <b>Strictly PPR.</b><br><b>Freq:</b> 134.050 MHz (Culdrose APP); 124.100 MHz (VGS).<br><b>Site elevation:</b> 295 ft amsl.<br>SR to SS+15 Fri, Sat, Sun & PH or as notified by NOTAM.                                                                                                                                                                                                                        |
| SYERSTON GLIDER SITE (MIL), NOTTS (AD) (W AND T)<br>530124N 0005442W | Upper limit: 3000 ft | Phone: Mon-Fri: RAF CGS 01400-264526, 07802-331879 (Mobile). Sat, Sun & PH: 644 VGS 01400-264533, 07920-781813 (Mobile)                          | <b>Strictly PPR.</b><br><b>Freq:</b> 128.525 MHz.<br><b>Site elevation:</b> 228 ft amsl.<br>SR to SS+15.                                                                                                                                                                                                                                                                                                     |
| TERNHILL GLIDER SITE (MIL), SHROPSHIRE (AD) (T)<br>525227N 0023201W  |                      | Phone: 632 VGS 01630-698329, 07776-227346 (Mobile). Mil Ops (Shawbury) 01939-250351 Ext 7227                                                     | <b>Strictly PPR.</b><br><b>Freq:</b> 120.775 MHz (Shawbury); 122.100 MHz (VGS).<br><b>Site elevation:</b> 272 ft amsl.<br>SR to SS+15.                                                                                                                                                                                                                                                                       |
| TOPCLIFFE GLIDER SITE (MIL), N YORKS (AD) (T)<br>541233N 0012256W    |                      | Phone: 645 VGS 01845-595345, 07776-227349 (Mobile). Mil Ops (Linton-on-Ouse) 01347-848261                                                        | <b>Strictly PPR.</b><br><b>Freq:</b> 125.000 MHz (RAF Topcliffe Approach).<br><b>Site elevation:</b> 92 ft amsl.<br>SR to SS+15.                                                                                                                                                                                                                                                                             |
| UPAVON GLIDER SITE (MIL), WILTS (AD) (W)<br>511710N 0014652W         | Upper limit: 3000 ft | Phone: Airfield Manager 01980-615381 Salisbury Plain Ops 01980-674710 622 VGS (Weekends and Public Holidays) 01980-615286; 07776-227277 (Mobile) | <b>Strictly PPR.</b><br><b>Freq:</b> 122.750 MHz (Initial Contact 'Salisbury Plain Ops') 124.100 MHz (Aerodrome Frequency 'Upavon Radio')<br><b>Site elevation:</b> 575 ft amsl.<br><b>Remarks:</b> Fixed wing aircraft and helicopter movements can take place at any time within H24. Within EG D128.<br>SR to SS+30 Fri, Sat, Sun & PH, Wed 1200 (Summer 1 hr earlier) to SS+30, or as notified by NOTAM. |
| WETHERSFIELD GLIDER SITE (MIL), ESSEX (AD) (W)<br>515824N 0003036E   | Upper limit: 2000 ft | Phone: 614 VGS 01371-851166, 07776-226957 (Mobile)                                                                                               | <b>Strictly PPR.</b><br><b>Freq:</b> 124.100 MHz.<br><b>Site elevation:</b> 321 ft amsl.<br>SR to SS+15 Fri, Sat, Sun & PH or as notified by NOTAM.                                                                                                                                                                                                                                                          |



## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral Limits                                 | Vertical Limits | Operator/User<br>Tel No                                                     | Remarks<br>Activity times                                                         |
|---------------------------------------------------------------|-----------------|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 1                                                             | 2               | 3                                                                           | 4                                                                                 |
| BAGBY (TRNG AD)<br>541230N 0011736W                           |                 | Phone: 01845-597385<br>Email:<br>info@bagbyairfield.com                     | <b>Site elevation:</b> 160 ft amsl.<br>Training Aerodrome                         |
| BENTWATERS (UNUSUAL ACT AD)<br>520740N 0012610E               |                 | Phone: Bentwaters Parks<br>Limited 01394-460655                             | <b>Site elevation:</b> 103 ft amsl.<br>Unusual Activity                           |
| BEVERLEY / LINLEY HILL AIRFIELD (TRNG AD)<br>535353N 0002141W |                 | Phone: 01964-544994<br>Email:<br>info@hullaeroclub.co.uk                    | <b>Site elevation:</b> 3 ft amsl.<br>Training Aerodrome                           |
| BOURN (TRNG AD)<br>521238N 0000233W                           |                 | Phone: 01954-719602<br>Email:<br>rfcbourn@btconnect.com                     | <b>Site elevation:</b> 226 ft amsl.<br>Training Aerodrome                         |
| BREIGHTON (UNUSUAL ACT AD)<br>534807N 0005451W                |                 | Phone: 01757-289065<br>Email: rac-<br>ops@tiscali.co.uk                     | <b>Site elevation:</b> 20 ft amsl.<br>Unusual Activity                            |
| BRIMPTON (TRNG AD)<br>512300N 0011021W                        |                 | Phone: 07836-775557                                                         | <b>Site elevation:</b> 210 ft amsl.<br>Training Aerodrome                         |
| CULTER HELIPAD (TRNG AD)<br>570711N 0021915W                  |                 | Phone: 01224-739111                                                         | <b>Site elevation:</b> 300 ft amsl.<br>Training Aerodrome                         |
| DUNSFOLD (UNUSUAL ACT AD)<br>510700N 0003209W                 |                 | Phone: 01483-200900                                                         | <b>Site elevation:</b> 172 ft amsl.<br>Unusual Activity                           |
| EAGLESCOTT (TRNG AD)<br>505543N 0035922W                      |                 | Phone: 01769-520404<br>Email: info@eaglescott-air-<br>field.com             | <b>Site elevation:</b> 655 ft amsl.<br>Training Aerodrome                         |
| EASTER (TRNG AD)<br>574507N 0035620W                          |                 | Phone: 01862-871717                                                         | <b>Site elevation:</b> 22 ft amsl.<br>Training Aerodrome                          |
| ENSTONE (TRNG AD)<br>515541N 0012542W                         |                 | Phone: 01608-677208<br>Email:<br>osf@enstoneaerodrome.co.<br>uk             | <b>Site elevation:</b> 550 ft amsl.<br>Training Aerodrome                         |
| FOWLMERE (TRNG AD)<br>520439N 0000342E                        |                 | Phone: 01763-208281<br>Email: dg@modair.co.uk                               | <b>Site elevation:</b> 117 ft amsl.<br>Training Aerodrome                         |
| GREAT MASSINGHAM (TRNG AD)<br>524644N 0004021E                |                 | Phone: 01485-520257                                                         | <b>Site elevation:</b> 295 ft amsl.<br>Training Aerodrome                         |
| GREAT OAKLEY (TRNG AD)<br>515400N 0011018E                    |                 | Phone: 01255-880045<br>Email:<br>tim.spurge@btconnect.com                   | <b>Site elevation:</b> 60 ft amsl.<br>Training Aerodrome                          |
| HENSTRIDGE (TRNG AD)<br>505930N 0022130W                      |                 | Phone: 01963-364231                                                         | <b>Site elevation:</b> 184 ft amsl.<br>Training Aerodrome                         |
| LLANBEDR (TRNG AD)<br>524817N 0040738W                        |                 | Phone: 01341-771771                                                         | <b>Site elevation:</b> 30 ft amsl.<br>Training Aerodrome                          |
| LONGSIDE (TRNG AD)<br>573056N 0015230W                        |                 | Phone: 07814-875556<br>Email: oper-<br>ations@buchanaeroclub.co.<br>uk      | <b>Site elevation:</b> 120 ft amsl.<br>Training Aerodrome                         |
| MEMBURY (TRNG AD)<br>512830N 0013330W                         |                 | Phone: 01488-71774                                                          | <b>Site elevation:</b> 667 ft amsl.<br>Training Aerodrome                         |
| NORTH WEALD (TRNG UNUSUAL ACT AD)<br>514318N 0000915E         |                 | Phone: 01992-564200                                                         | <b>Site elevation:</b> 321 ft amsl.<br>Training and<br>Unusual Activity Aerodrome |
| OAKSEY PARK (TRNG AD)<br>513757N 0020055W                     |                 | Phone: 01666-577130<br>Email:<br>oakseyairfield@supanet.co<br>m             | <b>Site elevation:</b> 250 ft amsl.<br>Training Aerodrome                         |
| POPHAM (TRNG AD)<br>511140N 0011410W                          |                 | Phone: 01256-397733<br>Email:<br>pophamairfield@btconnect.<br>com           | <b>Site elevation:</b> 550 ft amsl.<br>Training Aerodrome                         |
| ROUGHAM (TRNG AD)<br>521447N 0004610E                         |                 | Phone: 07792-892588<br>Email:<br>info@roughamairfield.co.uk                 | <b>Site elevation:</b> 200 ft amsl.<br>Training Aerodrome                         |
| SANDOWN / ISLE OF WIGHT (TRNG AD)<br>503910N 0011055W         |                 | Phone: 01983-716926<br>Email: tower@eghn.org.uk                             | <b>Site elevation:</b> 55 ft amsl.<br>Training Aerodrome                          |
| SEETHING (TRNG AD)<br>523040N 0012501E                        |                 | Phone: 01508-550453<br>Email:<br>seethingairfield@seething-<br>airfield.com | <b>Site elevation:</b> 130 ft amsl.<br>Training Aerodrome                         |

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral Limits                           | Vertical Limits      | Operator/User<br>Tel No                                                                   | Remarks<br>Activity times                            |
|---------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------|------------------------------------------------------|
| 1                                                       | 2                    | 3                                                                                         | 4                                                    |
| <b>Ultra light flights</b>                              |                      |                                                                                           |                                                      |
| ANDREAS (ISLE OF MAN)<br>542210N 0042524W               |                      |                                                                                           | Site elevation: 110 ft amsl.                         |
| ARCLID (NR SANDBACH)<br>530828N 0021900W                |                      |                                                                                           | Site elevation: 262 ft amsl.                         |
| BAGBY (THIRSK)<br>541240N 0011724W                      |                      |                                                                                           | Site elevation: 160 ft amsl.                         |
| BALADO PARK<br>561300N 0032737W                         |                      | Phone: 01577-863645                                                                       | PPR.<br>Site elevation: 423 ft amsl.                 |
| BEDLANDS GATE<br>543414N 0024015W                       |                      |                                                                                           | Site elevation: 850 ft amsl.                         |
| BELLE VUE<br>505829N 0040524W                           |                      |                                                                                           | Site elevation: 675 ft amsl.                         |
| BONNINGTON<br>510332N 0005653E                          |                      | Phone: 07785-346718                                                                       | Site elevation: 3 ft amsl.                           |
| BRIMPTON, BERKSHIRE (AD)<br>512307N 0011012W            |                      | Phone: 0118-971 3822                                                                      | Site Elevation: 210 ft amsl.<br>HJ (Strictly PPR)    |
| BUCKNALL<br>531159N 0001516W                            |                      |                                                                                           | Site elevation: 50 ft amsl.                          |
| CAE MAWR TYDDYN HEN, CAERNARFON<br>530927N 0041404W     |                      | Phone: 07833-118821                                                                       | Site elevation: 200 ft amsl.<br>Daylight hours only. |
| CALTONMOOR, (NR ASHBOURNE), DERBS<br>530201N 0014959W   |                      |                                                                                           | Site elevation: 990 ft amsl.                         |
| CATTON, WALTON-ON-TRENT, DERBS<br>524340N 0014006W      |                      |                                                                                           | Site elevation: 230 ft amsl.                         |
| CAUNTON (NR NEWARK ON TRENT)<br>530713N 0005318W        |                      |                                                                                           | Site elevation: 160 ft amsl.                         |
| CHATTERIS (MOUNT PLEASANT)<br>522910N 0000523E          |                      |                                                                                           | Site elevation: 5 ft amsl.                           |
| CHILTERN PARK<br>513302N 0010605W                       |                      |                                                                                           | Site elevation: 180 ft amsl.                         |
| CHIRK<br>525649N 0030243W                               |                      |                                                                                           | Site elevation: 430 ft amsl.                         |
| CLENCH COMMON<br>512314N 0014411W                       |                      |                                                                                           | Site elevation: 623 ft amsl.                         |
| COLDHARBOUR FARM<br>505925N 0005149E                    |                      | Phone: Kent Microlight Air-<br>craft Club 07773-056397,<br>07973-479309, 07807-<br>169226 | Site Elevation: 4 ft amsl.<br>Hours: HJ              |
| COLEMORE COMMON, PETERSFIELD, HANTS<br>510338N 0010035W |                      |                                                                                           | Site elevation: 610 ft amsl.                         |
| CROMER (NORTHREPPS)<br>525410N 0011943E                 |                      |                                                                                           | Site elevation: 165 ft amsl.                         |
| DARLEY MOOR, DERBS (AD)<br>525814N 0014454W             |                      |                                                                                           | Site elevation: 580 ft amsl.                         |
| DAVIDSTOW MOOR<br>503815N 0043708W                      |                      |                                                                                           | Site elevation: 969 ft amsl.                         |
| EAST FORTUNE<br>560003N 0024404W                        | Upper limit: 2000 ft | Phone: East of Scotland<br>Microlights AD: 01620-<br>880332; CFI: 01875-820102            | Site elevation: 120 ft amsl.<br>HJ (PPR).            |
| EGERTON<br>511149N 0004132E                             |                      | Phone: 07751-828221                                                                       | Site elevation: 165 ft amsl.                         |
| FINMERE<br>515907N 0010323W                             |                      |                                                                                           | Site elevation: 395 ft amsl.                         |
| GLASSONBY (PENRITH)<br>544418N 0023905W                 |                      | Phone: 01768-898382                                                                       | Site elevation: 600 ft amsl.                         |
| GLIDDEN FARM, PORTSMOUTH, HANTS<br>505603N 0010318W     |                      |                                                                                           | Site elevation: 450 ft amsl.                         |
| GRAVELEY<br>515628N 0001212W                            |                      |                                                                                           | Site elevation: 395 ft amsl.                         |

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral Limits                    | Vertical Limits | Operator/User<br>Tel No                                                                    | Remarks<br>Activity times                 |
|--------------------------------------------------|-----------------|--------------------------------------------------------------------------------------------|-------------------------------------------|
| 1                                                | 2               | 3                                                                                          | 4                                         |
| HALWELL , SOUTH DEVON<br>502155N 0034235W        |                 |                                                                                            | Site elevation: 623 ft amsl.              |
| HARRINGE COURT FARM<br>510531N 0005918E          |                 | Phone: Kent Microlight Air-<br>craft Club 07773-056397,<br>07973-479309, 07807-<br>169226. | Site Elevation: 279 ft amsl.<br>Hours: HJ |
| HOGHTON (HIGHER BARN FARM)<br>534425N 0023505W   |                 |                                                                                            | Site elevation: 329 ft amsl.              |
| HOUGHAM (GLEBE FARM)<br>530022N 0004114W         |                 |                                                                                            | Site elevation: 80 ft amsl.               |
| HUNSDON<br>514811N 0000339E                      |                 |                                                                                            | Site elevation: 254 ft amsl.              |
| HUSTHWAITE (BAXBY)<br>540925N 0011354W           |                 |                                                                                            | Site elevation: 132 ft amsl.              |
| INCE<br>533158N 0030139W                         |                 |                                                                                            | Site elevation: 10 ft amsl.               |
| JURBY (ISLE OF MAN)<br>542114N 0043108W          |                 |                                                                                            | Site elevation: 89 ft amsl.               |
| KERNAN<br>542311N 0062359W                       |                 | Phone: Kernan Aviation<br>07711-841492                                                     | Site elevation: 65 ft amsl.               |
| KIRKBRIDE<br>545256N 0031220W                    |                 |                                                                                            | Site elevation: 38 ft amsl.               |
| LINTON (NR MAIDSTONE)<br>511217N 0003042E        |                 |                                                                                            | Site elevation: 70 ft amsl.               |
| LONDON COLNEY<br>514220N 0001629W                |                 | Phone: Hertfordshire<br>Microlight Club                                                    | Site elevation: 295 ft amsl.              |
| LONG MARSTON<br>520825N 0014513W                 |                 |                                                                                            | Site elevation: 154 ft amsl.              |
| MANTON<br>512543N 0014627W                       |                 |                                                                                            | Site elevation: 610 ft amsl.              |
| MEIKLE ENDOVIE , NR ABERDEEN<br>571349N 0024003W |                 |                                                                                            | Site elevation: 475 ft amsl.              |
| MIDDLETON SANDS<br>535952N 0025346W              |                 |                                                                                            | Site elevation: 17 ft amsl.               |
| MILSON<br>522141N 0023245W                       |                 |                                                                                            | Site elevation: 500 ft amsl.              |
| MISK HILL<br>530311N 0011455W                    |                 |                                                                                            | Site elevation: 581 ft amsl.              |
| MONTROSE<br>564351N 0022704W                     |                 |                                                                                            | Site elevation: 25 ft amsl.               |
| MOVENIS (MCMASTERS FARM)<br>545915N 0063853W     |                 |                                                                                            | Site elevation: 180 ft amsl.              |
| NEWTON PEVERIL<br>504738N 0020603W               |                 |                                                                                            | Site elevation: 9 ft amsl.                |
| NORTHAM<br>510016N 0003718E                      |                 | Phone: Witherenden Flying<br>Club 01580-712773<br>Email:<br>www.witherenden.co.uk          | Site Elevation: 60 ft amsl.<br>PPR        |
| OAKLEY<br>514705N 0010428W                       |                 |                                                                                            | Site elevation: 249 ft amsl.              |
| OTHERTON<br>524231N 0020541W                     |                 |                                                                                            | Site elevation: 340 ft amsl.              |
| OXTON<br>530241N 0010006W                        |                 |                                                                                            | Site elevation: 273 ft amsl.              |
| PACKINGTON<br>524258N 0012817W                   |                 |                                                                                            | Site elevation: 320 ft amsl.              |
| PARK HALL<br>525859N 0012215W                    |                 | Phone: Ram Air Microlights<br>07974-466923                                                 | Site elevation: 377 ft amsl.              |
| PILLING SANDS<br>535631N 0025608W                |                 |                                                                                            | Site elevation: 17 ft amsl.               |
| PLAISTOWS (CHISWELL GREEN)<br>514341N 0002247W   |                 |                                                                                            | Site elevation: 395 ft amsl.              |

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral Limits                   | Vertical Limits      | Operator/User<br>Tel No                         | Remarks<br>Activity times                                                                                                      |
|-------------------------------------------------|----------------------|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| 1                                               | 2                    | 3                                               | 4                                                                                                                              |
| POUND GREEN, WORCS<br>522414N 0022115W          |                      |                                                 | Site elevation: 360 ft amsl.                                                                                                   |
| REDLANDS, NR SWINDON<br>513320N 0014125W        |                      |                                                 | Site elevation: 320 ft amsl.                                                                                                   |
| RODDIGE<br>524241N 0014435W                     |                      |                                                 | Site elevation: 171 ft amsl.                                                                                                   |
| ROGART (ROVIE FARM)<br>575926N 0041019W         |                      |                                                 | Site elevation: 33 ft amsl.                                                                                                    |
| ROSSALL FIELD (COCKERHAM)<br>535603N 0025038W   |                      | Phone: Ribble Valley<br>Microlight Club         | Site elevation: 15 ft amsl.                                                                                                    |
| SADDINGTON<br>523039N 0010102W                  |                      |                                                 | Site elevation: 460 ft amsl.                                                                                                   |
| SANDY, BEDS<br>520744N 0001835W                 |                      |                                                 | Site elevation: 80 ft amsl.                                                                                                    |
| ST MICHAELS<br>535106N 0024735W                 |                      |                                                 | Site elevation: 30 ft amsl.                                                                                                    |
| STOKE (ISLE OF GRAIN), KENT<br>512702N 0003814E |                      |                                                 | Site elevation: 10 ft amsl.                                                                                                    |
| STRATHAVEN<br>554049N 0040654W                  | Upper limit: 2000 ft | Phone: The Scottish Flying<br>Club 0797-9971301 | PPR for 1st visit.<br>Microlight training 7 days a<br>week.<br>Freq: 135.475 MHz.<br>Site elevation: 847 ft amsl.<br>Hours: HJ |
| SUTTON MEADOWS<br>522306N 0000336E              |                      |                                                 | Site elevation: 3 ft amsl.                                                                                                     |
| SWANTON MORLEY<br>524343N 0005749E              |                      |                                                 | Site elevation: 155 ft amsl.                                                                                                   |
| TARSAN LANE<br>542729N 0062616W                 |                      | Phone: Victor Carmichael<br>07747-806029        | Site elevation: 40 ft amsl.                                                                                                    |
| THORNHILL<br>560856N 0041109W                   |                      |                                                 | Site elevation: 45 ft amsl.                                                                                                    |
| WATER EATON<br>513826N 0014705W                 |                      |                                                 | Site elevation: 270 ft amsl.                                                                                                   |
| WAVERTON<br>531004N 0024718W                    |                      |                                                 | Site elevation: 115 ft amsl.                                                                                                   |
| WESTONZOYLAND<br>510628N 0025453W               |                      |                                                 | Site elevation: 30 ft amsl.                                                                                                    |
| WINGLAND<br>524851N 0000647E                    |                      |                                                 | Site elevation: 10 ft amsl.                                                                                                    |
| WOMBLETON (PICKERING)<br>541401N 0005808W       |                      |                                                 | Site elevation: 120 ft amsl.                                                                                                   |
| YATESBURY<br>512602N 0015405W                   |                      |                                                 | Site elevation: 525 ft amsl.                                                                                                   |



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## ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

### 1 Bird Migration

- 1.1 There are no well defined heavily used bird migratory routes within United Kingdom airspace at any time of the year. Bird migration to and from the United Kingdom occurs largely in the autumn and winter on broad fronts in streams running E–W and N–S. The density of bird movements is greatest in SE England where these two fronts cross. Most migrating birds fly below 5000 ft.

### 2 Areas with Sensitive Fauna

- 2.1 As elsewhere in the world, offshore islands, headlands, cliffs, inland waters and shallow estuaries attract flocks of birds for breeding, roosting and feeding at various times of the year. Within 20 nm or so of such locations concentrations of birds flying mostly below 1500 ft may be encountered (see ENR 6-5-6-1 and ENR 6-5-6-2).
- 2.2 In order to lessen the risk of bird strikes, pilots of low flying aircraft should, whenever possible, avoid flying at less than 1500 ft above surface level over areas where birds are likely to concentrate. Where it is necessary to fly lower than this, pilots should bear in mind that the risk of a bird strike increases with speed (it is a fact that birds rarely hit an object moving slower than 80 knots). Apart from endangering aircraft by flying close to bird colonies, the breeding of the birds may be upset and the practice should be avoided on conservation grounds. It should also be appreciated that, especially in the case of sea bird colonies, concentrations of birds may be soaring on lee waves downwind of the areas where they breed.

### 3 Bird Sanctuaries

- 3.1 A Bird Sanctuary is airspace of defined dimensions within which large colonies of birds are known to breed.
- 3.2 Pilots are specifically requested to avoid the Bird Sanctuaries listed below, especially during any stated breeding season.

| Identification and Name Lateral Limits                                                            | Upper Limit (ft)<br>Lower Limit (ft) | Remarks                                                                                       |
|---------------------------------------------------------------------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------|
| 1                                                                                                 | 2                                    | 3                                                                                             |
| <b>Isle of May</b><br>A circle 1 nm radius centred on 561109N 0023327W.                           | 2000 ft ALT<br>SFC                   | Pilots are requested to avoid the area throughout the year. Peak activity April to September. |
| <b>Martin Mere</b><br>A circle 1 nm radius centred on 533726N 0025242W.                           | 2000 ft ALT<br>SFC                   | Pilots are requested to avoid the area throughout the year. Peak activity September to March. |
| <b>Hilbre Islands</b><br>A circle 1 nm radius centred on 532239N 0031255W.                        | 500 ft ALT<br>SFC                    | Pilots are requested to avoid the area throughout the year.                                   |
| <b>Gibraltar Point</b><br>A circle 1.5 nm radius centred on 530616N 0001949E.                     | 2000 ft ALT<br>SFC                   | Pilots are requested to avoid the area throughout the year.                                   |
| <b>Estuary area north-east of Brancaster</b><br>A circle 1 nm radius centred on 525910N 0004041E. | 500 ft ALT<br>SFC                    | Pilots are requested to avoid the area throughout the year.                                   |
| <b>Coast north of Holkham</b><br>A circle 1 nm radius centred on 525832N 0004950E.                | 500 ft ALT<br>SFC                    | Pilots are requested to avoid the area throughout the year.                                   |
| <b>Coast north of Holme-next-the-Sea</b><br>A circle 1 nm radius centred on 525832N 0003207E.     | 500 ft ALT<br>SFC                    | Pilots are requested to avoid the area throughout the year.                                   |
| <b>Blakeney Point</b><br>A circle 1 nm radius centred on 525813N 0005851E.                        | 500 ft ALT<br>SFC                    | Pilots are requested to avoid the area throughout the year.                                   |
| <b>Lakenheath Fen</b><br>A circle 1.5 nm radius centred on 522657N 0003100E.                      | 3000 ft ALT<br>SFC                   | Pilots are requested to avoid the area from May to July and October to February.              |
| <b>Minsmere</b><br>A circle 1 nm radius centred on 521445N 0013701E.                              | 2000 ft ALT<br>SFC                   | Pilots are requested to avoid the area throughout the year.                                   |
| <b>Havergate</b><br>A circle 1 nm radius centred on 520423N 0013113E.                             | 2000 ft ALT<br>SFC                   | Pilots are requested to avoid the area throughout the year.                                   |
| <b>Otmoor</b><br>A circle 1 nm radius centred on 514918N 0011038W.                                | 2000 ft ALT<br>SFC                   | Pilots are requested to avoid the area throughout the year.                                   |
| <b>Severn</b><br>A circle 3 nm radius centred on 514429N 0022405W.                                | 4000 ft ALT<br>SFC                   | Pilots are requested to avoid the area from mid-September to early April.                     |
| <b>Langstone Harbour</b><br>A circle 1.75 nm radius centred on 504857N 0010053W.                  | 500 ft ALT<br>SFC                    | Pilots are requested to avoid the area throughout the year.                                   |

## ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA (continued)

| Identification and Name Lateral Limits                                                                                                                                                               | Upper Limit (ft)<br>Lower Limit (ft) | Remarks                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-------------------------------------------------------------|
| <b>1</b>                                                                                                                                                                                             | <b>2</b>                             | <b>3</b>                                                    |
| <b>Pagham Harbour</b><br>A circle 1 nm radius centred on 504548N 0004538W.                                                                                                                           | 500 ft ALT<br>SFC                    | Pilots are requested to avoid the area throughout the year. |
| <b>Chesil North</b><br>Area bounded by straight lines joining successively the following points:<br>503956N 0023635W - 503743N 0023212W<br>- 503658N 0023313W - 503911N 0023737W - 503956N 0023635W. | 500 ft ALT<br>SFC                    | Pilots are requested to avoid the area throughout the year. |

## 4 Release of Racing Pigeons

4.1 In agreement with the Royal Pigeon Racing Association concerning the release of large numbers of racing pigeons:

(a) There will be no release of racing pigeons within a radius of 7 nm from the following airports:

|                    |                 |                 |
|--------------------|-----------------|-----------------|
| Aberdeen Dyce      | Glasgow         | London Stansted |
| Belfast Aldergrove | Humberside      | Manchester †    |
| Birmingham         | Inverness       | Newcastle       |
| Bournemouth        | Kirkwall        | Norwich         |
| Bristol            | Leeds Bradford  | Prestwick       |
| Cardiff            | Liverpool       | Southampton     |
| Durham Tees Valley | London Gatwick  | Southend        |
| East Midlands      | London Heathrow | Sumburgh        |
| Edinburgh          | London Luton    |                 |

† See AD Section for further information

(b) For other aerodromes in the United Kingdom all liberations shall be notified to the SATCO in writing fourteen days prior to the date of release and additionally by telephone 30 minutes before release time. On receipt of the 30 minute warning the SATCO or senior controller on duty may delay the liberation by up to 30 minutes for air traffic control purposes. Exceptionally, the liberation time may be delayed for a longer period.

**ENR 6 EN-ROUTE CHARTS**

*Figure: DIVISION MAP FOR NON STANDARD FLIGHTS IN CONTROLLED AIRSPACE*

ENR 6-1-1-1

*Figure: AREA OF RESPONSIBILITY OF THE ATSD REGIONAL OFFICES*

ENR 6-1-1-2

*Figure: CHART OF UNITED KINGDOM ATS AIRSPACE CLASSIFICATIONS - SFC - FL 195*

ENR 6-1-4-1

*Figure: CHART OF UNITED KINGDOM ATS AIRSPACE CLASSIFICATIONS - FL 195 - FL 245*

ENR 6-1-4-2

*Figure: THEORETICAL NATS PRIMARY & SECONDARY RADAR COVERAGE AT 10000 FT WITHIN UK/FIR BOUNDARIES*

ENR 6-1-6-1

*Figure: THEORETICAL NATS PRIMARY & SECONDARY RADAR COVERAGE AT 25000 FT WITHIN UK/FIR BOUNDARIES*

ENR 6-1-6-2

*Figure: LOWER AIRSPACE RADAR SERVICE (LARS)*

ENR 6-1-6-3

*Figure: RADAR SERVICE - FL 100 AND ABOVE (OUTSIDE CAS)*

ENR 6-1-6-4

*Figure: TEMPORARY RESERVED AREAS (TRA)*

ENR 6-1-6-5

*Figure: (FORMER) PENNINE RADAR AREA OF RESPONSIBILITY FL 55 - FL 195*

ENR 6-1-6-6

*Figure: WESTERN RADAR AREA OF OPERATION*

ENR 6-1-6-7

*Figure: UNITED KINGDOM ALTIMETER SETTING AND FLIGHT INFORMATION REGIONS*

ENR 6-1-7-1

*Figure: LONDON ARRAY TRANSPONDER MANDATORY ZONE*

ENR 6-1-8-1

*Figure: IFPS ZONE*

ENR 6-1-10-1

*Figure: PINS AREAS AND UK DAY LOW FLYING SYSTEM (DLFS)*

ENR 6-1-10-3

*Figure: UK NIGHT LOW FLYING SYSTEM (NLFS)*

ENR 6-1-10-4

*Figure: MET RESEARCH/DROP SONDE FLIGHTS*

ENR 6-1-10-5

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

ENR 6-1-15-1

*Figure: EAST SHETLAND BASIN BOUNDARY*

ENR 6-1-15-2

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

ENR 6-1-15-3

*Figure: HELICOPTER MAIN ROUTES AND NORTHERN NORTH SEA OFFSHORE SAFETY AREA (OSA)*

ENR 6-1-15-5

*Figure: ABERDEEN - ATLANTIC RIM HMR X-RAY/YANKEE*

ENR 6-1-15-6

## ENR 6 EN-ROUTE CHARTS (continued)

*Figure: MORECAMBE BAY/LIVERPOOL BAY GAS FIELD HELICOPTER SUPPORT FLIGHTS*

ENR 6-1-15-7

*Figure: RTF FREQUENCY ALLOCATIONS FOR MOBILE INSTALLATIONS IN THE UK AREAS UNDER CONCESSION*

ENR 6-1-15-8

*Figure: RTF FREQUENCY ALLOCATIONS FOR MOBILE INSTALLATIONS IN THE UK AREAS UNDER CONCESSION*

ENR 6-1-15-9

*Figure: NDB FREQUENCY ALLOCATIONS FOR MOBILE INSTALLATIONS IN THE UK AREAS UNDER CONCESSION*

ENR 6-1-15-10

*Figure: LONDON CONTROL (SWANWICK) - FIS SECTORS*

ENR 6-2-0-1

*Figure: SCOTTISH CONTROL (PRESTWICK) - FIS SECTORS*

ENR 6-2-0-2

*Figure: SHANWICK FIR/OCA*

ENR 6-2-1-1

*Figure: BELFAST TMA, BELFAST CTR & BELFAST/CITY CTR/CTA*

ENR 6-2-1-3

*Figure: MANCHESTER TMA*

ENR 6-2-1-4

*Figure: SCOTTISH TMA*

ENR 6-2-1-5

*Figure: SOLENT CTA, BOURNEMOUTH CTR & SOUTHAMPTON CTR*

ENR 6-2-1-6

*Figure: BRIZE NORTON CONTROL ZONE*

ENR 6-2-1-7

*Figure: CHANNEL ISLANDS CONTROL ZONE - ATS SIGNIFICANT POINTS AND VRPs*

ENR 6-2-1-9

*Figure: BRISTOL/CARDIFF/COTSWOLD/SEVERN CONTROL ZONES AND CONTROL AREAS*

ENR 6-2-1-10

*Figure: LONDON TMA*

ENR 6-2-1-11

*Figure: DELEGATION OF ATS RESPONSIBILITIES - WITHIN NORTH ATLANTIC AND NORTH SEA LOWER AIRSPACE*

ENR 6-2-2-1-1

*Figure: DELEGATION OF ATS RESPONSIBILITIES - WITHIN NORTH SEA UPPER AIRSPACE*

ENR 6-2-2-1-2

*Figure: DELEGATION OF ATS RESPONSIBILITIES - WITHIN SOUTHERN NORTH SEA*

ENR 6-2-2-1-3

*Figure: DELEGATION OF ATS RESPONSIBILITIES - WITHIN AREAS OF AMSTERDAM FIR*

ENR 6-2-2-1-4

*Figure: DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SOUTHWESTERN CORNER OF THE LONDON UIR*

ENR 6-2-2-1-5

*Figure: DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SHANNON UIR*

ENR 6-2-2-1-6

*Figure: DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE IRISH SEA*

ENR 6-2-2-1-7

*Figure: DELEGATION OF ATS RESPONSIBILITIES - WITHIN BANBA CTA*

## EGPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                     |   |
|----|------------------------------------------------------------------------|---------------------------------------------------------------------|---|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                                | → |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                 |   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>24 hours.                                   | → |
| 4  | Trend forecast<br>Interval of issuance                                 | TREND<br>30 minutes.                                                | → |
| 5  | Briefing/consultation provided                                         | Self-briefing/Telephone.                                            |   |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text. TAFs and METARs.<br>English |   |
| 7  | Charts and other information available for briefing or<br>consultation |                                                                     |   |
| 8  | Supplementary equipment available for providing infor-<br>mation       | Self briefing terminal in Broomfield Terminal (Room B10).           |   |
| 9  | ATS units provided with information                                    | ABERDEEN/DYCE.                                                      | → |
| 10 | Additional information (limitation of service, etc.)                   |                                                                     |   |

## EGPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY<br>Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN)           | THR co-ordinates/<br>THR Geoid undu-<br>lation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|----------------------------|--------------|-------------------|-----------------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------|
| 1                          | 2            | 3                 | 4                                                   | 5                                              | 6                                                                     |
| 16                         | 158.17°      | 1953 x 46 m       | RWY surface: Asphalt,<br>grooved.<br>PCN 56/F/B/X/T | 571238.05N<br>0021215.01W<br>164 ft            | THR 205 ft                                                            |
| 34                         | 338.18°      | 1953 x 46 m       | RWY surface: Asphalt,<br>grooved.<br>PCN 56/F/B/X/T | 571139.43N<br>0021131.74W<br>164 ft            | THR 215 ft                                                            |
| 36                         | 359.00°      | 260 x 23 m        | RWY surface: Asphalt.                               | 571216.54N<br>0021206.25W                      | THR 202 ft                                                            |
| 05                         | 046.00°      | 476 x 46 m        | RWY surface: Asphalt.                               | 571214.80N<br>0021205.88W                      | THR 204 ft                                                            |
| 23                         | 226.00°      | 476 x 46 m        | RWY surface: Asphalt.                               | 571225.38N<br>0021145.38W                      | THR 189 ft                                                            |
| 14                         | 139.00°      | 581 x 36 m        | RWY surface: Asphalt.                               | 571211.28N<br>0021203.18W                      | THR 202 ft                                                            |
| 32                         | 319.00°      | 581 x 36 m        | RWY surface: Asphalt.                               | 571157.09N<br>0021140.54W                      | THR 197 ft                                                            |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                                                                     |
|----------------------|----------------|---------------------|------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                                                          |
|                      |                |                     |                  |     | RWY 16                                                                                                                                                                                                                                                                      |
|                      |                |                     |                  |     | RWY 34<br>The downslope gradi-<br>ent over the first 400 m<br>of LDA : Runway 34 is<br>0.83%.                                                                                                                                                                               |
|                      |                |                     |                  |     | RWY 36<br>Helicopter Runway                                                                                                                                                                                                                                                 |
|                      |                |                     |                  |     | RWY 05<br>Helicopter Runway<br>The width of the<br>portion of Runway 05/<br>23 that lies west of<br>Runway 16/34 has a<br>reduced width of 23 m<br>(11.5 m either side of<br>the centre-line of the<br>runway). The section<br>of Runway 05/23 that<br>crosses Runway 16/34 |

## EGPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                                                                                              |
|----------------------|----------------|---------------------|------------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                                                                                   |
|                      |                |                     |                  |     | and lies east of Runway 16/34 remains 46 m wide.                                                                                                                                                                                                                                                     |
|                      |                |                     |                  |     | RWY 23<br>Helicopter Runway<br><br>The width of the portion of Runway 05/23 that lies west of Runway 16/34 has a reduced width of 23 m (11.5 m either side of the centre-line of the runway). The section of Runway 05/23 that crosses Runway 16/34 and lies east of Runway 16/34 remains 46 m wide. |
|                      |                |                     |                  |     | RWY 14<br>Helicopter Runway                                                                                                                                                                                                                                                                          |
|                      |                |                     |                  |     | RWY 32<br>Helicopter Runway                                                                                                                                                                                                                                                                          |

## EGPD AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks                                                                                                                    |
|-------------------|--------|--------|--------|--------|----------------------------------------------------------------------------------------------------------------------------|
| 1                 | 2      | 3      | 4      | 5      | 6                                                                                                                          |
| 16                | 1953 m | 2153 m | 1953 m | 1953 m | Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement. |
| 34                | 1953 m | 2091 m | 1953 m | 1953 m | Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement. |
| 16                | 1829 m | 2029 m | 1829 m |        | Take-off from intersection with Holds M7 and E9.                                                                           |
| 36                |        | 580 m  |        |        | Helicopter Runway<br>RTODAH (m): 260                                                                                       |
| 05                |        | 414 m  |        |        | Helicopter Runway<br>RTODAH (m): 476                                                                                       |
| 23                |        |        |        | 476 m  | Helicopter Runway<br>LDAH (m): 220<br><br>Restricted landing distance when used independently of Runway 16.                |
| 14                |        | 506 m  |        |        | Helicopter Runway<br>RTODAH (m): 581                                                                                       |
| 32                |        |        |        | 581 m  | Helicopter Runway                                                                                                          |



## EGJA AD 2.22 FLIGHT PROCEDURES (continued)

| Departures to | Via           | Route                                          |
|---------------|---------------|------------------------------------------------|
| East          | N160          | AGANO <sup>3</sup> - LUSIT - CAEN <sup>2</sup> |
| South East    | R111/R491/V20 | AGANO <sup>3</sup> - JSY - ORVAL - KOKOS       |
| South         | R14/A25       | AGANO <sup>3</sup> - JSY - MINQI - DINARD      |
| South West    | M189          | LERAK - ARE                                    |
| West          | N160          | TUNIT - LIZAD                                  |
| North West    | N862          | SKERY - BHD                                    |

**Note 1:** For airfields East of London. Flights inbound to EGLC may route via ORTAC.

**Note 2:** Not available above FL 90.

**Note 3:** Position of AGANO - 493954N 002000W.

(c) Aircraft Outbound to the FIR

- (i) IFR flights wishing to leave the Channel Islands Control Zone to enter the London or Brest FIR's will normally be cleared by the most direct route consistent with the current traffic situation.
- (ii) VFR and Special VFR flights will normally be instructed to route via/to one of the Visual Reference Points, as detailed at EGJJ AD 2.22 and AD 2-EGJJ-3-1.

### 3 VFR Flight

- (a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
- (b) VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Alderney Aerodrome will not be granted to a fixed wing aircraft if the reported visibility is less than 5 km or the reported cloud ceiling is less than 600 ft.
- (c) VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Alderney Aerodrome will not be granted to helicopters if the reported visibility is less than 1500 m (day) and 5 km (night) or the reported cloud ceiling is less than 600 ft.
- (d) Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to comply with minimum VMC criteria. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
- (e) VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

### 4 Special VFR Flight

- (a) Prior Permission
  - (i) A flight plan must be filed for all Special VFR flights in the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
  - (ii) Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights.
  - (iii) The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within or to transit the Channel Islands CTR.
- (b) Special Routes
  - (i) Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
  - (ii) Special VFR may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.
- (c) Weather Minima
  - (i) Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to remain at all times clear of cloud and in sight of the surface. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
  - (ii) Special VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Alderney Aerodrome will not be granted to a fixed wing aircraft if the reported visibility is less than 3 km or the reported cloud ceiling is less than 600 ft.
  - (iii) Special VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Alderney Aerodrome will not be granted to a helicopter if the reported cloud ceiling is less than 600 ft.

## EGJA AD 2.22 FLIGHT PROCEDURES (continued)

### 5 Sark Restricted Area

- (a) Pilots are to note that flight is not permitted at a height of less than 2000 ft above ground level within 3 nm of 492546N 0022145W on the Island of Sark (EG R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

### 6 Flight Plans

See ENR 1.11.

### 7 Carriage and Operation of SSR Transponders

- (a) The carriage and operation of SSR transponder equipment with the following capability is mandatory when flying within the Channel Islands CTR, CTA or TMA:
- (i) when operating as a VFR or Special VFR Flight;
  - (ii) when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.
- (b) Exemptions from the requirements may be given in the following circumstances:
- (i) for notified agreed events such as air rallies etc., applications for exemption must be made in writing to Manager - Air Traffic Control, Jersey Airport, Channel Islands, Email: atc@jerseyairport.com at least one calendar month before the event;
  - (ii) for short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport, Tel: 01534-446086 giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

## EGJA AD 2.23 ADDITIONAL INFORMATION

Not applicable.

## EGJA AD 2.24 CHARTS RELATED TO AN AERODROME

*Figure: AERODROME CHART – ICAO*

AD 2-EGJA-2-1

*Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO*

AD 2-EGJA-5-1

*Figure: ARRIVALS CHART*

AD 2-EGJA-7-1

*Figure: INSTRUMENT APPROACH CHART RNAV(GNSS) RWY 08 (CAT A,B) – ICAO*

AD 2-EGJA-8-1

*Figure: INSTRUMENT APPROACH CHART NDB(L) RWY 08 (CAT A) – ICAO*

AD 2-EGJA-8-2

*Figure: INSTRUMENT APPROACH CHART RNAV(GNSS) RWY 26 (CAT A,B) – ICAO*

AD 2-EGJA-8-3

*Figure: INSTRUMENT APPROACH CHART NDB(L) RWY 26 (CAT A) – ICAO*

AD 2-EGJA-8-4

*Figure: INSTRUMENT APPROACH CODING TABLES RNAV(GNSS) RWY 08 – ICAO*

AD 2-EGJA-8-5

*Figure: SBAS FAS DATA BLOCK CODING DATA RNAV(GNSS) RWY 08 – ICAO*

AD 2-EGJA-8-6

*Figure: INSTRUMENT APPROACH CODING TABLES RNAV(GNSS) RWY 26 – ICAO*

AD 2-EGJA-8-7

*Figure: SBAS FAS DATA BLOCK CODING DATA RNAV(GNSS) RWY 26 - ICAO*

AD 2-EGJA-8-8

## EGPL AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |                    |                           |                  |                                  |         |
|------------------------------------|--------------------|---------------------------|------------------|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type      | Obstacle Position         | Elevation/Height | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2                  | 3                         | 4                | 5                                | 6       |
| 06/APPROACH 24/TAKE-OFF            | DVOR (Obs)         | 572840.58N<br>0072155.09W | 46 ft            | Yes<br>Red                       |         |
| 06/APPROACH 24/TAKE-OFF            | VOR Aerial         | 572840.57N<br>0072155.08W | 37 ft            | No                               |         |
| 06/APPROACH 24/TAKE-OFF            | 06 Anemometer Mast | 572835.62N<br>0072217.88W | 49 ft            | Yes<br>Red                       |         |
| 06/APPROACH 24/TAKE-OFF            | 06 Wind Sleeve     | 572835.46N<br>0072213.81W | 43 ft            | Yes<br>Red                       |         |
| 06/APPROACH 24/TAKE-OFF            | VDF Mast           | 572835.27N<br>0072210.82W | 36 ft            | Yes<br>Red                       |         |
| 06/APPROACH 24/TAKE-OFF            | NDB Mast           | 572834.25N<br>0072909.31W | 50 ft            | No                               |         |
| 06/APPROACH 24/TAKE-OFF            | Chimney            | 572825.20N<br>0072232.27W | 55 ft            | No                               |         |
| 06/APPROACH 24/TAKE-OFF            | School             | 572824.64N<br>0072300.72W | 65 ft            | Yes<br>Red                       |         |
| (EGPL2313) 24/APPROACH 06/TAKE-OFF | High Ground        | 573421.70N<br>0070923.23W | 921.92 ft        | No                               |         |
| (EGPL2317) 24/APPROACH 06/TAKE-OFF | High Ground        | 573405.97N<br>0070931.55W | 820.21 ft        | No                               |         |
| (EGPL2316) 24/APPROACH 06/TAKE-OFF | High Ground        | 573400.15N<br>0070935.25W | 656.17 ft        | No                               |         |
| (EGPL2322) 24/APPROACH 06/TAKE-OFF | High Ground        | 573354.81N<br>0070907.36W | 656.17 ft        | No                               |         |
| (EGPL2500) 24/APPROACH 06/TAKE-OFF | High Ground        | 573141.35N<br>0071057.96W | 1138.45 ft       | No                               |         |
| 24/APPROACH 06/TAKE-OFF            | DRDF Aerial        | 572918.59N<br>0072059.76W | 22 ft            | No                               |         |
| 24/APPROACH 06/TAKE-OFF            | 24 Anemometer Mast | 572859.06N<br>0072113.12W | 50 ft            | Yes<br>Red                       |         |
| 24/APPROACH 06/TAKE-OFF            | 24 Wind Sleeve     | 572858.84N<br>0072111.43W | 41 ft            | Yes<br>Red                       |         |
| In circling area and at aerodrome  |                    |                           |                  |                                  |         |
| Obstacle ID/Designation            | Obstacle Type      | Obstacle Position         | Elevation/Height | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2                  | 3                         | 4                | 5                                | 6       |
| (EGPL2182)                         | High Ground        | 573158.21N<br>0071648.48W | 223.1 ft         | No                               |         |
| (EGPL2851)                         | Wind Turbine       | 573152.34N<br>0071918.11W | 80.87 ft         | No                               |         |
| (EGPL2852)                         | Wind Turbine       | 573054.81N<br>0071816.84W | 119.36 ft        | Yes<br>Red                       |         |
| (EGPL2067)                         | High Ground        | 572934.09N<br>0072129.61W | 58.07 ft         | No                               |         |
| (EGPL1036)                         | Water Tower        | 572821.67N<br>0072227.24W | 98.39 ft         | No                               |         |
| (EGPL2811)                         | Wind Turbine       | 572819.10N<br>0072318.04W | 75.98 ft         | No                               |         |
| (EGPL2387)                         | Mast               | 572744.77N<br>0071939.62W | 174.38 ft        | No                               |         |
| (EGPL2501)                         | High Ground        | 572733.12N<br>0071744.52W | 406.82 ft        | No                               |         |
| (EGPL2267)                         | Mast               | 572629.50N<br>0072149.28W | 103.41 ft        | No                               |         |
| (EGPL2710)                         | Wind Turbine       | 572518.28N<br>0072142.25W | 265.58 ft        | No                               |         |

## EGPL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                                                       |
|----|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                                                                  |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                                                   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 hours.                                                                      |
| 4  | Trend forecast<br>Interval of issuance                                 |                                                                                                       |
| 5  | Briefing/consultation provided                                         | Telephone.                                                                                            |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text. TAFs and METARs.<br>English                                   |
| 7  | Charts and other information available for briefing or<br>consultation | AIRMET. Metforms 214, 215. SIGMET.                                                                    |
| 8  | Supplementary equipment available for providing infor-<br>mation       | Fax. Automated information available by telephone 01870-604818, H24<br>(unverified outside AD hours). |
| 9  | ATS units provided with information                                    |                                                                                                       |
| 10 | Additional information (limitation of service, etc.)                   |                                                                                                       |

## EGPL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY<br>Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN) | THR co-ordinates/<br>THR Geoid undu-<br>lation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|----------------------------|--------------|-------------------|-------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------|
| 1                          | 2            | 3                 | 4                                         | 5                                              | 6                                                                     |
| 06                         | 055.43°      | 1836 x 46 m       | RWY surface: Asphalt.<br>PCN 26/F/B/X/T   | 572837.28N<br>0072225.09W<br>189 ft            | THR 16 ft                                                             |
| 24                         | 235.45°      | 1836 x 46 m       | RWY surface: Asphalt.<br>PCN 26/F/B/X/T   | 572908.72N<br>0072100.27W<br>189 ft            | THR 13 ft                                                             |
| 17                         | 167.03°      | 1220 x 46 m       | RWY surface: Asphalt.<br>PCN 9/F/B/Y/T    | 572912.79N<br>0072156.69W<br>189 ft            | THR 18 ft                                                             |
| 35                         | 347.03°      | 1220 x 46 m       | RWY surface: Asphalt.<br>PCN 9/F/B/Y/T    | 572835.18N<br>0072140.60W<br>189 ft            | THR 13 ft                                                             |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                    |
|----------------------|----------------|---------------------|------------------|-----|--------------------------------------------------------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                                                                         |
|                      |                |                     |                  |     | RWY 06<br>Non-precision ap-<br>proach runway.<br>Runway 06 threshold<br>displaced by 120 m |
|                      |                |                     |                  |     | RWY 24<br>Non-precision ap-<br>proach runway.                                              |
|                      |                |                     |                  |     | RWY 17<br>Visual approach run-<br>way only.                                                |
|                      |                |                     |                  |     | RWY 35<br>Visual approach run-<br>way only.                                                |

**EGBB — BIRMINGHAM****EGBB AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGBB — BIRMINGHAM

**EGBB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

|   |                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 522713.88N Long: 0014452.90W<br>Centre point of Runway intersection with Taxiways Lima/Tango.                                                                                                                                                                                                                                                                                                                                         |
| 2 | Direction and distance from city                                                     | 5.5 nm ESE of Birmingham.                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 3 | Elevation / Reference temperature                                                    | 339 ft / 18 C                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4 | Geoid undulation at AD ELEV PSN                                                      | 162 FT                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.2°W (2017) / 0.15°                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | BIRMINGHAM AIRPORT.<br>Post: Birmingham Airport, Birmingham B26 3QJ.<br>Phone: 0871-222 0072 (Airport)<br>Phone: 0121-767 1235 (ATC)<br>Phone: 0121-767 7139 (Airfield Duty Manager)<br>Phone: 0121-767 1260 (ATC ATIS)<br>Phone: 0121-767 1210 (ATC Watch Manager)<br>Fax: 0121-782 8802 (Airport)<br>Fax: 0121-767 1239 (ATC)<br>Email: ADM@birminghamairport.co.uk (Airfield Duty Manager)<br>Telex: 337537 EGBB (CAA)<br>AFS: EGBBYDYX |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | IFR/VFR                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 8 | Remarks                                                                              | All calls to ATC will be recorded.                                                                                                                                                                                                                                                                                                                                                                                                         |

**EGBB AD 2.3 OPERATIONAL HOURS**

|    |                            |                                                                                                                     |
|----|----------------------------|---------------------------------------------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | H24                                                                                                                 |
| 2  | Customs and Immigration    | H24                                                                                                                 |
| 3  | Health and sanitation      | H24                                                                                                                 |
| 4  | AIS Briefing Office        | H24<br>(Automated self-briefing, Main Terminal).                                                                    |
| 5  | ATS Reporting Office (ARO) |                                                                                                                     |
| 6  | MET Briefing Office        | H24<br>(Automated self-briefing, Main Terminal).                                                                    |
| 7  | Air Traffic Service        | H24<br>See also AD 2.18.                                                                                            |
| 8  | Fuelling                   | World Fuel Services, H24. Shell, 0500-0200 (local). Blue City Aviation and Signature by arrangement (Elmdon Apron). |
| 9  | Handling                   | H24 (Blue City, Marshalls, Swissport). 0600-2359 (Signature) - H24 by arrangement.                                  |
| 10 | Security                   | H24                                                                                                                 |
| 11 | De-icing                   | H24                                                                                                                 |
| 12 | Remarks                    |                                                                                                                     |

**EGBB AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |                                         |                                                                |
|---|-----------------------------------------|----------------------------------------------------------------|
| 1 | Cargo handling facilities               | Pallet and container handling. Nearest siding Stechford, 3 nm. |
| 2 | Fuel and oil types                      | AVTUR JET A-1<br>W80, W100, 100                                |
| 3 | Fuelling facilities/capacity            | Bowser facility.                                               |
| 4 | De-icing facilities                     | Available. Check with handling agents.                         |
| 5 | Hangar space for visiting aircraft      | Limited. By arrangement with local companies.                  |
| 6 | Repair facilities for visiting aircraft | Minor only.                                                    |

### EGBB AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

|   |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7 | Remarks | <p>Mandatory handling for all visiting Business and General Aviation aircraft. Handling agencies are:</p> <p>Blue City: Tel: 0121-782 9300; Fax: 0121-782 9301; email: handling@bluecityaviation.co.uk.</p> <p>DNATA: Tel: 0121-767 9900; Fax: 0121-782 6937.</p> <p>Marshall: Tel: 0121-663 1450; Fax: 0121-767 5465; email: bhx.handling@marshallas.com.</p> <p>Signature: Tel: 0121-782 1999; Fax: 0121-782 1899; email: bhx@signatureflight.co.uk.</p> <p>Swissport: Tel: 0121-767 7736 Fax: 0121-780 4311</p> |
|---|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### EGBB AD 2.5 PASSENGER FACILITIES

|   |                      |                                                                                        |
|---|----------------------|----------------------------------------------------------------------------------------|
| 1 | Hotels               | Hotels in vicinity.                                                                    |
| 2 | Restaurants          | Available on site.                                                                     |
| 3 | Transportation       | Buses, taxis, trains and hire cars. Nearest railway station, Birmingham International. |
| 4 | Medical facilities   | Limited first aid treatment.                                                           |
| 5 | Bank and Post Office | Bureau de Change.                                                                      |
| 6 | Tourist Office       |                                                                                        |
| 7 | Remarks              |                                                                                        |

### EGBB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                                                                                                   |
|---|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | RFF Category A9                                                                                                   |
| 2 | Rescue equipment                            | Details available on request from aerodrome.                                                                      |
| 3 | Capability for removal of disabled aircraft | MTWA 10000 kg (equipment for heavier aircraft could be made available. Tel: 0121-782 0707 (Airport Fire Station). |
| 4 | Remarks                                     | <b>RFF Category 10</b> aircraft accepted under remission.                                                         |

### EGBB AD 2.7 SEASONAL AVAILABILITY - CLEARING

|   |                            |                                                                                   |
|---|----------------------------|-----------------------------------------------------------------------------------|
| 1 | Type of clearing equipment | Mechanical - Chemical de-icing.                                                   |
| 2 | Clearance priorities       | Standard. See AD 1.2.2.                                                           |
| 3 | Remarks                    | ATC snow state and clearance programme 0121-767 1235. Snow Control 0121-767 7152. |

## EGNH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2 | Runway and taxiway markings and lighting                                                                      | <b>Runway marking aid(s):</b><br>: Runway designation, runway threshold markings, centre-lines, Runway 28 TDZs.<br><br><b>Runway light(s):</b><br>: Runway 28 yellow caution zone lighting. Runway guard lights at A3, C1, D2, E2. <b>Taxiway light(s):</b><br>: Edge and centre-line lighting, blue edge lights from threshold of Runway 10 to a point 70 m North East of A1 then blue edge lights on south side of taxiway to the corner of Taxiway Bravo by B3, blue edge lights from B3 via Bravo and Charlie to the junction of Taxiway Echo and Runway 10/28. Green centre-line lights on Taxiway Echo north of intersection with Charlie. The edge lighting on Taxiway Charlie and the southern section of Taxiway Bravo indicates the original width of the now disused runway(s), not the useable taxiway width which is delineated by solid double yellow edge lines. |
| 3 | Stop bars                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4 | Remarks                                                                                                       | Unlit taxiways are not available for use at night or in visibility of less than 5000 m by day.<br>2 Illuminated wind direction indicators.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## EGNH AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |        |                                  |                                                                       |
|----------------------------|---------------|---------------------------|------------------|--------|----------------------------------|-----------------------------------------------------------------------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |        | Obstruction Lighting Type/Colour | Remarks                                                               |
| 1                          | 2             | 3                         | 4                |        | 5                                | 6                                                                     |
| 10/APPROACH 28/TAKE-OFF    | Lamp Post     | 534624.12N<br>0030306.13W | 55 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Lamp Post     | 534623.26N<br>0030305.56W | 57 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Bush          | 534622.42N<br>0030250.48W | 40 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Lamp Post     | 534622.21N<br>0030306.42W | 57 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Bush          | 534622.07N<br>0030250.09W | 39 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | ILS Building  | 534621.71N<br>0030247.89W | 38 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Bush          | 534621.55N<br>0030249.83W | 39 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Streetlight   | 534621.28N<br>0030305.79W | 55 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Lamp Post     | 534620.03N<br>0030305.79W | 58 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Building      | 534619.24N<br>0030259.71W | 47 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Streetlight   | 534619.01N<br>0030304.45W | 58 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Building      | 534618.67N<br>0030251.38W | 37 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Building      | 534618.21N<br>0030259.07W | 46 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Sand Dune     | 534618.14N<br>0030309.52W | 60 ft            |        | No                               |                                                                       |
| 10/APPROACH 28/TAKE-OFF    | Lamp Post     | 534617.74N<br>0030304.41W | 57 ft            |        | No                               |                                                                       |
| 13/APPROACH 31/TAKE-OFF    | Crane         | 534708N<br>0030327W       | 126 ft           | 118 ft | Yes                              | Daylight hours only between 0730 and 1800 (1 hour earlier in Summer). |
| 13/APPROACH 31/TAKE-OFF    | Floodlight    | 534628.58N<br>0030240.81W | 53 ft            |        | No                               |                                                                       |



## EGNH AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |                |                           |                  |  |                                  |         |
|-----------------------------------|----------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type  | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2              | 3                         | 4                |  | 5                                | 6       |
|                                   | Mast           | 534946.57N<br>0024948.63W | 654 ft           |  | Yes                              |         |
|                                   | Tower          | 534857.27N<br>0030318.79W | 534 ft           |  | Yes                              |         |
|                                   | Aerial         | 534832.41N<br>0030300.94W | 229 ft           |  | No                               |         |
|                                   | Building       | 534813.26N<br>0025941.90W | 176 ft           |  | No                               |         |
|                                   | Mast           | 534740.62N<br>0025948.87W | 284 ft           |  | No                               |         |
|                                   | Pylon          | 534735.91N<br>0025825.13W | 189 ft           |  | No                               |         |
|                                   | Pleasure Beach | 534720.23N<br>0030326.13W | 242 ft           |  | Yes                              |         |
|                                   | ILS Array      | 534620.74N<br>0030247.85W | 29 ft            |  | No                               |         |
|                                   | Building       | 534608.88N<br>0030052.43W | 53 ft            |  | No                               |         |
|                                   | Building       | 534607.93N<br>0030044.15W | 57 ft            |  | No                               |         |

## EGNH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                                                                         |
|----|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                                                                                    |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                                                                     |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 hours.                                                                                        |
| 4  | Trend forecast<br>Interval of issuance                                 |                                                                                                                         |
| 5  | Briefing/consultation provided                                         | Self briefing facilities available, contact Flight Operations for details.                                              |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text. TAFs and METARs.<br>English.                                                    |
| 7  | Charts and other information available for briefing or<br>consultation | METFORM 214-215, H24 MSLP Forecast, EUR SIG WX, Upperwind/<br>Temps, AIRMET Southern, AIRMET Northern, AIRMET Scottish. |
| 8  | Supplementary equipment available for providing infor-<br>mation       |                                                                                                                         |
| 9  | ATS units provided with information                                    | BLACKPOOL.                                                                                                              |
| 10 | Additional information (limitation of service, etc.)                   |                                                                                                                         |

## EGCK AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |               |                           |                  |   |                                  |
|-----------------------------------|---------------|---------------------------|------------------|---|----------------------------------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |   | Obstruction Lighting Type/Colour |
| 1                                 | 2             | 3                         | 4                | 5 | 6                                |
|                                   | Wind Turbine  | 530616N<br>0042022W       | 161 ft           |   | Yes                              |
|                                   | RTM           | 530109.30N<br>0041624.40W | 2050 ft          |   | Yes                              |

## EGCK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |  |
|----|---------------------------------------------------------------------|--|
| 1  | Associated MET Office                                               |  |
| 2  | Hours of service<br>MET Office outside hours                        |  |
| 3  | Office responsible for TAF preparation<br>Periods of validity       |  |
| 4  | Trend forecast<br>Interval of issuance                              |  |
| 5  | Briefing/consultation provided                                      |  |
| 6  | Flight documentation<br>Language(s) used                            |  |
| 7  | Charts and other information available for briefing or consultation |  |
| 8  | Supplementary equipment available for providing information         |  |
| 9  | ATS units provided with information                                 |  |
| 10 | Additional information (limitation of service, etc.)                |  |

## EGCK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN) | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|-------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                   | 5                                      | 6                                                            |
| 07                      | 070.83°      | 932 x 23 m        | RWY surface: Asphalt.               | 530603.04N<br>0042032.21W<br>179 ft    | THR 12 ft                                                    |
| 25                      | 250.83°      | 932 x 23 m        | RWY surface: Asphalt.               | 530610.07N<br>0041958.61W<br>179 ft    | THR 11 ft                                                    |

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                               |
|-------------------|----------------|---------------------|------------------|-----|-------------------------------------------------------------------------------------------------------|
| 7                 | 8              | 9                   | 10               | 11  | 12                                                                                                    |
|                   |                |                     |                  |     | RWY 07<br>Landing threshold displaced by 97 m to allow 1:20 over vehicles on road.                    |
|                   |                |                     |                  |     | RWY 25<br>Landing threshold displaced by 173 m to allow 1:20 approach surface over trees and HT cable |

## EGCK AD 2.13 DECLARED DISTANCES

| Runway designator | TORA  | TODA  | ASDA  | LDA   | Remarks |
|-------------------|-------|-------|-------|-------|---------|
| 1                 | 2     | 3     | 4     | 5     | 6       |
| 07                | 727 m | 727 m | 727 m | 810 m |         |
| 25                | 799 m | 799 m | 799 m | 727 m |         |

## EGCK AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/Length/Intensity | Threshold lighting Colour/Wing bars | VASIS/MEHT/PAPI       | TDZ lighting Length | Runway Centre Line lighting Length/Spacing/Colour/Intensity | Runway edge lighting Length/Spacing/Colour/Intensity | Runway end lighting Colour/Wing bars | Stopway lighting Length/Colour | Remarks |
|-----|-----------------------------------------|-------------------------------------|-----------------------|---------------------|-------------------------------------------------------------|------------------------------------------------------|--------------------------------------|--------------------------------|---------|
| 1   | 2                                       | 3                                   | 4                     | 5                   | 6                                                           | 7                                                    | 8                                    | 9                              | 10      |
| 07  |                                         | LI Green Wingbar                    |                       |                     |                                                             | LI Omni-directional inset                            | Red.                                 |                                |         |
| 25  |                                         | LI Green Wingbar                    | APAPI Left/3.5° 20 ft |                     |                                                             | LI Omni-directional inset                            | Red.                                 |                                |         |

## EGCK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                                 |
|---|---------------------------------------------------------------|---------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      |                                 |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Next to windsleeve. |
| 3 | TWY edge and centre line lighting                             | Taxiway: B. Edge.<br>Blue       |
| 4 | Secondary power supply/switch-over time                       | Yes/1 minute.                   |
| 5 | Remarks                                                       |                                 |

## EGCK AD 2.16 HELICOPTER LANDING AREA

|   |                                                           |                                                                            |
|---|-----------------------------------------------------------|----------------------------------------------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation       |                                                                            |
| 2 | TLOF and/ or FATO elevation                               |                                                                            |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | FATO :                                                                     |
| 4 | True bearing of FATO                                      |                                                                            |
| 5 | Declared distance available                               |                                                                            |
| 6 | Approach and FATO lighting                                |                                                                            |
| 7 | Remarks                                                   | Helicopters to approach using active runway and land as instructed by ATC. |

## EGCK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits                                                                         | Vertical Limits                          | Airspace Class | ATS unit callsign/ language | Transition Altitude | Remarks                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|-----------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                      | 2                                        | 3              | 4                           | 5                   | 6                                                                                                                                                                     |
| CAERNARFON ATZ<br>A circle, 2 nm radius centred at 530607N 0042015W on longest notified runway (07/25) | Upper limit: 2000 ft<br>Lower limit: SFC | G              | CAERNARFON RADIO<br>English | 3000 ft             | Special procedures are in operation for aircraft arriving at and departing from Caernarfon: See AD 2.22. Air ambulance and SAR operations may occur H24: See AD 2.20. |

**EGCK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES**

| Service Designation       | Callsign                     | Channel(s)                    | Hours of Operation                     | Remarks                                                                                         |
|---------------------------|------------------------------|-------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------|
| 1                         | 2                            | 3                             | 4                                      | 5                                                                                               |
| Other                     | CAERNARFON RADIO             | 122.250 MHz<br>A/G frequency. | Winter: 0900-1700 Summer:<br>0800-1700 | ATZ hours co-incident with A/G hours, but <b>not</b> by arrangement.                            |
| Search And Rescue service | COASTGUARD 936<br>RESCUE 936 | 122.250 MHz                   | H24                                    | Due to SAR H24 operations, all aircraft to transmit blind calls out of airfield licensed hours. |

**EGCK AD 2.19 RADIO NAVIGATION AND LANDING AIDS****EGCK AD 2.20 LOCAL TRAFFIC REGULATIONS****1 Airport Regulations**

- (a) All pilots and personnel, except for passengers and other persons that are being escorted, shall wear high visibility clothing at all times whilst airside.
- (b) Smoking airside strictly prohibited.
- (c) Not available to aircraft unable to communicate by radio with A/G. Aircraft with radio failure must follow standard radio failure procedures.
- (d) Each aircraft commander is responsible for the safety of their passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander (or other competent crew member) is to supervise and escort passengers whilst airside
- (e) All movements outside published hours are subject to the out of hours conditions published on the airport website.

**2 Ground Movement**

- (a) Taxilanes A and C have been introduced between Stands 1 to 10. Aircraft using these taxilanes must not have a wingspan in excess of 17 m. Aircraft must adhere strictly to the yellow centre-line along the taxilane as maximum clearance from the centre-line to obstruction within the taxilane is 14 m. Aircraft parking on Stands 1 to 10 must park north of the yellow markings on the stand to ensure taxilane clearance is maintained at all times.
- (b) The responsibility for wingtip clearance during taxiing and parking remains with the flight crew.
- (c) Aircraft should only taxi on paved surfaces, aircraft using the grass to taxi onto their stand do so at the discretion of the flight crew.
- (d) Pilots must exercise caution and moderate taxiing speeds on Taxi Lanes A, B, C due to the possible presence of pedestrians and intense aircraft movements.
- (e) All parking is self-manoeuvring, assistance available on request.

**3 CAT II/III Operations**

Not applicable

**4 Warnings**

- (a) Turbulence might on occasion be experienced when there is an easterly wind.
- (b) High ground beyond 6 nm southeast of the aerodrome rising to 3560 ft aal/amsl.
- (c) Runway 07 take-off; Beyond 11000 m there is mountainous terrain, rising to 3560 ft.
- (d) Due to RSPB reserve 1 km south of the aerodrome, between September-March, there will be increased bird activity.
- (e) Air Ambulance and Coastguard helicopter operations are based at Caernarfon and will be given the appropriate priority over other traffic when operating. These operations may occur H24 including outside of the operating hours of the aerodrome and pilots are to make a blind call on Caernarfon Radio 122.250 MHz when the aerodrome is published as closed and they are transiting through or close to the ATZ.
- (f) During periods of heavy rain, runways are liable to have patches of standing water.
- (g) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure.
- (h) Light aircraft should also be aware of the possible effect of rotor downwash generated by large helicopters operating on the aerodrome, including the home based S92 SAR Helicopters.

## EGCK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

### 5 Helicopter Operations

- (a) No helicopter movements within 300 metres, downwind of the wind turbines.

### 6 Use of Runways

- (a) Runway 02/20 is unlicensed and unavailable for aircraft requiring the use of a licenced runway. For details including dimensions and declared distances contact the aerodrome.
- (b) All CAT operations to make the approach to the licensed Runway 07/25.
- (c) Circuit Directions: Runways 07 and 20 – LH, Runways 25 and 02 – RH.
- (d) Due to high ground and HT pylons left of Runway 25 centre-line, at range approximately 4 nm, pilots are to ensure the aircraft is established on runway centre-line before commencing descent on the APAPIs.

### 7 Training

Not applicable

## EGCK AD 2.21 NOISE ABATEMENT PROCEDURES

Helicopters must not overfly any caravan site within the ATZ below 1000 ft on the QFE.

## EGCK AD 2.22 FLIGHT PROCEDURES

- (a) The aerodrome is in the vicinity of the Valley MATZ. Civil aircraft are to fly at 1500 ft or below (Holyhead QNH) in the Menai Straits area.
- (b) **Arriving aircraft.** Aircraft should call Valley ATC on 125.225 MHz at least 15 minutes before ETA Caernarfon ATZ boundary.
- (c) **Departing aircraft.** Unless otherwise instructed, departing aircraft should call Valley ATC on 125.225 MHz immediately after take-off.
- (d) Circuit height: 800 ft aal. Aircraft are requested to join overhead not above 1300 ft aal. Circuit direction: Runway 07 - LH, Runway 25 - RH.

## EGCK AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGCK AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGCK-2-1

## EGEC AD 2.10 AERODROME OBSTACLES (continued)

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| 29/APPROACH 11/TAKE-OFF    | Tree          | 552601.06N<br>0053935.29W | 79 ft            |  | No                               |         |
| 29/APPROACH 11/TAKE-OFF    | Power Pole    | 552544.94N<br>0053730.32W | 221 ft           |  | No                               |         |

| In circling area and at aerodrome |                   |                           |                  |  |                                  |         |
|-----------------------------------|-------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type     | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2                 | 3                         | 4                |  | 5                                | 6       |
|                                   | Hill              | 553026.74N<br>0053443.07W | 1303 ft          |  | No                               |         |
|                                   | Hill              | 552908.85N<br>0053850.82W | 666 ft           |  | No                               |         |
|                                   | Hill              | 552719.48N<br>0053643.94W | 709 ft           |  | No                               |         |
|                                   | Wind Tur-<br>bine | 552638.26N<br>0053742.73W | 222 ft           |  | No                               |         |
|                                   | Hill              | 552313.19N<br>0053503.26W | 1030 ft          |  | No                               |         |
|                                   | Hill              | 552305.17N<br>0054514.96W | 1165 ft          |  | No                               |         |
|                                   | Hill              | 552221.62N<br>0054618.19W | 1463 ft          |  | No                               |         |

## EGEC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                 |   |
|----|------------------------------------------------------------------------|-----------------------------------------------------------------|---|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                            | → |
| 2  | Hours of service<br>MET Office outside hours                           |                                                                 |   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>8 hours.                                | → |
| 4  | Trend forecast<br>Interval of issuance                                 |                                                                 |   |
| 5  | Briefing/consultation provided                                         | Self-briefing.                                                  |   |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language. TAFs and METARs.<br>English. |   |
| 7  | Charts and other information available for briefing or<br>consultation | Metforms 214 and 215.                                           |   |
| 8  | Supplementary equipment available for providing information            | Fax. Internet.                                                  |   |
| 9  | ATS units provided with information                                    |                                                                 |   |
| 10 | Additional information (limitation of service, etc.)                   | During airport opening hours only.                              |   |

## EGEC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN) | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|-------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                         | 5                                         | 6                                                                     |
| 11                      | 106.05°      | 1750 x 46 m       | RWY surface: Asphalt.                     | 552616.98N<br>0054126.68W<br>182 ft       | THR 30 ft                                                             |
| 29                      | 286.09°      | 1750 x 46 m       | RWY surface: Asphalt.                     | 552604.33N<br>0054009.45W<br>182 ft       | THR 38 ft                                                             |

## EGEC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                 |
|----------------------|----------------|---------------------|------------------|-----|-----------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                      |
|                      |                |                     |                  |     | RWY 11<br>Threshold displaced by 172 m. |
|                      |                |                     |                  |     | RWY 29<br>Threshold displaced by 402 m. |

## EGEC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks                                                                       |
|-------------------|--------|--------|--------|--------|-------------------------------------------------------------------------------|
| 1                 | 2      | 3      | 4      | 5      | 6                                                                             |
| 11                | 1750 m | 1750 m | 1750 m | 1500 m |                                                                               |
| 29                | 1750 m | 1750 m | 1750 m | 1500 m | Note due to inset thresholds actual length of operational pavement is 1960 m. |

## EGEC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/Length/Intensity | Threshold lighting Colour/Wing bars | VASIS/MEHT/PAPI | TDZ lighting Length | Runway Centre Line lighting Length/Spacing/Colour/Intensity | Runway edge lighting Length/Spacing/Colour/Intensity | Runway end lighting Colour/Wing bars | Stopway lighting Length/Colour | Remarks                                              |
|-----|-----------------------------------------|-------------------------------------|-----------------|---------------------|-------------------------------------------------------------|------------------------------------------------------|--------------------------------------|--------------------------------|------------------------------------------------------|
| 1   | 2                                       | 3                                   | 4               | 5                   | 6                                                           | 7                                                    | 8                                    | 9                              | 10                                                   |
| 11  |                                         | Portable Electric                   | APAPI Left/3°   |                     |                                                             | Portable Electric                                    |                                      |                                | Portable LED lighting during hours of darkness only. |
| 29  |                                         | Portable Electric                   | APAPI Left/3.5° |                     |                                                             | Portable Electric                                    |                                      |                                | Portable LED lighting during hours of darkness only. |

## EGEC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                        |
|---|---------------------------------------------------------------|------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      |                        |
| 2 | LDI location and lighting<br>Anemometer location and lighting |                        |
| 3 | TWY edge and centre line lighting                             |                        |
| 4 | Secondary power supply/switch-over time                       |                        |
| 5 | Remarks                                                       | Obstacle light on VCR. |

## EGEC AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

## EGEC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits                                                                          | Vertical Limits                          | Airspace Class | ATS unit callsign/language         | Transition Altitude | Remarks |
|---------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|------------------------------------|---------------------|---------|
| 1                                                                                                       | 2                                        | 3              | 4                                  | 5                   | 6       |
| CAMPBELTOWN ATZ<br>A circle, 2 nm radius centred at 552615N 0054117W on longest notified runway (11/29) | Upper limit: 2000 ft<br>Lower limit: SFC | G              | CAMPBELTOWN INFORMATION<br>English | 3000 ft             |         |

## EGEC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign                | Channel(s)                          | Hours of Operation                                                                   | Remarks                                                                                              |
|---------------------|-------------------------|-------------------------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| 1                   | 2                       | 3                                   | 4                                                                                    | 5                                                                                                    |
| AFIS                | CAMPBELTOWN INFORMATION | 125.900 MHz<br>DOC 40 nm/15,000 ft. | Winter: Mon-Fri 0800-1740.<br>Summer: Mon-Fri 0700-1640;<br>Sun (May-Sep) 1615-1730. | ATZ hours coincident with AFIS hours.<br>AFIS also available by arrangement with AD operator (HIAL). |

## EGEC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS, give VAR) | Ident | Frequency           | Hours of Operation                                  | Position of transmitting antenna co-ordinates | Elevation of DME transmitting antenna | Remarks                                                                                                                                                       |
|--------------------------------------------------------------|-------|---------------------|-----------------------------------------------------|-----------------------------------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                            | 2     | 3                   | 4                                                   | 5                                             | 6                                     | 7                                                                                                                                                             |
| NDB                                                          | CBL   | 380.000 kHz         | Winter: Mon-Fri 0915-1740 Summer: Mon-Fri 0815-1640 | 552608.27N<br>0054117.06W                     |                                       | On AD.<br>Range 15 nm.<br>Normally radiates H24.                                                                                                              |
| DME/VOR                                                      | MAC   | 107X<br>116.000 MHz | H24                                                 | 552548.08N<br>0053901.49W                     | 95 ft                                 | MAC VOR DOC: 30 nm/50000 ft. Due to terrain, coverage at low level is reduced in Sectors R123°-163°, R208°-238° and R348°-083°.<br><br>VOR declination 3.4° W |

## EGEC AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1 Airport Regulations

- (a) Not available to aircraft unable to communicate by radio.
- (b) Use of Campbeltown aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
- (c) Use of RNAV procedures at this aerodrome restricted to Highlands and Islands Airports Ltd - Approved Operators only.
- (d) Use of this procedure is strictly PPR from the aerodrome operator.
- (e) Prior to commencing the procedure, pilots are to broadcast on AFIS 125.900 MHz with flight details and intentions.

### 2 Ground Movement

Not applicable

### 3 CAT II/III Operations

Not applicable

### 4 Warnings

- (a) No ground signals.
- (b) Bird activity may be seasonally high. From October until March, large flocks of geese are prevalent in the vicinity of the aerodrome, especially Runway 29 approach.
- (c) Deer activity may take place on the aerodrome, pilots will be advised of any hazard.
- (d) Perimeter fence obstruction at western end of Runway. Aircraft back-tracking/taxiing beyond, i.e. to the west of Runway 11 displaced threshold, should proceed with caution because of the 8 ft high perimeter fence immediately beyond the end of the paved runway surface.
- (e) Pilots are reminded of the close proximity of disused parallel taxiway to the south of Runway 11/29, which is outside of the airport boundary fence and not available for landing/taxiing purposes.
- (f) Traffic carrying out GNSS approaches to Runway 31 at Islay will pass approximately 2 nm North of Campbeltown GNSS 11 Hold. Islay Airport is situated approximately 24 nm northwest of Campbeltown. Departures/arrivals may trigger TCAS



## EGEC AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

warnings due to the close proximity of GNSS and VOR/DME approaches. Pilots are reminded that Instrument Approach Procedures at Campbeltown are restricted to Highlands and Islands Airports Ltd - Approved Operators only.

### 5 Helicopter Operations

Not applicable

### 6 Use of Runways

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

- (i) **Runway 11/29:** Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 400 m or less are not permitted.

### 7 Training

Not applicable

## EGEC AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGEC AD 2.22 FLIGHT PROCEDURES

Not applicable

## EGEC AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGEC AD 2.24 CHARTS RELATED TO AN AERODROME

*Figure: AERODROME CHART - ICAO*

AD 2-EGEC-2-1

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 11 - ICAO*

AD 2-EGEC-8-1

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 29 - ICAO*

AD 2-EGEC-8-2

*Figure: INSTRUMENT APPROACH CODING TABLES RNAV (GNSS) RWY 11 - ICAO*

AD 2-EGEC-8-3

*Figure: SBAS FAS DATA BLOCK CODING DATA RNAV (GNSS) RWY 11 - ICAO*

AD 2-EGEC-8-4

*Figure: INSTRUMENT APPROACH CODING TABLES RNAV (GNSS) RWY 29 - ICAO*

AD 2-EGEC-8-5

*Figure: SBAS FAS DATA BLOCK CODING DATA RNAV (GNSS) RWY 29 - ICAO*

AD 2-EGEC-8-6

## EGNC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |                  |                           |                  |  |                                  |         |
|----------------------------|------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type    | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2                | 3                         | 4                |  | 5                                | 6       |
| 07/APPROACH 25/TAKE-OFF    | Vehicles on road | 545602.06N<br>0024919.86W | 155 ft           |  | No                               |         |
| 07/APPROACH 25/TAKE-OFF    | Tree             | 545556.88N<br>0024923.09W | 167 ft           |  | No                               |         |
| 07/APPROACH 25/TAKE-OFF    | Tree             | 545554.46N<br>0024919.56W | 211 ft           |  | No                               |         |
| 07/APPROACH 25/TAKE-OFF    | Tree             | 545554.45N<br>0024921.17W | 198 ft           |  | No                               |         |
| 25/APPROACH 07/TAKE-OFF    | Tree             | 545640.90N<br>0024742.10W | 260 ft           |  | No                               |         |
| 25/APPROACH 07/TAKE-OFF    | Tree             | 545637.19N<br>0024747.55W | 235 ft           |  | No                               |         |
| 25/APPROACH 07/TAKE-OFF    | Tree             | 545635.40N<br>0024721.10W | 243 ft           |  | No                               |         |
| 25/APPROACH 07/TAKE-OFF    | Vehicles on road | 545632.42N<br>0024743.93W | 214 ft           |  | No                               |         |
| 25/APPROACH 07/TAKE-OFF    | Approach lights  | 545630.53N<br>0024744.89W | 200 ft           |  | No                               |         |
| 19/APPROACH 01/TAKE-OFF    | Tree             | 545644.30N<br>0024836.97W | 208 ft           |  | No                               |         |
| 19/APPROACH 01/TAKE-OFF    | Vehicles on road | 545638.16N<br>0024837.94W | 184 ft           |  | No                               |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | Mast          | 545456.91N<br>0023937.41W | 1022 ft          |  | No                               |         |

## EGNC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                                                                                                                |   |
|----|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                                                                                                                           | → |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                                                                                                            | → |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 hours.                                                                                                                               | → |
| 4  | Trend forecast<br>Interval of issuance                                 |                                                                                                                                                                |   |
| 5  | Briefing/consultation provided                                         | Self-briefing/Telephone.                                                                                                                                       |   |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text. TAFs and METARs.<br>English.                                                                                           |   |
| 7  | Charts and other information available for briefing or<br>consultation |                                                                                                                                                                |   |
| 8  | Supplementary equipment available for providing infor-<br>mation       | OPMET                                                                                                                                                          |   |
| 9  | ATS units provided with information                                    | YES.                                                                                                                                                           |   |
| 10 | Additional information (limitation of service, etc.)                   | MET Office service will be provided as per ATC operational hours.<br>Restricted to unofficial observations during Air Ground Hours.<br>ATIS Tel: 01228-574123. |   |

## EGNC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN) | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|-------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                   | 5                                      | 6                                                            |
| 07                      | 059.45°      | 1828 x 30 m       | RWY surface: Asphalt.               | 545607.39N<br>0024854.64W<br>172 ft    | THR 143 ft                                                   |
| 25                      | 239.46°      | 1828 x 30 m       | RWY surface: Asphalt.               | 545626.06N<br>0024759.72W<br>172 ft    | THR 183 ft                                                   |
| 01                      | 001.14°      | 885 x 23 m        | RWY surface: Asphalt.               | 545607.38N<br>0024840.83W<br>172 ft    | THR 149 ft                                                   |
| 19                      | 181.14°      | 885 x 23 m        | RWY surface: Asphalt.               | 545631.93N<br>0024839.98W<br>172 ft    | THR 159 ft                                                   |

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                                        |
|-------------------|----------------|---------------------|------------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                 | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                             |
|                   |                | 118 x m             | 1957 x 300 m     |     | RWY 07<br><br>Threshold displaced by 451 m.<br>Runway 07/25 30 m width delineated by white side stripes between displaced thresholds. Edge lighting delineates width of 46 m.<br>All runways have a public transport weight limit of 12500 kg. |
|                   |                | 110 x m             | 1957 x 300 m     |     | RWY 25<br><br>Threshold displaced by 237 m.<br>Runway 07/25 30 m width delineated by white side stripes between displaced thresholds. Edge lighting delineates width of 46 m.<br>All runways have a public transport weight limit of 12500 kg. |
|                   |                | 135 x m             | 1005 x 80 m      |     | RWY 01<br><br>Runway 01/19 23 m width delineated by side stripes on the eastern half.<br>All runways have a public transport weight limit of 12500 kg.                                                                                         |
|                   |                | 150 x m             | 1005 x 80 m      |     | RWY 19<br><br>Runway 19 threshold displaced by 121 m.<br>Runway 01/19 23 m width delineated by side stripes on the eastern half.<br>All runways have a public transport weight limit of 12500 kg.                                              |

## EGNC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA  | TODA  | ASDA  | LDA   | Remarks |
|-------------------|-------|-------|-------|-------|---------|
| 1                 | 2     | 3     | 4     | 5     | 6       |
| 01                | 763 m | 885 m | 763 m | 763 m |         |

## EGCN — DONCASTER SHEFFIELD

### EGCN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCN — DONCASTER SHEFFIELD

### EGCN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                     |
|---|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 532831.02N Long: 0010014.89W<br>Mid point of Runway 02/20.                                                                                                                                                                                                                                                                                                                     |
| 2 | Direction and distance from city                                                     | 3 nm SE from Doncaster.                                                                                                                                                                                                                                                                                                                                                             |
| 3 | Elevation / Reference temperature                                                    | 55 ft / 18 C                                                                                                                                                                                                                                                                                                                                                                        |
| 4 | Geoid undulation at AD ELEV PSN                                                      | 156.56 FT                                                                                                                                                                                                                                                                                                                                                                           |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.07°W (2017) / 0.16°                                                                                                                                                                                                                                                                                                                                                               |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | ROBIN HOOD AIRPORT DONCASTER SHEFFIELD.<br>Post: Heyford House, First Avenue, Doncaster, DN9 3RH.<br>Phone: 01302-625021 (Airfield Operations)<br>Phone: 01302-625022 (Airfield Operations)<br>Phone: 01302-625642 (ATC)<br>Phone: 0871-220 2210 (Terminal Services)<br>Fax: 01302-625023 (Airfield Operations)<br>Fax: 01302-625641 (ATC)<br>Fax: 01302-625006 (Terminal Services) |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | IFR/VFR                                                                                                                                                                                                                                                                                                                                                                             |
| 8 | Remarks                                                                              | All telephone calls to ATC will be recorded.                                                                                                                                                                                                                                                                                                                                        |

### EGCN AD 2.3 OPERATIONAL HOURS

|    |                            |                                                       |
|----|----------------------------|-------------------------------------------------------|
| 1  | Aerodrome Operator         | H24                                                   |
| 2  | Customs and Immigration    | Hours aligned with Airline Operations.                |
| 3  | Health and sanitation      | Port Health Authority on request from Handling Agent. |
| 4  | AIS Briefing Office        |                                                       |
| 5  | ATS Reporting Office (ARO) |                                                       |
| 6  | MET Briefing Office        |                                                       |
| 7  | Air Traffic Service        | As AD hours. See also AD 2.18.                        |
| 8  | Fuelling                   | Winter: 0500-2359. Summer: 0400-2259.                 |
| 9  | Handling                   | H24                                                   |
| 10 | Security                   | Hours aligned with Airline Operations.                |
| 11 | De-icing                   | H24                                                   |
| 12 | Remarks                    |                                                       |

### EGCN AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                                                                                                                                                                                                                                                             |
|---|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities               | By arrangement with Anglo World Cargo. Tel: 01302-623063. Fax: 01302-623062.                                                                                                                                                                                                                |
| 2 | Fuel and oil types                      | AVTUR JET A-1L;<br>AVGAS 100LL.                                                                                                                                                                                                                                                             |
| 3 | Fuelling facilities/capacity            | Bowser Facility - Pressure and Overwing.                                                                                                                                                                                                                                                    |
| 4 | De-icing facilities                     | Mechanical. Chemical de-icing.                                                                                                                                                                                                                                                              |
| 5 | Hangar space for visiting aircraft      | Limited.                                                                                                                                                                                                                                                                                    |
| 6 | Repair facilities for visiting aircraft | Cessna Citation Service Centre, Tel: 01302-511047, Fax: 01302-511048.                                                                                                                                                                                                                       |
| 7 | Remarks                                 | All visiting aircraft are subject to mandatory handling and <b>PPR</b> .<br><br>Operators are requested to contact one of the handling agents in advance.<br><br>Full handling services are available from:<br><br>Swissport, Tel: 01302-625103; Fax: 01302-625112; Frequency: 131.550 MHz. |

## EGCN AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

|  |  |                                                                                                                                                                                                                                                      |
|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |  | <p>Weston Aviation, Tel: 01302-624844; Fax: 01302-624846; (GA and Executive Aviation) Frequency: 131.600 MHz; E-mail: doncaster@westonaviation.com</p> <p>AVGAS 100LL: AVGAS service for visiting operators. Fuel available via Weston Aviation.</p> |
|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## EGCN AD 2.5 PASSENGER FACILITIES

|   |                      |                                                                        |
|---|----------------------|------------------------------------------------------------------------|
| 1 | Hotels               | On aerodrome.                                                          |
| 2 | Restaurants          | Restaurant and Bar.                                                    |
| 3 | Transportation       | Taxis, Buses and Car Hire. Nearest railway - Doncaster.                |
| 4 | Medical facilities   | First Aid.                                                             |
| 5 | Bank and Post Office | Bureau de Change.                                                      |
| 6 | Tourist Office       | Limited tourist information from airport information desk in Terminal. |
| 7 | Remarks              |                                                                        |

## EGCN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | RFF Category A7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2 | Rescue equipment                            | 2 x Carmichael Cobra 2 fire tenders (10,000 lt water/1,200 lt foam each ) and 1 x Simon Protector fire tender.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 3 | Capability for removal of disabled aircraft | Not available.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4 | Remarks                                     | <p><b>RFF Categories 8 and 9 available</b> on request and by prior arrangement. During periods of reduced activity at the aerodrome RFF category may be downgraded (Scheduled traffic will not be affected). Please check NOTAM and ATIS for the most up to date information. Hydrant Systems and the Booster pump with 270,000 lts at 8-9 bar pressure. 27 booster fed hydrants on the aerodrome, 23 of which are located along the western edge of the runway 150 m apart, 4 on the eastern edge of the apron; hydrants are located 10 m from the edge of the runway 150 m apart.</p> |

## EGCN AD 2.7 SEASONAL AVAILABILITY - CLEARING

|   |                            |                                                                                       |
|---|----------------------------|---------------------------------------------------------------------------------------|
| 1 | Type of clearing equipment | Mechanical. Chemical de-icing                                                         |
| 2 | Clearance priorities       | See AD 1.2.2.                                                                         |
| 3 | Remarks                    | Braking action assessment by Mu-Meter. Latest Information from ATC Tel: 01302-625642. |

## EGCN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                     |                                                                                                                                                                                                                                                     |
|---|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength          | <p>TERMINAL STANDS<br/>Surface: Concrete.<br/>PCN 71/R/C/W/T</p> <p>HANGAR STANDS<br/>Surface: Concrete.<br/>PCN 42/R/C/W/T</p> <p>GA APRON<br/>Surface: Asphalt.<br/>PCN 20/F/D/Z/T</p>                                                            |
| 2 | Taxiway width, surface and strength | <p>Taxiway ALPHA: 18 m. Surface: Asphalt.<br/>PCN 33/F/B/W/T</p> <p>Taxiway BRAVO: 23 m. Surface: Asphalt.<br/>PCN 49/F/B/W/T</p> <p>Taxiway CHARLIE: 23 m. Surface: Concrete.<br/>PCN 71/R/C/W/T</p> <p>Taxiway DELTA: 18 m. Surface: Asphalt.</p> |

**EGCN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)**

|   |                                             |                                                                                        |
|---|---------------------------------------------|----------------------------------------------------------------------------------------|
|   |                                             | PCN 52/F/A/W/T<br>Taxiway ECHO: 23 m. Surface: Concrete and asphalt.<br>PCN 14/F/A/W/T |
| 3 | Altimeter checkpoint location and elevation |                                                                                        |
| 4 | VOR checkpoints                             |                                                                                        |
| 5 | INS checkpoints                             | See Aircraft Parking/Docking Chart.                                                    |
| 6 | Remarks                                     | GA Apron restricted to aircraft with a wing span no greater than 20 m, inclusive.      |

**EGCN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | <p>MARS Stands 1, 2, 4 and 5 including all L and R stands are nose-in/push-back.</p> <p>Stand 2A self docking/parking for aircraft with a wing span no greater than 18.5 m.</p> <p>Stand 3 is a single code D stand for aircraft no greater than B757-200.</p> <p>Marshall guidance is provided for all aircraft movements.</p> <p>Stand 1A available for use for aircraft up to and including An-124 without restrictions, capable of An-225 with restrictions.</p> <p>Freight Stands docking/parking guidance system of aircraft Stands 11-14, MARS Stands 16 and 17, including all L and R stands are nose-in/push back.</p> <p>Stand 17A is self-manoeuvring except when Stand 16 is occupied then withdrawn from use.</p> <p>Stands 16 and 17 gradients exceed 1%.</p> |
| 2 | Runway and taxiway markings and lighting                                                                      | <p><b>Runway marking aid(s):</b><br/>: Designation, permanently displaced thresholds, edge, centre-line, aiming point and touch down zone. Turning circles lit left hand side with green uni-directional lighting. <b>Taxiway light(s):</b><br/>: Green centre-line lighting to Taxiways A, C and D, blue edge lighting elsewhere. Runway guard lights on access to runway at holding points A1, A2, A6, A7, B, C1 and C2.</p>                                                                                                                                                                                                                                                                                                                                              |
| 3 | Stop bars                                                                                                     | At holding points A1, A2, A4, A5, A6, B, C1 and C2. All HI uni-directional switchable red.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4 | Remarks                                                                                                       | 2 illuminated wind direction indicators. Some obstacle lighting. Taxiway Alpha movements restricted when IRVR at 350 m or below, follow me required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**EGCN AD 2.10 AERODROME OBSTACLES**

| In Approach/Take-off areas         |               |                           |                  |         |                                  |         |
|------------------------------------|---------------|---------------------------|------------------|---------|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type | Obstacle Position         | Elevation/Height |         | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2             | 3                         | 4                |         | 5                                | 6       |
| (EGCN1397) 02/APPROACH             | Building      | 532741.56N<br>0010058.51W | 123 ft           | 28 ft   | No                               |         |
| (EGCN1395) 02/APPROACH             | Chimney       | 532740.36N<br>0010058.87W | 128.49 ft        | 8.5 ft  | No                               |         |
| (EGCN1998) 02/APPROACH             | Tree          | 532719.88N<br>0010108.34W | 152.5 ft         | 70 ft   | No                               |         |
| (EGCN1092) 02/APPROACH 20/TAKE-OFF | Fence         | 532741.73N<br>0010044.14W | 72.51 ft         | 7 ft    | No                               |         |
| (EGCN2227) 02/APPROACH 20/TAKE-OFF | Tree          | 532739.68N<br>0010040.51W | 79.27 ft         | 15.2 ft | No                               |         |
| (EGCN2231) 02/APPROACH 20/TAKE-OFF | Tree          | 532739.17N<br>0010038.81W | 81.64 ft         | 17 ft   | No                               |         |
| (EGCN2011) 02/APPROACH 20/TAKE-OFF | Tree          | 532738.61N<br>0010047.54W | 87.21 ft         | 60 ft   | No                               |         |
| (EGCN2235) 02/APPROACH 20/TAKE-OFF | Tree          | 532737.49N<br>0010032.68W | 85.57 ft         | 12.1 ft | No                               |         |
| (EGCN1882) 02/APPROACH 20/TAKE-OFF | Tree          | 532736.94N<br>0010032.15W | 90.2 ft          | 22 ft   | No                               |         |

## EGCN AD 2.10 AERODROME OBSTACLES (continued)

| In Approach/Take-off areas         |               |                           |                  |         |                                  |         |
|------------------------------------|---------------|---------------------------|------------------|---------|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type | Obstacle Position         | Elevation/Height |         | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2             | 3                         | 4                |         | 5                                | 6       |
| (EGCN2119) 02/APPROACH 20/TAKE-OFF | Tree          | 532735.18N<br>0010043.02W | 92.6 ft          | 27 ft   | No                               |         |
| (EGCN2221) 02/APPROACH 20/TAKE-OFF | Tree          | 532734.10N<br>0010100.56W | 113.69 ft        | 8.1 ft  | No                               |         |
| (EGCN2015) 02/APPROACH 20/TAKE-OFF | Tree          | 532726.32N<br>0010041.52W | 108.85 ft        | 24 ft   | No                               |         |
| (EGCN2233) 02/APPROACH 20/TAKE-OFF | Tree          | 532725.44N<br>0010036.55W | 108.60 ft        | 10.4 ft | No                               |         |
| (EGCN2219) 02/APPROACH 20/TAKE-OFF | Tree          | 532721.04N<br>0010103.87W | 134.13 ft        | 17.4 ft | No                               |         |
| (EGCN2225) 02/APPROACH 20/TAKE-OFF | Tree          | 532720.21N<br>0010052.46W | 116.71 ft        | 11 ft   | No                               |         |
| (EGCN2018) 20/TAKE-OFF             | Tree          | 532739.39N<br>0010039.73W | 78.8 ft          | 14.3 ft | No                               |         |

| In circling area and at aerodrome  |               |                           |                  |          |                                  |         |
|------------------------------------|---------------|---------------------------|------------------|----------|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type | Obstacle Position         | Elevation/Height |          | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2             | 3                         | 4                |          | 5                                | 6       |
| (EGCN2225) 02/APPROACH 20/TAKE-OFF | Tree          | 532720.21N<br>0010052.46W | 116.71 ft        | 11 ft    | No                               |         |
| (EGCN2101)                         | Wind Turbines | 533634.39N<br>0005520.03W | 408.92 ft        |          | No                               |         |
| (EGCN2213)                         | Chimney       | 533313.80N<br>0010515.06W | 236 ft           |          | Yes                              |         |
| (EGCN1044)                         | Pylon         | 533025.63N<br>0010257.63W | 192.3 ft         | 7 ft     | No                               |         |
| (EGCN1047)                         | Pylon         | 532948.86N<br>0010248.37W | 190.70 ft        | 158 ft   | No                               |         |
| (EGCN2276)                         | Water Tower   | 532920.07N<br>0005119.12W | 227.53 ft        |          | No                               |         |
| (EGCN1040)                         | Pylon         | 532918.68N<br>0010322.87W | 188.33 ft        | 15 ft    | No                               |         |
| (EGCN1034)                         | Pylon         | 532909.73N<br>0010354.17W | 218.85 ft        | 10 ft    | No                               |         |
| (EGCN2215)                         | Tree          | 532754.08N<br>0010129.87W | 151.56 ft        |          | No                               |         |
| (EGCN2212)                         | Aerial        | 532726.98N<br>0011309.27W | 572.14 ft        | 54.06 ft | No                               |         |
| (EGCN1109)                         | Chimney       | 532635.20N<br>0010042.26W | 146 ft           |          | No                               |         |
| (EGCN1006)                         | Mast          | 532624.43N<br>0011253.62W | 586 ft           | 160 ft   | No                               |         |
| (EGCN1328)                         | Trees         | 532510.37N<br>0005841.80W | 206 ft           | 75 ft    | No                               |         |
| (EGCN1038)                         | Building      | 532450.23N<br>0010338.61W | 361.26 ft        | 262 ft   | No                               |         |
| (EGCN1033)                         | Slag Heap     | 532423.00N<br>0010424.10W | 273 ft           |          | No                               |         |

## EGCN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|   |                                                               |                                 |
|---|---------------------------------------------------------------|---------------------------------|
| 1 | Associated MET Office                                         | MET OFFICE ABERDEEN.            |
| 2 | Hours of service<br>MET Office outside hours                  | H24                             |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN.<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance                        |                                 |

**EGPN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)**

|   |         |                                                                                                                                                                                                                                                                                                                     |
|---|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6 | Remarks | Pedestrian access between the airport terminal complex and the Western apron (located on the north side of Taxiway C) is by means of a marked footpath which can be found located to the rear of the parking area. Aircrew are reminded that access to and from this area is not permitted via the active taxiways. |
|---|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**EGPN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

|   |                                                                                                               |                                                                                                                                                                                                          |
|---|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1 and 2 marked for self manoeuvring with marshallers assistance. Stand 1 has two power back/push back stands for Fairchild Dornier 328 aircraft or fuselage length less than 23 m by arrangement. |
| 2 | Runway and taxiway markings and lighting                                                                      | <b>Runway marking aid(s):</b><br>: Runway designators, centre-line and threshold markings on both runways.<br><br><b>Runway light(s):</b><br>: Runway guard lights at Holding Point A and B.             |
| 3 | Stop bars                                                                                                     |                                                                                                                                                                                                          |
| 4 | Remarks                                                                                                       |                                                                                                                                                                                                          |

**EGPN AD 2.10 AERODROME OBSTACLES**

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| 09/APPROACH 27/TAKE-OFF    | Tree          | 562735.61N<br>0031204.92W | 659 ft           |  | No                               |         |
| 09/APPROACH 27/TAKE-OFF    | Pylon         | 562732.54N<br>0030742.62W | 296 ft           |  | No                               |         |
| 09/APPROACH 27/TAKE-OFF    | Tree          | 562718.33N<br>0030340.43W | 110 ft           |  | No                               |         |
| 27/APPROACH 09/TAKE-OFF    | Chimney       | 562714.42N<br>0025937.20W | 105 ft           |  | No                               |         |
| 27/APPROACH 09/TAKE-OFF    | Tree          | 562712.29N<br>0030029.05W | 59 ft            |  | No                               |         |
| 27/APPROACH 09/TAKE-OFF    | Windsock      | 562705.65N<br>0030100.14W | 38 ft            |  | Yes                              |         |
| 27/APPROACH 09/TAKE-OFF    | Tree          | 562648.30N<br>0025418.42W | 418 ft           |  | No                               |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | Pylon         | 562926.85N<br>0030344.99W | 595 ft           |  | No                               |         |
|                                   | Chimney       | 562821.89N<br>0030012.26W | 578 ft           |  | No                               |         |
|                                   | Mast          | 562812.83N<br>0025922.06W | 653 ft           |  | Yes                              |         |
|                                   | Water tower   | 562804.63N<br>0030136.99W | 451 ft           |  | No                               |         |
|                                   | Building      | 562753.72N<br>0030045.29W | 518 ft           |  | No                               |         |
|                                   | Chimney       | 562745.46N<br>0030202.96W | 377 ft           |  | No                               |         |
|                                   | Building      | 562728.57N<br>0025909.15W | 220 ft           |  | No                               |         |
|                                   | Church Spire  | 562722.69N<br>0025943.66W | 234 ft           |  | No                               |         |



## EGPN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

## EGPN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN)                                          | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                                                                  | 5                                         | 6                                                                     |
| 09                      | 090.51°      | 1400 x 30 m       | RWY surface: Asphalt, grooved.<br>PCN 27/F/D/Y/T<br>SWY surface: Asphalt, grooved. | 562708.88N<br>0030213.85W<br>169 ft       | THR 17 ft                                                             |
| 27                      | 270.53°      | 1400 x 30 m       | RWY surface: Asphalt, grooved.<br>PCN 27/F/D/Y/T<br>SWY surface: Asphalt, grooved. | 562708.47N<br>0030052.10W<br>169 ft       | THR 14 ft                                                             |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                     |
|----------------------|----------------|---------------------|------------------|-----|---------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                          |
|                      | 81 x m         | 170 x 150 m         | See Remarks      |     | RWY 09<br>Strip Dimensions:<br>1520 x 150 m |
|                      | 81 x m         | 212 x 150 m         | See Remarks      |     | RWY 27<br>Strip Dimensions:<br>1520 x 80 m  |

## EGPN AD 2.13 DECLARED DISTANCES

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

## EGNV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1L, 1, 1R, 2, 3, 4, 5 and 5R are marshalled nose-in parking. Follow yellow painted guide lines onto stand.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 2 | Runway and taxiway markings and lighting                                                                      | <b>Runway marking aid(s):</b><br>: Runway designator, threshold, centre-line and touchdown zone markings.<br><br><b>Runway light(s):</b><br>: Runway edge, lead off/on centre-line, at Bravo, Charlie and Delta, threshold wingbar and stopway lighting.<br><br><b>Taxiway marking aid(s):</b><br>: Yellow centre-line marking on all taxiways and in certain location supplemented with green reflective studs.<br><br><b>Taxiway light(s):</b><br>: Green centre-line lighting is provided on Taxiway Alpha between the intersection of Taxiway Bravo until adjacent to Stand 13. Blue edge lighting is provided throughout taxiway Alpha. Green centre-line lighting is provided on Taxiways Bravo, Charlie and Delta. Runway guard lights at all taxiway entrances to the runway and illuminated runway and taxiway holding position signs. Apron Floodlighting. |
| 3 | Stop bars                                                                                                     | Taxiway:<br>Remarks: Alpha 1, Bravo, Charlie, Delta 2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4 | Remarks                                                                                                       | Illuminated windsock adjacent to Runway 05 glidepath and PAPI installation.<br>Illuminated windsock for Runway 23.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## EGNV AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |                 |                           |                  |  |                                  |         |
|------------------------------------|-----------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type   | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2               | 3                         | 4                |  | 5                                | 6       |
| 23/APPROACH 05/TAKE-OFF            | Line of Py-lons | 543139.81N<br>0012154.15W | 266 ft           |  | No                               |         |
| (EGNV2306) 23/APPROACH 05/TAKE-OFF | Tree            | 543117.70N<br>0012425.86W | 154.38 ft        |  | No                               |         |
| (EGNV2128) 05/APPROACH 23/TAKE-OFF | Tree            | 542956.05N<br>0012647.08W | 137.62 ft        |  | No                               |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | Pylon         | 543105.46N<br>0012156.55W | 270 ft           |  | No                               |         |
|                                   | Pylon         | 542950.13N<br>0012141.88W | 292 ft           |  | No                               |         |

## EGNV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|   |                                                                     |                                                                 |
|---|---------------------------------------------------------------------|-----------------------------------------------------------------|
| 1 | Associated MET Office                                               | MET OFFICE ABERDEEN.                                            |
| 2 | Hours of service<br>MET Office outside hours                        | H24                                                             |
| 3 | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE ABERDEEN.<br>9 hours.                                |
| 4 | Trend forecast<br>Interval of issuance                              |                                                                 |
| 5 | Briefing/consultation provided                                      |                                                                 |
| 6 | Flight documentation<br>Language(s) used                            | Charts abbreviated plain language text. TAFs/METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation |                                                                 |
| 8 | Supplementary equipment available for providing information         |                                                                 |

## EGNV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

|    |                                                      |                     |
|----|------------------------------------------------------|---------------------|
| 9  | ATS units provided with information                  | DURHAM TEES VALLEY. |
| 10 | Additional information (limitation of service, etc.) |                     |

## EGNV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN)                              | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|------------------------------------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                                                | 5                                      | 6                                                            |
| 05                      | 047.44°      | 2291 x 45 m       | RWY surface: Asphalt.<br>PCN 70/F/C/W/T                          | 543008.03N<br>0012632.75W<br>162 ft    | THR 115 ft                                                   |
| 23                      | 227.46°      | 2291 x 45 m       | RWY surface: Asphalt.<br>PCN 70/F/C/W/T<br>SWY surface: Asphalt. | 543058.14N<br>0012458.95W<br>162 ft    | THR 116 ft                                                   |

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks |
|-------------------|----------------|---------------------|------------------|-----|---------|
| 7                 | 8              | 9                   | 10               | 11  | 12      |
| 1: 7516           |                | x 279 m             | 2351 x 300 m     |     | RWY 05  |
| 1: 7516           | x 119 m        | x 209 m             | 2351 x 300 m     |     | RWY 23  |

## EGNV AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks                                       |
|-------------------|--------|--------|--------|--------|-----------------------------------------------|
| 1                 | 2      | 3      | 4      | 5      | 6                                             |
| 05                | 2291 m | 2570 m | 2291 m | 2291 m |                                               |
| 23                | 2291 m | 2500 m | 2410 m | 2291 m |                                               |
| 05                | 1788 m | 2067 m | 1788 m |        | Take-off from intersection with Hold Charlie. |

## EGNV AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/ Wing bars | VASIS/ MEHT/ PAPI     | TDZ lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks                                                                                                                                                                                                                   |
|-----|-------------------------------------------|--------------------------------------|-----------------------|---------------------|----------------------------------------------------------------|---------------------------------------------------------|---------------------------------------|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | 2                                         | 3                                    | 4                     | 5                   | 6                                                              | 7                                                       | 8                                     | 9                               | 10                                                                                                                                                                                                                        |
| 05  | 605 m<br>Light intensity high.            | Green.                               | PAPI Left/3°<br>53 ft |                     | Coded centre-line 30 m spacing HI                              | HI bi-directional with LI omni-directional component    | Red.                                  |                                 | <b>Approach Lighting:</b><br>Coded centre-line with four crossbars<br><br><b>Runway edge lighting:</b><br>Runway edge lighting is 60 m gauge along the runway designated edge.<br><br><b>PAPI dist from THR:</b><br>312 m |
| 23  | 777 m<br>Light intensity high.            | Green.                               | PAPI Left/3°<br>52 ft |                     | Coded centre-line 30 m spacing HI                              | HI bi-directional with LI omni-directional component    | Red.                                  | Red.                            | <b>Approach Lighting:</b><br>Coded centre-line with five crossbars<br><br><b>Runway edge lighting:</b><br>Runway edge lighting is 60 m gauge along the runway designated edge.<br><br><b>PAPI dist from THR:</b><br>345 m |

## EGNX — EAST MIDLANDS

### EGNX AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNX — EAST MIDLANDS

### EGNX AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                                                              |
|---|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 524952N Long: 0011940W<br>Mid point of Runway 09/27.                                                                                                                                                                                    |
| 2 | Direction and distance from city                                                     | 7 nm SE of Derby.                                                                                                                                                                                                                            |
| 3 | Elevation / Reference temperature                                                    | 306 ft / 18 C                                                                                                                                                                                                                                |
| 4 | Geoid undulation at AD ELEV PSN                                                      | 161 FT                                                                                                                                                                                                                                       |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.1°W (2017) / 0.15°                                                                                                                                                                                                                         |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | EAST MIDLANDS INTERNATIONAL AIRPORT LTD.<br>Post: East Midlands Airport, Castle Donington, Derby DE74 2SA.<br>Phone: 0871-919 9000<br>Fax: 01332-850393 (General)<br>Fax: 01332-852823 (ATC)<br>Fax: 0906-851 7567 (Airport MET Information) |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | IFR/VFR                                                                                                                                                                                                                                      |
| 8 | Remarks                                                                              |                                                                                                                                                                                                                                              |

### EGNX AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                                                                                                  |
|----|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | H24                                                                                                                                              |
| 2  | Customs and Immigration    | H24                                                                                                                                              |
| 3  | Health and sanitation      | H24                                                                                                                                              |
| 4  | AIS Briefing Office        | Self-briefing                                                                                                                                    |
| 5  | ATS Reporting Office (ARO) |                                                                                                                                                  |
| 6  | MET Briefing Office        |                                                                                                                                                  |
| 7  | Air Traffic Service        | H24<br>See also AD 2.18                                                                                                                          |
| 8  | Fuelling                   | Winter: H24 (AVTUR JET A-1). 0800-1800 daily (AVGAS 100LL).<br>Summer: H24 (AVTUR JET A-1). 0700-1700 daily (AVGAS 100LL).                       |
| 9  | Handling                   | H24                                                                                                                                              |
| 10 | Security                   | H24                                                                                                                                              |
| 11 | De-icing                   | H24                                                                                                                                              |
| 12 | Remarks                    | AVGAS 100LL available at other times by arrangement with Donington Aviation, Tel: 01332-811004 between 0800-1800 (winter) and 0700-1700 (summer) |

### EGNX AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                                                                                                                                                                                                                                                                 |
|---|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities               | A full range of cargo handling equipment is available to service aircraft up to 747-400 and An-124 aircraft. Specialist handling equipment usually available at short notice through cargo handling agents. Tel: 01332-852894, Fax: 01332-853202. Nearest railway siding, Castle Donington 2 nm |
| 2 | Fuel and oil types                      | AVGAS 100LL<br>AVTUR JET A-1<br>100, W80, W100. Available from Donington Aviation.                                                                                                                                                                                                              |
| 3 | Fuelling facilities/capacity            | Available from Air BP, Tel: 01332-810459, Fax: 01332-850733; Texaco, Tel: 01332-812156, Fax: 01332-810581.                                                                                                                                                                                      |
| 4 | De-icing facilities                     | Available by arrangement with handling agents.                                                                                                                                                                                                                                                  |
| 5 | Hangar space for visiting aircraft      | Space is limited and is available upon prior request from Donington Aviation, Tel: 01332-812499; e-mail: <a href="mailto:handling@doningtonaviation.co.uk">handling@doningtonaviation.co.uk</a>                                                                                                 |
| 6 | Repair facilities for visiting aircraft | By arrangement.                                                                                                                                                                                                                                                                                 |

## EGNX AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

|   |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7 | Remarks | <p>Full handling services are available from the following companies:</p> <p>Advantage Flight Support Ltd, Tel: 01332-561641; 07876-395887 (Mobile); Fax: 01572-768892; email: info@fly-advantage.com (General &amp; Executive Aviation).</p> <p>Aviation Solutions, Tel: 01332-853510; Fax: 01332-853650 (Cargo only).</p> <p>DHL Aviation, Tel: 01332-857000; Fax: 01332-857119 (Cargo only).</p> <p>Donington Aviation, Tel: 01332-812499; e-mail: handling@doningtonaviation.co.uk (General &amp; Executive Aviation with Hangarage).</p> <p>Menzies Aviation Group, Tel: 01332-858279; Fax: 01332-814766 (Passengers only).</p> <p>Signature Flight Support, Tel: 01332-811179; Fax: 01332-811139 (General &amp; Executive Aviation).</p> <p>Swissport, Tel: 01332-812924; Fax: 01332-853584 (Passengers and Cargo).</p> |
|---|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## EGNX AD 2.5 PASSENGER FACILITIES

|   |                      |                                                                                                                                            |
|---|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Hotels               | Hotels in the vicinity and on the airport.                                                                                                 |
| 2 | Restaurants          | Restaurant, bars and cafe.                                                                                                                 |
| 3 | Transportation       | Range of long distance coach services, local bus service and taxis. Nearest railway station, Loughborough 9 miles (regular shuttle buses). |
| 4 | Medical facilities   | First aid available H24.                                                                                                                   |
| 5 | Bank and Post Office | Bureau de Change.                                                                                                                          |
| 6 | Tourist Office       | Tourist information available at the Information desk.                                                                                     |
| 7 | Remarks              |                                                                                                                                            |

## EGNX AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                                                                                                                                                                                |
|---|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | RFF Category A7                                                                                                                                                                                |
| 2 | Rescue equipment                            | Details available on request from Aerodrome.                                                                                                                                                   |
| 3 | Capability for removal of disabled aircraft | The registered owner or aircraft operator retains complete responsibility for the removal of the disabled aircraft. All Airline operators at EMA are expected to have aircraft recovery plans. |
| 4 | Remarks                                     | <b>RFF Category 8 and 9</b> available by arrangement. Minimum 2 hours notice required. Requests should be directed to the Aerodrome Control Room on 01332-852973.                              |

## EGNX AD 2.7 SEASONAL AVAILABILITY - CLEARING

|   |                            |                                                                 |
|---|----------------------------|-----------------------------------------------------------------|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing.                                  |
| 2 | Clearance priorities       | Standard. See AD 1.2.2.                                         |
| 3 | Remarks                    | Snow state and clearance programme Tel: 01332-852852, Ext 2973. |

## EGNX AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                            |                                                                                                                                                                                                |
|---|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength | <p>CENTRAL APRON<br/>Surface: Concrete.<br/>PCN 63/R/D/X/U</p> <p>CENTRAL-WEST APRON<br/>Surface: Concrete.<br/>PCN 74/R/C/W/T</p> <p>EAST APRON<br/>Surface: Concrete.<br/>PCN 63/R/D/X/U</p> |
|---|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## EGNX AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

|   |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |                                             | WEST APRON<br>Surface: Concrete.<br>PCN 78/R/C/W/T                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2 | Taxiway width, surface and strength         | <p>Taxiway A: 23 m. Surface: Asphalt.<br/>PCN 66/F/C/W/U</p> <p>Taxiway B: 23 m. Surface: Concrete.<br/>PCN 78/R/C/W/T</p> <p>Taxiway TAXILANE C: 23 m. Surface: Concrete.<br/>PCN 63/R/D/X/U</p> <p>Taxiway TAXILANE D: 23 m. Surface: Concrete.<br/>PCN 63/R/D/X/U</p> <p>Taxiway F: 23 m. Surface: Concrete.<br/>PCN 78/R/C/W/T</p> <p>Taxiway G: 23 m. Surface: Asphalt.<br/>PCN 66/F/C/W/U</p> <p>Taxiway H: 23 m. Surface: Asphalt.<br/>PCN 66/F/C/W/U</p> <p>Taxiway J: 23 m. Surface: Concrete.<br/>PCN 78/R/C/W/T</p> <p>Taxiway M: 23 m. Surface: Asphalt.<br/>PCN 66/F/C/W/U</p> <p>Taxiway TAXILANE N: 23 m. Surface: Concrete.<br/>PCN 74/R/C/W/T</p> <p>Taxiway TAXILANE Q: 23 m. Surface: Concrete.<br/>PCN 63/R/D/X/U</p> <p>Taxiway TAXILANE R: 23 m. Surface: Concrete.<br/>PCN 63/R/D/X/U</p> <p>Taxiway S: 23 m. Surface: Asphalt.<br/>PCN 66/F/C/W/U</p> <p>Taxiway TAXILANE T: 23 m. Surface: Concrete.<br/>PCN 63/R/D/X/U</p> <p>Taxiway TAXILANE U: 23 m. Surface: Concrete.<br/>PCN 63/R/D/X/U</p> <p>Taxiway TAXILANE V: 23 m. Surface: Concrete.<br/>PCN 63/R/D/X/U</p> <p>Taxiway W: 23 m. Surface: Asphalt.<br/>PCN 66/F/C/W/U</p> |
| 3 | Altimeter checkpoint location and elevation | Central Apron 289 ft, East Apron 272 ft and West Apron 289 ft.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4 | VOR checkpoints                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5 | INS checkpoints                             | See Aircraft Ground Movement/Parking/Docking Chart.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 6 | Remarks                                     | <p>Taxiway J – Code E leading off Taxiway A on to the West Apron. From junction with Taxiway B, Taxiway reduces (south) to Code D Taxilane.</p> <p>Taxiway M – Due to turn constraints, aircraft with wingspan in excess of 45 m must exercise caution when using this routing, this Taxiway is not available for MD-11 or Code E aircraft. Reduces to Code B Taxiway south of intersection with Taxiway A.</p> <p>Taxilane T – Code C due to reduced strip width available.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

## EGNX AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | <p>Stands 20 to 22, 24, 25 and 70R are self-manoeuvring. All other stands are nose-in/push-back but without guidance apart from nose wheel centre-line and nose stop positions. Marshalling guidance will be given to indicate the stop position to pilots.</p> <p>When parking on Stands 8 to 17 and 23 aircraft are NOT to proceed onto stand across the rear of the stand road without the attendance of a marshaller.</p> |
| 2 | Runway and taxiway markings and lighting                                                                      | <p><b>Runway marking aid(s):</b><br/>: Runway designation, landing thresholds, edge, centre-line, aiming point, touch down zone.</p> <p><b>Runway light(s):</b><br/>: Runway guard lights at all taxiway intersections.</p>                                                                                                                                                                                                   |

## EGNX AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (continued)

|   |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |           | <p><b>Taxiway marking aid(s):</b><br/>: Taxi holding positions. Enhanced taxiway centre-line markings are provided at each runway/taxiway intersection that, on approaching the runway, denote the proximity of the runway holding positions closest to the runway.</p> <p><b>Taxiway light(s):</b><br/>: Green centre-line with blue edge lights on corners. Turn-offs-amber and green centre-line with blue edge lights. Taxiways Charlie, Charlie Alpha, Tango and Delta are not equipped with taxiway centre-line lighting.</p> |
| 3 | Stop bars | Multiple stopbars with red HI lighting. Runway stop bars are in operation H24.                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4 | Remarks   | Wind direction indicator. Two illuminated wind direction indicators.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

## EGNX AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| 09/APPROACH 27/TAKE-OFF    | Fence         | 524949.67N<br>0012126.66W | 324 ft           |  | No                               |         |
| 09/APPROACH 27/TAKE-OFF    | ILS           | 524948.97N<br>0012123.09W | 322 ft           |  | Yes                              |         |
| 09/APPROACH 27/TAKE-OFF    | Mast          | 524947.05N<br>0012151.46W | 357 ft           |  | No                               |         |
| 09/APPROACH 27/TAKE-OFF    | Reservoir     | 524945.95N<br>0012139.99W | 337 ft           |  | No                               |         |
| 09/APPROACH 27/TAKE-OFF    | Reservoir     | 524945.88N<br>0012140.94W | 338 ft           |  | No                               |         |
| 27/APPROACH 09/TAKE-OFF    | Fence         | 524955.32N<br>0011805.21W | 287 ft           |  | No                               |         |
| 27/APPROACH 09/TAKE-OFF    | ILS           | 524952.54N<br>0011807.19W | 284 ft           |  | Yes                              |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
| RATCLIFFE-ON-SOAR EGNX262         | Power Station | 525201.10N<br>0011524.18W | 760 ft           |  | Yes                              |         |
|                                   | Fence         | 524956.10N<br>0012033.25W | 321 ft           |  | No                               |         |
|                                   | Control Tower | 524934.80N<br>0011955.53W | 467 ft           |  | Yes                              |         |
|                                   | Church Spire  | 524821.79N<br>0012359.86W | 503 ft           |  | No                               |         |
|                                   | Wind turbine  | 524305.16N<br>0011735.85W | 906 ft           |  | Yes                              |         |
|                                   | Radio Mast    | 524230.34N<br>0011658.49W | 1038 ft          |  | No                               |         |

## EGNX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|   |                                                               |                                |
|---|---------------------------------------------------------------|--------------------------------|
| 1 | Associated MET Office                                         | MET OFFICE EXETER.             |
| 2 | Hours of service<br>MET Office outside hours                  | H24                            |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER.<br>24 hours |
| 4 | Trend forecast<br>Interval of issuance                        |                                |
| 5 | Briefing/consultation provided                                | Self briefing/telephone.       |

## EGNX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

|    |                                                                     |                                                                  |
|----|---------------------------------------------------------------------|------------------------------------------------------------------|
| 6  | Flight documentation<br>Language(s) used                            | Charts abbreviated plain language text. TAFs/METARs.<br>English  |
| 7  | Charts and other information available for briefing or consultation | H24.                                                             |
| 8  | Supplementary equipment available for providing information         | Standby systems available, including satellite weather pictures. |
| 9  | ATS units provided with information                                 | EAST MIDLANDS.                                                   |
| 10 | Additional information (limitation of service, etc.)                |                                                                  |

## EGNX AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN)                                          | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                                                                  | 5                                         | 6                                                                     |
| 09                      | 088.26°      | 2893 x 46 m       | RWY surface: Asphalt, grooved.<br>PCN 78/F/C/W/T<br>SWY surface: Asphalt, grooved. | 524950.36N<br>0012048.86W<br>161 ft       | THR 306 ft                                                            |
| 27                      | 268.29°      | 2893 x 46 m       | RWY surface: Asphalt, grooved.<br>PCN 78/F/C/W/T<br>SWY surface: Asphalt, grooved. | 524952.88N<br>0011830.94W<br>160 ft       | THR 282 ft                                                            |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                                                                              |
|----------------------|----------------|---------------------|------------------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                                                                   |
|                      | 30 x 46 m      | 311 x 180 m         | 3074 x 300 m     |     | RWY 09<br><br>OFZ: Standard for Code 4E runway<br><br>Runway 09/27 has shoulders 7 m each side of the runway giving a total paved width of 60 m.<br>30 m blast strips at both runway ends, same PCN as runway. The runway crossfall is restricted to 1.25% along it's entire length. |
|                      | 30 x 46 m      | 459 x 180 m         | 3074 x 300 m     |     | RWY 27<br><br>OFZ: Standard for Code 4E runway<br><br>Runway 09/27 has shoulders 7 m each side of the runway giving a total paved width of 60 m.<br>30 m blast strips at both runway ends, same PCN as runway. The runway crossfall is restricted to 1.25% along it's entire length. |

## EGNX AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks                               |
|-------------------|--------|--------|--------|--------|---------------------------------------|
| 1                 | 2      | 3      | 4      | 5      | 6                                     |
| 09                | 2893 m | 3204 m | 2923 m | 2713 m |                                       |
| 27                | 2893 m | 3352 m | 2923 m | 2763 m |                                       |
| 09                | 2713 m | 3024 m | 2743 m |        | Take-off from abeam Holding Point H1. |



## EGNX AD 2.13 DECLARED DISTANCES (continued)

| Runway designator | TORA   | TODA   | ASDA   | LDA | Remarks                               |
|-------------------|--------|--------|--------|-----|---------------------------------------|
| 1                 | 2      | 3      | 4      | 5   | 6                                     |
| 09                | 2079 m | 2390 m | 2109 m |     | Take-off from abeam Holding Point M1. |
| 09                | 1316 m | 1627 m | 1346 m |     | Take-off from abeam Holding Point S1. |
| 27                | 2464 m | 2923 m | 2494 m |     | Take-off from abeam Holding Point W1. |
| 27                | 1610 m | 2069 m | 1640 m |     | Take-off from abeam Holding Point S1. |
| 27                | 837 m  | 1256 m | 867 m  |     | Take-off from abeam Holding Point M1. |

## EGNX AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/Length/Intensity | Threshold lighting Colour/Wing bars | VASIS/MEHT/PAPI    | TDZ lighting Length | Runway Centre Line lighting Length/Spacing/Colour/Intensity | Runway edge lighting Length/Spacing/Colour/Intensity      | Runway end lighting Colour/Wing bars | Stopway lighting Length/Colour | Remarks                                                                                                                                                                                                    |
|-----|-----------------------------------------|-------------------------------------|--------------------|---------------------|-------------------------------------------------------------|-----------------------------------------------------------|--------------------------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | 2                                       | 3                                   | 4                  | 5                   | 6                                                           | 7                                                         | 8                                    | 9                              | 10                                                                                                                                                                                                         |
| 09  |                                         | HI Green with green wingbars        | PAPI Left/3° 55 ft |                     | HI Bi-directional colour-coded centre-line 15 m spacing     | Elev HI bi-directional with LI omni-directional component | HI Red                               | 31 m Red                       | <b>Approach lighting:</b><br>Coded centre-line with five crossbars 900 m HI<br>Centre-line with one crossbar 420 m LI<br><br><b>PAPI distance from THR:</b><br>347 m                                       |
| 27  |                                         | HI Green with green wingbars        | PAPI Left/3° 55 ft | 900 m               | HI Bi-directional colour-coded centre-line 15 m spacing     | Elev HI bi-directional with LI omni-directional component | HI Red                               | 30 m Red                       | <b>Approach lighting:</b><br>Coded centre-line with five crossbars 900 m HI<br>Supplementary lighting inner 300 m<br>Centre-line with one crossbar 420 m LI<br><br><b>PAPI distance from THR:</b><br>372 m |

## EGNX AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                                                                                                                                                                                                                                                                    |
|---|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      |                                                                                                                                                                                                                                                                    |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: West Anemometer 524954.58N 0012031.05W Central Anemometer 524947.37N 0011952.44W East Anemometer 524956.47N 0011847.18W                                                                                                                                |
| 3 | TWY edge and centre line lighting                             | Taxiway: . Edge. Blue edge lights.<br><br>Taxiway: . Centre line. Green centre-line lights (15 m spacing) and red stopbars, except the Mike Taxiway has no centre-line lights south of the Alpha Taxiway. Taxiways Delta and Charlie have no centre-line lighting. |
| 4 | Secondary power supply/switch-over time                       | Yes. Less than 1 second.                                                                                                                                                                                                                                           |
| 5 | Remarks                                                       | Apron floodlights.                                                                                                                                                                                                                                                 |

## EGNX AD 2.16 HELICOPTER LANDING AREA

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## EGNX AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits                                                                                                                                                                    | Vertical Limits                                      | Airspace Class | ATS unit callsign/ language            | Transition Altitude | Remarks |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|----------------|----------------------------------------|---------------------|---------|
| 1                                                                                                                                                                                                 | 2                                                    | 3              | 4                                      | 5                   | 6       |
| EAST MIDLANDS CTR 1<br>525510N 0012530W -<br>525456N 0011804W -<br>525255N 0010733W -<br>524558N 0010733W -<br>524537N 0011628W -<br>524536N 0011932W -<br>525510N 0012530W                       | Upper limit: FL105<br>Lower limit: SFC               | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTR 2<br>525510N 0012530W -<br>524536N 0011932W -<br>524535N 0012816W -<br>525233N 0013241W -<br>525510N 0012530W                                                                   | Upper limit: 5500 ft ALT<br>Lower limit: SFC         | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTA 1<br>525911N 0012801W -<br>525901N 0010918W -<br>525421N 0010006W -<br>525121N 0005725W -<br>525057N 0005724W -<br>525456N 0011804W -<br>525510N 0012530W -<br>525911N 0012801W | Upper limit: FL105<br>Lower limit: 2500 ft ALT       | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTA 2<br>525255N 0010733W -<br>525057N 0005724W -<br>525014N 0005722W -<br>524619N 0005748W -<br>524558N 0010733W -<br>525255N 0010733W                                             | Upper limit: FL105<br>Lower limit: 1500 ft ALT       | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTA 3<br>524619N 0005748W -<br>524315N 0005749W -<br>524122N 0011653W -<br>524536N 0011932W -<br>524537N 0011628W -<br>524619N 0005748W                                             | Upper limit: FL105<br>Lower limit: 2500 ft ALT       | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTA 4<br>524536N 0011932W -<br>524122N 0011653W -<br>524013N 0012820W -<br>524533N 0013405W -<br>524536N 0011932W                                                                   | Upper limit: 5500 ft ALT<br>Lower limit: 2500 ft ALT | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTA 5<br>525142N 0013706W -<br>525233N 0013241W -<br>524535N 0012816W -<br>524533N 0013405W -<br>524702N 0013541W -<br>524942N 0013857W -<br>525142N 0013706W                       | Upper limit: 5500 ft ALT<br>Lower limit: 1500 ft ALT | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTA 6<br>525629N 0013938W -<br>525911N 0012801W -<br>525510N 0012530W -<br>525233N 0013241W -<br>525142N 0013706W -<br>524942N 0013857W -<br>525059N 0014031W -<br>525629N 0013938W | Upper limit: 5500 ft ALT<br>Lower limit: 2500 ft ALT | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTA 7<br>530410N 0013110W -<br>530402N 0011422W -<br>525901N 0010918W -<br>525911N 0012801W -<br>530410N 0013110W                                                                   | Upper limit: FL105<br>Lower limit: 4000 ft ALT       | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTA 8<br>525833N 0014948W -<br>530123N 0014310W -<br>530410N 0013110W -<br>525911N 0012801W -<br>525506N 0014533W -<br>525833N 0014948W                                             | Upper limit: 5500 ft ALT<br>Lower limit: 4000 ft ALT | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS CTA 9<br>524122N 0011653W -<br>523610N 0011340W -                                                                                                                                   | Upper limit: 5500 ft ALT<br>Lower limit: 4500 ft ALT | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |

**EGNX AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)**

| Designation and lateral limits                                                                                                                                               | Vertical Limits                                      | Airspace Class | ATS unit callsign/ language            | Transition Altitude | Remarks                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|----------------|----------------------------------------|---------------------|--------------------------------------------------|
| 1                                                                                                                                                                            | 2                                                    | 3              | 4                                      | 5                   | 6                                                |
| 523447N 0012231W -<br>524013N 0012820W -<br>524122N 0011653W                                                                                                                 |                                                      |                |                                        |                     |                                                  |
| EAST MIDLANDS CTA 10<br>525506N 0014533W -<br>525629N 0013938W -<br>525059N 0014031W -<br>525506N 0014533W                                                                   | Upper limit: 5500 ft ALT<br>Lower limit: 3000 ft ALT | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 11<br>525232N 0014224W -<br>524942N 0013857W -<br>524542N 0013843W -<br>524538N 0014201W -<br>525232N 0014224W                                             | Upper limit: 4500 ft ALT<br>Lower limit: 3000 ft ALT | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 12<br>525245N 0014543W -<br>525248N 0014245W -<br>525232N 0014224W -<br>524538N 0014201W -<br>524533N 0014518W -<br>525245N 0014543W                       | Upper limit: 4500 ft ALT<br>Lower limit: 3500 ft ALT | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 13<br>524942N 0013857W -<br>524702N 0013541W -<br>524013N 0012820W -<br>524542N 0013843W -<br>524942N 0013857W                                             | Upper limit: 4500 ft ALT<br>Lower limit: 2500 ft ALT | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 14<br>524726N 0005741W -<br>523753N 0004811W -<br>524026N 0005750W -<br>524619N 0005748W -<br>524726N 0005741W                                             | Upper limit: FL105<br>Lower limit: FL65              | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             | Only available between 0001<br>and 0600 (local). |
| EAST MIDLANDS CTA 15<br>524315N 0005749W -<br>523836N 0005750W -<br>523610N 0011340W -<br>524122N 0011653W -<br>524315N 0005749W                                             | Upper limit: FL105<br>Lower limit: FL45              | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 16<br>524026N 0005750W -<br>523753N 0004811W -<br>523637N 0004656W -<br>522358N 0005457W -<br>522823N 0010232W -<br>522927N 0005753W -<br>524026N 0005750W | Upper limit: FL105<br>Lower limit: FL75              | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 17<br>523836N 0005750W -<br>523400N 0005752W -<br>523141N 0011054W -<br>523610N 0011340W -<br>523836N 0005750W                                             | Upper limit: FL105<br>Lower limit: 5500 ft ALT       | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 18<br>523400N 0005752W -<br>522927N 0005753W -<br>522823N 0010232W -<br>523203N 0010851W -<br>523400N 0005752W                                             | Upper limit: FL105<br>Lower limit: FL65              | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 19<br>530900N 0013146W -<br>530854N 0011918W -<br>530402N 0011422W -<br>530410N 0013110W -<br>530517N 0013152W -<br>530900N 0013146W                       | Upper limit: FL105<br>Lower limit: 5500 ft ALT       | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 20<br>531143N 0013142W -<br>531139N 0012206W -<br>530854N 0011918W -<br>530900N 0013146W -<br>531143N 0013142W                                             | Upper limit: FL105<br>Lower limit: FL75              | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |
| EAST MIDLANDS CTA 21<br>530901N 0013414W -<br>530900N 0013146W -<br>530517N 0013152W -<br>530901N 0013414W                                                                   | Upper limit: FL85<br>Lower limit: 5500 ft ALT        | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |                                                  |

## EGNX AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

| Designation and lateral limits                                                                                                   | Vertical Limits                          | Airspace Class | ATS unit callsign/ language            | Transition Altitude | Remarks |
|----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|----------------------------------------|---------------------|---------|
| 1                                                                                                                                | 2                                        | 3              | 4                                      | 5                   | 6       |
| EAST MIDLANDS CTA 22<br>531145N 0013558W -<br>531143N 0013142W -<br>530900N 0013146W -<br>530901N 0013414W -<br>531145N 0013558W | Upper limit: FL85<br>Lower limit: FL75   | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |
| EAST MIDLANDS ATZ<br>A circle, 2.5 nm radius centred at<br>524952N 0011940W on longest<br>notified runway (09/27)                | Upper limit: 2000 ft<br>Lower limit: SFC | D              | EAST MIDLANDS AP-<br>PROACH<br>English | 6000 ft             |         |

## EGNX AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign                       | Channel(s)                                          | Hours of Operation                                                                    | Remarks                                                                                                     |
|---------------------|--------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| 1                   | 2                              | 3                                                   | 4                                                                                     | 5                                                                                                           |
| APP                 | EAST MIDLANDS AP-<br>PROACH    | 134.175 MHz<br>DOC 60 nm/15,000 ft.                 | H24                                                                                   | ATZ hours coincident with Ap-<br>proach hours.<br><br><b>VDF</b><br><b>524956.61N 0011958.25W</b><br>On AD. |
| TWR                 | EAST MIDLANDS<br>TOWER         | 124.000 MHz<br>DOC 25 nm/4000 ft.                   | H24                                                                                   |                                                                                                             |
|                     | EAST MIDLANDS<br>GROUND        | 121.900 MHz<br>As directed by ATC.<br>DOC 3 nm/GND. | H24                                                                                   |                                                                                                             |
| RAD                 | EAST MIDLANDS<br>RADAR         | 134.175 MHz<br>DOC 60 nm/15,000 ft                  | H24                                                                                   | <b>VDF</b><br><b>524956.61N 0011958.25W</b><br>On AD.                                                       |
|                     |                                | 120.125 MHz<br>DOC 25 nm/10,000 ft.                 | Not continuously guarded,<br>APP will advise.                                         |                                                                                                             |
|                     |                                | 124.000 MHz                                         | By arrangement                                                                        |                                                                                                             |
| ATIS                | EAST MIDLANDS IN-<br>FORMATION | 128.225 MHz<br>DOC 60 nm/20,000 ft.                 | H24                                                                                   |                                                                                                             |
| Other               | FIRE                           | 121.600 MHz<br>Non-ATS Frequency.                   | Available when Fire vehicle at-<br>tending aircraft on the ground<br>in an emergency. |                                                                                                             |

## EGNX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | Ident | Frequency          | Hours of<br>Operation | Position of<br>transmitting<br>antenna co-<br>ordinates | Elevation of DME<br>transmitting<br>antenna | Remarks                        |
|-----------------------------------------------------------------|-------|--------------------|-----------------------|---------------------------------------------------------|---------------------------------------------|--------------------------------|
| 1                                                               | 2     | 3                  | 4                     | 5                                                       | 6                                           | 7                              |
| ILS/DME<br>I<br>1.1°W (2017)                                    | IEMW  | 109.350 MHz        | HO                    | 524953.30N<br>0011807.30W                               |                                             | (RWY 09)                       |
| ILS/DME/GP                                                      | IEMW  | 331.850 MHz        | HO                    | 524954.58N<br>0012031.05W                               |                                             | 3° ILS Ref Datum<br>Hgt 56 ft. |
| NDB (L)                                                         | EMW   | 393.000 kHz        | H24                   | 524943.15N<br>0012715.95W                               |                                             | Range 10 nm.                   |
| ILS/DME<br>IIIB<br>1.1°W (2017)                                 | IEME  | 109.350 MHz        | HO                    | 524949.73N<br>0012123.06W                               |                                             | (RWY 27)                       |
| ILS/DME/GP                                                      | IEME  | 331.850 MHz        | HO                    | 524956.47N<br>0011847.18W                               |                                             | 3° ILS Ref Datum<br>Hgt 54 ft. |
| NDB (L)                                                         | EME   | 353.500 kHz        | H24                   | 524957.63N<br>0011140.40W                               |                                             | Range 20 nm.                   |
| DME                                                             | IEMW  | 30Y<br>109.350 MHz | HO                    | 524957.99N<br>0011940.24W                               | 322 ft                                      | (RWY 09)<br>On AD.             |

## EGNX AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | Ident | Frequency          | Hours of<br>Operation | Position of<br>transmitting<br>antenna co-<br>ordinates | Elevation of DME<br>transmitting<br>antenna | Remarks                                                                                                                            |
|-----------------------------------------------------------------|-------|--------------------|-----------------------|---------------------------------------------------------|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                               | 2     | 3                  | 4                     | 5                                                       | 6                                           | 7                                                                                                                                  |
|                                                                 |       |                    |                       |                                                         |                                             | Freq paired with ILS<br>I EMW and I EME.<br>Zero range indi-<br>cated at THR of<br>RWY 09 and RWY<br>27.                           |
| DME                                                             | IEME  | 30Y<br>109.350 MHz | HO                    | 524957.99N<br>0011940.24W                               | 322 ft                                      | (RWY 27)<br><br>On AD.<br>Freq paired with ILS<br>I EMW and I EME.<br>Zero range indi-<br>cated at THR of<br>RWY 09 and RWY<br>27. |

## EGNX AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1 Airport Regulations

- (a) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.
- (b) Use governed by regulations applicable to East Midlands CTR.
- (c) Jet aircraft failing to meet certification levels appropriate to Chapter 3 will not be permitted to land or take-off between 2300-0700 (winter) and 2200-0600 (summer) except in special circumstances. Dispensation to do so within strict guidelines must be sought from ATC.
- (d) Use of East Midlands Airport is subject to Standard Conditions of Use, which can be requested from the Finance Section. Tel: + 44(0)1332-852975 or by e-mail: [finance@eastmidlandsairport.com](mailto:finance@eastmidlandsairport.com)
- (e) All flights, except General Aviation and military flights, are subject to the prior approval of the Managing Director, East Midlands Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the Airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by e-mail: [lonacxh@acl-uk.org](mailto:lonacxh@acl-uk.org); or Tel: +44(0)161-493 1850, Fax: +44(0)161-493 1853, or at all other times to Airfield Operations: +44(0)1332-852 973. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: <https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1>
- (f) All visiting aircraft must pre-book a designated handling agent prior to landing at EMA. Handling agents will issue a unique handling reference number which must be passed to ATC after landing. More details can be found at <http://www.eastmidlandsairport.com/pilotinfo>

### 2 Ground Movement

- (a) Stand allocation will be by the Airport Authority.
- (b) The apron area to the south west of the Mike Taxiway is not available for aircraft parking except:
  - (i) On the aprons outside all hangars with the permission of the company occupying the hangar concerned;
  - (ii) on the area bounded by white lines on the south west side of the apron and with the permission of Donair Limited.

Aircraft operators parking on any part of this area without permission will be in contravention of the Airport Byelaws relating to East Midlands Airport made under the Civil Aviation Act 1982.
- (c) The ramp is a 24 hour mandatory high visibility clothing area. All flight crews are to wear high visibility clothing for all ramp activities (including aircraft walkrounds) except when direct bussing to/from aircraft steps and terminal or when walking via delineated passenger walkways.
- (d) The operators of all aircraft using the aprons, all of which are within the Critical Area as defined by the requirements of the Aviation Security Act 1982 as amended by the Aviation and Maritime Security Act 1990, shall designate a handling agent in advance of any inbound flight.
- (e) Parking on the aprons is strictly PPR. Within the apron areas only, crew and passenger transport may, subject to availability and payment, be provided by the handling agents.
- (f) Due to turn constraints, aircraft with a wingspan in excess of 45 m must exercise caution when using Taxiways Mike and Sierra. Taxiways Mike and Sierra are not available for MD-11 and aircraft larger than Code D.
- (g) All aircraft with a wing span in excess of 45 m must exercise caution when using the Taxiway Mike intersections with the runway and Taxiway Alpha due to taxiway width constraints.

**EGNX AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)**

- (h) When using Runway 27, Taxiway Sierra is normally used for departures. Landing traffic should not plan to vacate the runway at Taxiway Sierra without first requesting permission from ATC.
- (i) Aircraft up to max Beech King Air (B200) only can use code B Taxilane MA. Aircraft up to max B757-200W only can use code D Taxilane CA.

**3 CAT II/IIIb Operations**

- (a) Runway 27, subject to serviceability of the facility, is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
- (b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
- (c) Holding Points Sierra 1 and 2, Whiskey 1 and 2, Mike 1 and 2 and Hotel 1 and 2 are closed when Low Visibility Procedures are in force.
- (d) All runway 27 departures will be via Holding Point Alpha 2 only, and all landing aircraft must only vacate the runway via Holding Point Golf 2.
- (e) Low Visibility Operations Runway 09
  - (i) During periods of low visibility, to protect departing aircraft, 'Low Visibility Operations' may be in force. Arriving aircraft are limited to CAT I approaches only. Pilots will be informed via ATIS broadcast or by RTF when these procedures are in operation.
  - (ii) During Low Visibility Operations all departures will be via Holding Point Golf 2 only and all landing aircraft must vacate via Holding Point Alpha 2.
- (f) When visibility drops below 300 m, Airfield Operations 'lead vehicles' are provided to lead aircraft onto stand.

**4 Warnings**

- (a) Interference causing large fluctuations to the heading indications of magnetic compasses may be experienced by aircraft in the vicinity of holding point Whiskey One and on the runway, north of Whiskey One. All pilots are advised to carry out any pre take-off check of Direction Indicator against magnetic compass in areas other than those mentioned above.
- (b) Grass Cutting:
 

Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runway 09/27. Circuit flying by light aircraft may be restricted at certain times to permit grass cutting in the areas immediately adjacent to the runway.
- (c) Pilots are advised that in the Spring and Autumn, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent measures within the Airport's boundaries are carried out by the Bird Control Unit and pilots may be requested by ATC to delay a departure or arrival if bird concentrations within the Bird Control Unit's area of control prove difficult to disperse.
- (d) A pyrotechnic factory is sited approximately 3 nm north of the aerodrome. Pilots are warned that rockets, carrying flares of up to 150,000 candela deployed on parachutes, may be tested up to a height of 1000 ft agl, (1100 ft amsl) by day and night.
- (e) A flare stack is sited at Chellaston (\*525154N 0012536W). The stack is 36 ft above ground level (266 ft amsl) and the flare is 20 ft in length.
- (f) The grass verges of the taxiways and aprons are weak in places and liable to waterlogging.
- (g) Pilots are warned of the possibility of building induced turbulence and wind-shear when landing on Runway 09 in strong southerly winds.
- (h) High sided vehicles may be parked adjacent to the western perimeter fence.
- (i) The Maintenance Area and Taxiway Mike, south of M3 are not controlled by ATC. Pilots should exercise caution and expect uncontrolled vehicle and aircraft movements in this area.
- (j) Two wind turbines operational bearing 230° from the ARP, range 1076 m, max blade-tip height 148 ft agl. Pilots may experience a slight increase in turbulence in southerly winds.
- (k) Cables exist north of the airport.

**5 Helicopter Operations**

- (a) IFR.
  - (i) Arrival Procedures
    - (1) Following an IFR approach to Runway 09/27 ground or air taxi to parking areas as instructed by ATC. Helicopters which can ground-taxi, will normally follow the taxiway to their assigned parking area.

## EGNX AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (ii) Departure procedures
  - (1) Depart as for VFR departures or, alternatively, proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.
- (b) VFR.
  - (i) Arrival Procedures
    - (1) Helicopters are to approach the aerodrome from the north or the south, remaining well clear of the approach and take-off areas of Runway 09/27 not below 500 ft QFE or at such other height/altitude as may be assigned by ATC. Overflight of the villages of Castle Donington to the north and Diseworth to the south is to be avoided.
    - (2) Notwithstanding any clearance to enter the CTR/CTA, helicopter pilots are to report approaching the aerodrome boundary and a further clearance is to be obtained before proceeding to the aerodrome.
    - (3) Arrivals from the north are to obtain clearance to cross Runway 09/27 prior to crossing the aerodrome boundary and, on crossing the aerodrome boundary are to descend towards the allocated stand on the apron, avoiding overflight of equipment and occupied stands. Arrivals from the south are to join on a close-in right base leg for Runway 09 or a close-in left base leg for Runway 27, or as directed by ATC. Having descended along the runway or other safe path parallel to and south of the runway, as directed by ATC, they are to ground or air taxi to the parking areas as instructed by ATC following the taxiing procedures applicable to IFR arriving flights (see sub paragraph a (i)).
  - (ii) Departure Procedures
    - (1) Helicopters depart as cleared by ATC. Such departures are subject to clearance to cross Runway 09/27 and such crossings are to be made at right angles to the runway. Helicopters departing to the south are to ground or air taxi to Runway 09 or 27 and then, on departure clearance from ATC, are to climb along and above the appropriate runway to 500 ft initially, turning south only when clear of all airport buildings.
    - (2) Upon reaching the airport boundary, pilots are to comply with instructions from ATC regarding heading/route and height/altitude.
- (c) Special VFR Procedure
  - (i) Arrivals and Departures: As for VFR arrival and departure procedures, the 500 ft QFE minimum will only apply if the cloud ceiling permits operation at that height.
- (d) Helicopter Movements to/from Donington Park
  - (i) All helicopters operating into and from Donington Park Racing Circuit shall use only areas defined and promulgated by the owners of the site and their permission to operate shall have first been obtained by the aircraft commander.
  - (ii) The owners of the site shall promulgate to helicopter operators to whom they grant permission to land, details of any site to be used and shall draw their attention to the restrictions which they, the owners, may place upon it and to the Air Traffic Rules for the East Midlands Control Zone/Control Area.
  - (iii) Air Traffic Control Instructions for helicopters to proceed to or depart from Donington Park Racing Circuit will not be withheld for any reasons other than traffic reasons, but any such instruction given shall not constitute a clearance to land nor shall it be deemed by the aircraft commander as granting permission to use the approved site.

## 6 Use of Runways

Not applicable

## 7 Training

- (a) Training flights and Instrument Rating Tests. Training requires the prior approval of ATC and application should be made as far in advance as possible; see AD 2-EGNX-1-11 paragraph 10. Special conditions apply for jet-engined aircraft. Operators wishing to take advantage of rebated fees and charges for training are advised that application for training rebates MUST be made in advance to the Airport Authority. Rebates are not granted retrospectively.

## EGNX AD 2.21 NOISE ABATEMENT PROCEDURES

### 1 Noise

- (a) Noise abatement Procedures – All aircraft inbound or outbound from the aerodrome are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger, or in compliance with ATC instructions

### 2 General

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



**EGNX AD 2.21 NOISE ABATEMENT PROCEDURES (continued)**

- (b) Whenever possible aircraft should avoid overflying the villages of Diseworth (south of the aerodrome) and Castle Donington (north of the aerodrome).

**3 Take-off and Climb Procedures (including 'go-arounds')**

- (a) Aircraft Operators shall instigate their aircraft manufacturer's noise abatement recommended procedures on departure and up to FL100, or the procedures listed in paragraphs i to vi:
- (i) Take-off to 1500 ft QNH:  
Power – Normal take-off.  
Speed –  $V_2 + 10$  kt (+).  
Flaps – Set as appropriate.
- (ii) 1500 ft to 3000 ft QNH:  
Power – Reduced to climb thrust.  
Speed –  $V_2 + 10$  kt (+).  
Flaps – Maintain previous setting.
- Note:**  $V_2 + 10$  kt (+) indicates that  $V_2 + 10$  may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.
- (iii) At 3000 ft QNH Retract flaps on schedule and assume normal en-route climb.
- (iv) Between 3000 ft QNH and FL 100: Maximum climb speed 250 kt unless otherwise instructed.
- (v) **All** turbo-jet aircraft or turbo-fan aircraft departing from Runway 27 shall attain an altitude of 1500 ft and shall have passed the end of the runway before commencing any turn.
- (vi) Aircraft 'going around' from an approach to Runway 27 shall not commence any turn until the end of the runway and shall avoid overflying Castle Donington (sector 360° MAG to 065° MAG, radius 0.65 nm from the localizer).
- (vii) All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 kg, departing 'Northbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 097° MAG to 1.5 nm before turning left in accordance with the departure SID or issued clearance.
- (viii) All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 kg, departing 'Southbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 097° MAG to 2.0 nm before turning right in accordance with the departure SID or issued clearance.

**4 Take-off Procedures. Runway 27 between the hours of 2200-0700 (Winter) and 2100-0600 (Summer)**

- (a) All departures should be from Whiskey. Runway length from a beam Whiskey is 2463 m; full length take-off is available on request for operational performance reasons, or for ATC requirements, only. When full length is requested, aircraft may be held at A3 prior to entering Runway 27 at A1.

**5 Preferred Runway Usage**

- (a) During light wind conditions aircraft may be required to use either runway subject to a maximum tailwind of 5 kt.

**6 ILS Approaches**

- (a) When using the ILS in IMC or VMC, aircraft shall not descend below 2000 ft QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from the ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS.

**7 Continuous Descent Approaches**

- (a) Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
- (b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
- (c) To facilitate these techniques aircraft should be flown no faster than 250 kts from the Speed Limiting Points and below FL100 and 250 kts-210 kts during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.
- (d) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.



## EGNX AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

### 8 Reverse Thrust

- (a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft between the hours of 2200-0700 (Winter) and 2100-0600 (Summer).

### 9 Visual Circuits

- (a) Large aircraft and all turbo-jet and turbo-fan aircraft, when carrying out circuits, shall be flown at an altitude of at least 2000 ft QNH and turns onto the crosswind leg must not be initiated until after passing the up-wind end of the runway.
- (b) Pilots shall avoid making their final turn on approach to Runway 27 over the village of Kegworth. All circuits to the south of the aerodrome must keep clear and south of the village of Diseworth, all circuits to the north of the aerodrome must keep clear and north of the village of Castle Donington.
- (c) Pilots shall avoid direct over flight of the villages of Aston and Weston-on-Trent 2 nm to the northwest of the aerodrome.

### 10 Training Flights

- (a) Training requires the prior approval of ATC. Permission will only be given for such flights between 0800-2100 (winter) and 0700-2000 (summer). Training will only be permitted by based operators, regular users of the airport or non-jet aircraft below 5700 kg MTOW. Training on Saturdays, Sundays and UK Public Holidays will not be permitted except by non-jet aircraft below 5700 kg MTOW.

### 11 Engine Running

- (a) Engine running of aircraft will not be approved between 2300-0600 (Winter) and 2200-0500 (Summer), unless an aircraft is urgently required to provide an operational service. For further information contact the Duty Airfield Operations Supervisor on Tel: 01332-852925.

### 12 Auxiliary Power Units (APUs)

- (a) Use of APU shall be limited as much as possible.
- (b) APU may be used:
- (i) 5 minutes after 'On Blocks';
  - (ii) 30 minutes before Estimated Time of Departure (ETD).

Except for operational extensions approved by the Duty Airfield Operations Supervisor on Tel: 01332-852925.

### 13 Operation Restrictions

- (a) QC8 and QC16 aircraft movements must not be scheduled between the hours of 2300-0700 (Winter) and 2200-0600 (Summer). QC8 and QC16 movements between these times require the prior permission of the Airport and will incur a surcharge of £5,000 and £10,000 respectively. For further information contact ATC using +44 (0)871-919 9000 Ext 2993.

### 14 Night Noise Limits

- (a) Aircraft departing between 2300 to 0700 (Winter) and 2200-0600 (Summer) are required to operate within a maximum noise limit (measured at a distance of 6.5 km from start of roll). The maximum noise limits are defined as follows.

| Definition                                                            | Limit (dB(A))    |
|-----------------------------------------------------------------------|------------------|
| Aircraft with a QC of 8 or 16                                         | See paragraph 13 |
| Aircraft with a MTOW of 300 tonnes or greater                         | 92               |
| Aircraft with a MTOW greater than 100 tonnes but less than 300 tonnes | 87               |
| Aircraft with a MTOW of 100 tonnes or less                            | 83               |

QC = quota count (as defined in the UK AIP Supplement)

Aircraft that exceed a maximum noise limit will be subject to a penalty of £750 sterling for an infringement of 1 decibel or less and an additional penalty of £150

sterling for each decibel thereafter.

## EGNX AD 2.22 FLIGHT PROCEDURES

### 1 Procedures for Inbound Aircraft

- (a) Standard Arrival routes for aircraft inbound from the airways system are detailed at AD 2-EGNX-7-1, 7-2 and 7-3. Aircraft in bound from the airways system will be cleared into the CTR/CTA without having to request a specific entry clearance.
- (b) Initial Approach Procedures for aircraft to proceed from holding area PIGOT and ROKUP are detailed at AD 2-EGNX-7-4.

**EGNX AD 2.22 FLIGHT PROCEDURES (continued)****9 Flying Within 20 nm of East Midlands Airport**

- (a) Pilots flying within 20nm of East Midlands Airport, but intending to remain outside East Midlands Controlled Airspace (CAS), and maintaining a listening watch only on East Midlands Approach frequency, are encouraged to select SSR code 4572. In the Southwest quadrant aircraft operating West of a line through PEDIG and Nuneaton disused should consider maintaining a listening watch with Birmingham Approach and select SSR code 0010
- (b) Selection of code 4572 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of CAS.
- (c) Whilst squawking 4572, pilots should be aware that East Midlands Approach may make blind transmissions in order to ascertain a particular aircrafts intentions/route. When a pilot ceases to maintain a listening watch, code 4572 shall be deselected.

**EGNX AD 2.23 ADDITIONAL INFORMATION**

Not applicable

**EGNX AD 2.24 CHARTS RELATED TO AN AERODROME**

*Figure: AERODROME CHART - ICAO*

AD 2-EGNX-2-1

*Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO*

AD 2-EGNX-2-2

*Figure: AERODROME CHART A380/AN225 GROUND MOVEMENT - ICAO*

AD 2-EGNX-2-3

*Figure: CONTROL ZONE AND CONTROL AREA - ENTRY/EXIT LANES AND VRPS*

AD 2-EGNX-4-1

*Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO*

AD 2-EGNX-5-1

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) DAVENTRY - ICAO*

AD 2-EGNX-6-1

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRENT - ICAO*

AD 2-EGNX-6-2

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL (Day Only - 0700-2200 local) - ICAO*

AD 2-EGNX-6-3

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) BROOKMANS PARK (Night Only - 0001-0600 local) - ICAO*

AD 2-EGNX-6-4

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ROKUP (northwest) - ICAO*

AD 2-EGNX-7-1

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ROKUP (northeast) - ICAO*

AD 2-EGNX-7-2

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via PIGOT (south) - ICAO*

AD 2-EGNX-7-3

*Figure: INITIAL APPROACH PROCEDURES ILS/DME RWY 09 Without Radar Control via PIGOT/ROKUP*

AD 2-EGNX-7-4

*Figure: INITIAL APPROACH PROCEDURES ILS/DME RWY 27 Without Radar Control via PIGOT/ROKUP*

AD 2-EGNX-7-5

*Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 - ICAO*

AD 2-EGNX-8-1

**EGNX AD 2.24 CHARTS RELATED TO AN AERODROME (continued)**

*Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 - ICAO*

AD 2-EGNX-8-2

*Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO*

AD 2-EGNX-8-3

*Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO*

AD 2-EGNX-8-4

*Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO*

AD 2-EGNX-8-5

*Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO*

AD 2-EGNX-8-6

## EGPH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

|   |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |                                             | <p>Taxiway ALPHA V+W LOOPS: 21 m. Surface: Concrete.<br/>PCN 120/R/C/W/T</p> <p>Taxiway ECHO: 36 m. Surface: Concrete.<br/>PCN 72/R/C/W/T</p> <p>Taxiway FOXTROT: 36 m. Surface: Concrete.<br/>PCN 72/R/C/W/T</p> <p>Taxiway GOLF: 36 m. Surface: Concrete.<br/>PCN 90/R/D/W/T</p> <p>Taxiway HOTEL: 36 m. Surface: Concrete.<br/>PCN 90/R/D/W/T</p> <p>Taxiway LIMA: 23 m. Surface: Asphalt.<br/>PCN 31/F/C/X/T</p> <p>Taxiway MIKE: 23 m. Surface: Asphalt.<br/>PCN 37/F/A/W/T</p> <p>Taxiway PAPA: 21 m. Surface: Asphalt.<br/>PCN 82/R/D/W/T</p> <p>Taxiway QUEBEC: 18 m. Surface: Asphalt.<br/>PCN 31/F/C/X/T</p> <p>Taxiway SIERRA: 36 m. Surface: Concrete.<br/>PCN 79/R/D/W/T</p> <p>Taxiway UNIFORM: 15 m. Surface: Asphalt.<br/>PCN 31/F/C/X/T</p> <p>Taxiway A1-A8 AND A16-D1: 23 m. Surface: Concrete.<br/>PCN 120/R/C/W/T</p> |
| 3 | Altimeter checkpoint location and elevation | Passenger Terminal Stands 97 FT North Cargo Apron 103 FT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4 | VOR checkpoints                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 5 | INS checkpoints                             | Aircraft Ground Movement/Parking/Docking Chart.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 6 | Remarks                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

## EGPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | <p>Nose-in parking in operation on all aprons. All nose-in stands have stand number, yellow centre-line and stand entry guidance system.</p> <p>Stand Entry Guidance is provided by AGNIS/Stop Arrow (painted on the apron) or Safedock Docking Guidance System. Marshalling service is provided for Stands 9A, 17, 19, 21, 23, 50-54, 99, 101 and 209.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 2 | Runway and taxiway markings and lighting                                                                      | <p><b>Runway marking aid(s):</b><br/>: Runway designation, runway centre-line and threshold markings on all runways. Touchdown zone and fixed distance markings on Runways 06/24 and 12/30. Runway edge markings and displaced threshold arrows on Runway 06/24 only.</p> <p><b>Taxiway marking aid(s):</b><br/>A1-A8 AND A16-D1</p> <p><b>Taxiway light(s):</b><br/>: Green centre-line lighting with blue edge lights on sharp curves, red stop bars at holding points. Exits from Runway 06/24 have alternate green/yellow centre-line lights to the CAT II/III stop bars. Runway Guard lights on accesses to Runways 06/24 and 12/30.</p>                                                                                                                                                           |
| 3 | Stop bars                                                                                                     | Illuminated red stop bars are provided where appropriate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4 | Remarks                                                                                                       | <p>There is a vehicle crossing point on Runway 12/30 on Block 29. The crossing is controlled by ATC via Red/Green traffic lights.</p> <p>Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by an apron level timer device operated by airline/handling agent staff. <b>Pilots should not turn off the taxiway centre-line unless the Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed.</b> On stand taxi speed should not exceed 5 kt.</p> <p>All operators must ensure that their engineering staff and/or handling agents have suitable, serviceable equipment on station to push and/or tow aircraft which they might operate.</p> <p>Obstacle markings and snow edge markings are provided where necessary.</p> |

## EGPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (continued)

|  |                                                                                                                                                                                                                                                                                                                                                                                            |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Four wind direction indicators, two illuminated serving Runway 06/24; one illuminated windsock at the 30 threshold serving 12/30 and one non illuminated windsock beside the 'T' Taxiway.<br><br>If an aircraft has been repositioned to face out on any stand, it must be either repositioned to nose-in on stand or towed out to the taxiway centre-line <b>before</b> starting engines. |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## EGPH AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |                 |                           |                  |  |                                  |         |
|----------------------------|-----------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type   | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2               | 3                         | 4                |  | 5                                | 6       |
| 06/APPROACH 24/TAKE-OFF    | Crash Gate      | 555627.29N<br>0032349.65W | 122.08 ft        |  | No                               |         |
| 06/APPROACH 24/TAKE-OFF    | Tree            | 555622.47N<br>0032358.24W | 166.86 ft        |  | No                               |         |
| 06/APPROACH 24/TAKE-OFF    | Tree            | 555511.07N<br>0032704.06W | 344.91 ft        |  | No                               |         |
| 12/APPROACH 30/TAKE-OFF    | Tree            | 555756.36N<br>0032337.27W | 261.81 ft        |  | No                               |         |
| 12/APPROACH 30/TAKE-OFF    | CCTV Mast       | 555716.67N<br>0032157.28W | 120.14 ft        |  | No                               |         |
| 12/APPROACH 30/TAKE-OFF    | Tree            | 555715.80N<br>0032200.24W | 158.86 ft        |  | No                               |         |
| 24/APPROACH 06/TAKE-OFF    | Tree            | 555748.97N<br>0032009.97W | 193.99 ft        |  | No                               |         |
| 24/APPROACH 06/TAKE-OFF    | Tree            | 555738.98N<br>0032035.50W | 154.62 ft        |  | No                               |         |
| 24/APPROACH 06/TAKE-OFF    | Power Pole      | 555729.42N<br>0032105.48W | 128.48 ft        |  | No                               |         |
| 30/APPROACH 12/TAKE-OFF    | Tree            | 555630.95N<br>0031925.05W | 191.01 ft        |  | No                               |         |
| 30/APPROACH 12/TAKE-OFF    | Crash Gate      | 555629.30N<br>0031931.11W | 181.63 ft        |  | No                               |         |
| 30/APPROACH 12/TAKE-OFF    | Perimeter Fence | 555626.63N<br>0031943.02W | 167.85 ft        |  | No                               |         |

| In circling area and at aerodrome |                   |                           |                  |  |                                  |         |
|-----------------------------------|-------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type     | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2                 | 3                         | 4                |  | 5                                | 6       |
|                                   | Forth Road Bridge | 555949.11N<br>0032416.27W | 517.45 ft        |  | Yes                              |         |
|                                   | Tree              | 555817.41N<br>0032451.25W | 447.47 ft        |  | No                               |         |
|                                   | Tree              | 555655.43N<br>0031718.15W | 332.21 ft        |  | No                               |         |

## EGPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|   |                                                               |                                   |
|---|---------------------------------------------------------------|-----------------------------------|
| 1 | Associated MET Office                                         | MET OFFICE ABERDEEN.              |
| 2 | Hours of service<br>MET Office outside hours                  | H24                               |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN.<br>24 hours. |
| 4 | Trend forecast<br>Interval of issuance                        |                                   |
| 5 | Briefing/consultation provided                                | Self-briefing/Telephone.          |

## EGPH AD 2.22 FLIGHT PROCEDURES (continued)

### 4 Noise Abatement Continuous Descent Approach Procedures for Turbo-jet/prop Aircraft

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

### 5 Radio Communications Failure Procedures

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

- (a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:
  - (i) Fly to the appropriate holding point;
  - (ii) hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
  - (iii) then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).
- (b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:
  - (i) Maintain the last assigned holding level at the appropriate holding point until:
    - (1) ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
    - (2) EAT when this has been received and acknowledged;
  - (ii) then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).
- (c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:
  - (i) If the aircraft is receiving a radar service and is within the ATCSMAC of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the ATCSMAC information at AD 2-EGPH-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
  - (ii) If the aircraft is **either** not receiving a radar service or is receiving a radar service but has not yet arrived within the ATCSMAC of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 ft whichever is higher. He will then adopt the procedures in paragraph's 5a or 5b.
- (d) The route and altitude to be used when leaving the CTR/CTA in accordance with the procedures at ENR 1.1, subsection 3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR is made.

| Position at time of decision    | Route                                                                               |
|---------------------------------|-------------------------------------------------------------------------------------|
| Edinburgh Airport EDN or UW NDB | Track 025°T from facility at 4000 ft ALT until crossing the Edinburgh CTR Boundary. |

### 6 Procedures for Outbound Aircraft

- (a) Non-Airways IFR departing flights from Edinburgh routeing in the open FIR to the north or northeast should anticipate ATC clearance normally at an altitude below 6000 ft.
- (b) North Atlantic Departures

## EGPH AD 2.22 FLIGHT PROCEDURES (continued)

- (i) Due to the proximity of the Shanwick Oceanic boundary to Edinburgh, pilots must consider timescales for requesting Oceanic clearance. Refer to ENR 2.2, subsection 3 for details.
- (ii) Pilots are reminded that the Oceanic clearance (including level allocation) is valid only from the OCA Entry Point. **Domestic ATC clearance to the OCA Entry point is issued separately.**

### 7 Speed Limit

- (a) A speed limitation of 250 kt applies to all departures following SIDs whilst flying below FL 100 unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No speed restriction'. The phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed/power limitation.

### 8 VFR Flights

- (a) VFR flights in the Control Zone will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
- (b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 10 or the routes detailed in paragraph 11.
- (c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the instructions issued.
- (d) **Helicopters:** Whenever possible helicopter flights in the Edinburgh Control Zone will be cleared on direct routeings under VFR (or, when requested at night, on Special VFR clearance in accordance with the procedures for Special VFR flights)

### 9 Special VFR Clearance

- (a) Clearance may be requested for Special VFR flight within the Edinburgh Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).
- (b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 11.
- (c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Edinburgh Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
- (d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding Airspace of the Scottish Terminal Control Area.
- (e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 kg MTWA.

### 10 Visual Reference Points (VRP)

- (a) For the benefit of pilots of VFR flights who prefer to determine their position by radio-navigation aids rather than by visual pin-points, suitably defined VRPs for Edinburgh are given below:

| VRP                                                | VOR/VOR                            | VOR/NDB                                         | VOR/DME FIX        |
|----------------------------------------------------|------------------------------------|-------------------------------------------------|--------------------|
| Arthur's Seat<br>555638N 0030942W                  | Talla RDL 016°                     | Talla RDL 016°<br>Edinburgh EDN 119°<br>MAG     | St Abbs 276°/32 nm |
| Bathgate<br>555410N 0033825W                       | Talla RDL 340°<br>Glasgow RDL 089° | Talla RDL 340°<br>Edinburgh EDN 252°<br>MAG     | Glasgow 089°/27 nm |
| Cobbinshaw Reservoir<br>554828N 0033400W           | Talla RDL 341°<br>Glasgow RDL 100° | Talla RDL 341°<br>Edinburgh EDN 225°<br>MAG     | Talla 341°/19 nm   |
| Dalkeith<br>555336N 0030406W                       | St Abbs RDL 270°                   | Talla RDL 024°<br>Edinburgh EDN 127°<br>MAG     | Talla 024°/26 nm   |
| Forth Road Bridge, North Tower<br>560022N 0032414W | Talla RDL 359°                     | Perth PTH RDL 186°<br>Edinburgh EDN 295°<br>MAG | St Abbs 281°/41 nm |
| Hillend Ski Slope<br>555318N 0031230W              | St Abbs RDL 270°                   | St Abbs RDL 270°<br>Edinburgh EDN 157°<br>MAG   | Talla 014°/24 nm   |

## EGAB — ENNISKILLEN/ST ANGELO

### EGAB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAB — ENNISKILLEN/ST ANGELO

### EGAB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                             |
|---|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 542355N Long: 0073907W<br>Mid-point of Runway 15/33                                                                                                                                                    |
| 2 | Direction and distance from city                                                     | 3 nm N of Enniskillen.                                                                                                                                                                                      |
| 3 | Elevation / Reference temperature                                                    | 155 ft / 16 C                                                                                                                                                                                               |
| 4 | Geoid undulation at AD ELEV PSN                                                      |                                                                                                                                                                                                             |
| 5 | Magnetic Variation/ Annual Change                                                    | 3.85°W (2017) / 0.17°                                                                                                                                                                                       |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | ENNISKILLEN AIRPORT LTD<br>Post: Enniskillen Airport, 62 Killadeas Road, Trory, Enniskillen, Co-Fermanagh, BT94 2FH.<br>Phone: 028-6632 9000<br>Fax: 028-6632 9100<br>Email: info@enniskillen-airport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | VFR                                                                                                                                                                                                         |
| 8 | Remarks                                                                              |                                                                                                                                                                                                             |

### EGAB AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                               |
|----|----------------------------|-------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | Winter: 0900-1700; and by arrangement. Summer: 0800-1600; and by arrangement. |
| 2  | Customs and Immigration    | On request.                                                                   |
| 3  | Health and sanitation      |                                                                               |
| 4  | AIS Briefing Office        |                                                                               |
| 5  | ATS Reporting Office (ARO) |                                                                               |
| 6  | MET Briefing Office        |                                                                               |
| 7  | Air Traffic Service        | As AD hours. See also AD 2.18.                                                |
| 8  | Fuelling                   | As AD hours.                                                                  |
| 9  | Handling                   |                                                                               |
| 10 | Security                   |                                                                               |
| 11 | De-icing                   |                                                                               |
| 12 | Remarks                    | PPR by telephone.                                                             |

### EGAB AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                             |
|---|-----------------------------------------|-------------------------------------------------------------|
| 1 | Cargo handling facilities               |                                                             |
| 2 | Fuel and oil types                      | AVTUR JET A-1<br>AVGAS 100LL                                |
| 3 | Fuelling facilities/capacity            | AVGAS overground tank/bowser. AVTUR overground tank/bowser. |
| 4 | De-icing facilities                     |                                                             |
| 5 | Hangar space for visiting aircraft      | Yes                                                         |
| 6 | Repair facilities for visiting aircraft | Yes                                                         |
| 7 | Remarks                                 |                                                             |

### EGAB AD 2.5 PASSENGER FACILITIES

|   |             |                    |
|---|-------------|--------------------|
| 1 | Hotels      | In the vicinity.   |
| 2 | Restaurants | Cafe on aerodrome. |



## EGAB AD 2.5 PASSENGER FACILITIES (continued)

|   |                      |                                     |
|---|----------------------|-------------------------------------|
| 3 | Transportation       | Yes                                 |
| 4 | Medical facilities   | Hospital 1 mile south of aerodrome. |
| 5 | Bank and Post Office |                                     |
| 6 | Tourist Office       | In Enniskillen.                     |
| 7 | Remarks              |                                     |

## EGAB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                                                                                          |
|---|---------------------------------------------|----------------------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | RFF Category A2                                                                                          |
| 2 | Rescue equipment                            | RFF Category 2 appliance.                                                                                |
| 3 | Capability for removal of disabled aircraft | Yes                                                                                                      |
| 4 | Remarks                                     | RFF Category 1 on Mondays and Tuesdays. RFF Category 3 aircraft accepted under remission at other times. |

## EGAB AD 2.7 SEASONAL AVAILABILITY - CLEARING

|   |                            |                                             |
|---|----------------------------|---------------------------------------------|
| 1 | Type of clearing equipment |                                             |
| 2 | Clearance priorities       |                                             |
| 3 | Remarks                    | Latest information from: ATC 028-6632 9000. |

## EGAB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                             |                                                           |
|---|---------------------------------------------|-----------------------------------------------------------|
| 1 | Apron surface and strength                  | MAIN APRON<br>Surface: Asphalt.<br>PCN 9/R/C/X/T          |
| 2 | Taxiway width, surface and strength         | Taxiway MAIN TWY: 8 m. Surface: Asphalt.<br>PCN 9/R/C/X/T |
| 3 | Altimeter checkpoint location and elevation |                                                           |
| 4 | VOR checkpoints                             |                                                           |
| 5 | INS checkpoints                             |                                                           |
| 6 | Remarks                                     |                                                           |

## EGAB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                              |
|---|---------------------------------------------------------------------------------------------------------------|----------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands |                                              |
| 2 | Runway and taxiway markings and lighting                                                                      | Runway marking aid(s):<br>15/33: Centre-line |
| 3 | Stop bars                                                                                                     |                                              |
| 4 | Remarks                                                                                                       |                                              |

## EGAB AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| (EGAB5165) 33/APPROACH     | Tree          | 542351.70N<br>0073911.81W | 231 ft           |  | No                               |         |
| (EGAB5965) 33/APPROACH     | Tree          | 542333.61N<br>0073832.98W | 216 ft           |  | No                               |         |

## EGPF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (continued)

|   |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |           | <p>: Colour coded alternate yellow/green centreline lights installed on exit taxiways at Links A, B, D, E, F and G to indicate when an aircraft has cleared the ILS LOC sensitive area. All taxiway directional signs and holding point signs are internally illuminated to the latest ICAO standard. Ground mounted alternately flashing yellow runway guard lights operating H24, are installed at the category I holding points on Links A,B,C,D,E,F,G &amp; Y indicating to pilots that they are at the Category I holding points when taxiing for take off. Ground mounted alternately flashing yellow runway guard lights operating in Category II/III conditions, are installed at the category II/III holding points on Links A&amp;G, indicating to pilots that they are at the Category II/III holding points when taxiing for take off.</p> |
| 3 | Stop bars | Red stop bars signifying holding positions for ILS Category I protection for Links A, B, D, E, F and G. Red stop bars signifying holding positions of ILS CAT II/III protection for Links A and G.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4 | Remarks   | The apron is marked for nose-in/push-back parking only and operators should ensure that agents can supply tractor push-back facilities. Aircrew are to note that all illuminated azimuth and parallax parking stand and entry guidance systems are operated by their ground handling agent. The illumination of stand entry guidance systems should indicate that a safety check of the stand has been made by the handling agent prior to the aircraft arrival. However, it still remains the responsibility of the aircrew to satisfy themselves that the stand is safe for entry and parking. Pilots should not enter an aircraft stand unless the Stand Entry Guidance System is illuminated or a marshaller has signalled clearance to proceed. Yellow and blue reflective posts. Obstacle markings. Illuminated wind direction indicators.       |

## EGPF AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| 23/APPROACH 05/TAKE-OFF    | Building      | 555440.17N<br>0042203.50W | 356 ft           |  | Yes                              |         |
| 23/APPROACH 05/TAKE-OFF    | Building      | 555333.98N<br>0042318.91W | 166 ft           |  | Yes                              |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
| 23/APPROACH 05/TAKE-OFF           | Building      | 555440.17N<br>0042203.50W | 356 ft           |  | Yes                              |         |
|                                   | Hills         | 555757.87N<br>0042705.79W | 1316 ft          |  | No                               |         |
|                                   | Pylon         | 555443.03N<br>0042654.48W | 412 ft           |  | Yes                              |         |
|                                   | Pylons        | 555434.32N<br>0042705.42W | 409 ft           |  | Yes                              |         |
|                                   | Building      | 555314.66N<br>0042126.50W | 290 ft           |  | No                               |         |
|                                   | Chimney       | 555032.24N<br>0042438.80W | 270 ft           |  | Yes                              |         |
|                                   | Chimney       | 555006.54N<br>0042559.87W | 274 ft           |  | Yes                              |         |
|                                   | Mast          | 554819.22N<br>0042803.08W | 919 ft           |  | No                               |         |

## EGPF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                                   |
|----|------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                                              |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                               |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>24 hours.                                                 |
| 4  | Trend forecast<br>Interval of issuance                                 |                                                                                   |
| 5  | Briefing/consultation provided                                         | Self briefing/telephone.                                                          |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text. TAFs/METARs.<br>English.                  |
| 7  | Charts and other information available for briefing or<br>consultation |                                                                                   |
| 8  | Supplementary equipment available for providing infor-<br>mation       |                                                                                   |
| 9  | ATS units provided with information                                    | GLASGOW.                                                                          |
| 10 | Additional information (limitation of service, etc.)                   | A recording of the ATIS broadcast is available 24 hours on Tel: 0141-887<br>7449. |

## EGPF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY<br>Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN)           | THR co-ordinates/<br>THR Geoid undu-<br>lation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|----------------------------|--------------|-------------------|-----------------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------|
| 1                          | 2            | 3                 | 4                                                   | 5                                              | 6                                                                     |
| 05                         | 046.40°      | 2665 x 46 m       | RWY surface: Asphalt,<br>grooved.<br>PCN 65/R/B/W/T | 555148.53N<br>0042656.59W<br>178 ft            | THR 26 ft                                                             |
| 23                         | 226.42°      | 2665 x 46 m       | RWY surface: Asphalt,<br>grooved.<br>PCN 65/R/B/W/T | 555241.07N<br>0042518.42W<br>178 ft            | THR 21 ft                                                             |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks |
|----------------------|----------------|---------------------|------------------|-----|---------|
| 7                    | 8              | 9                   | 10               | 11  | 12      |
|                      |                |                     |                  |     | RWY 05  |
|                      |                |                     |                  |     | RWY 23  |

## EGPF AD 2.13 DECLARED DISTANCES

| Runway desig-<br>nator | TORA   | TODA   | ASDA   | LDA    | Remarks                                 |
|------------------------|--------|--------|--------|--------|-----------------------------------------|
| 1                      | 2      | 3      | 4      | 5      | 6                                       |
| 05                     | 2658 m | 2783 m | 2658 m | 2661 m |                                         |
| 23                     | 2661 m | 3090 m | 2812 m | 2356 m |                                         |
| 05                     | 2360 m | 2485 m | 2360 m |        | Take-off from intersection with Link F. |
| 05                     | 2159 m | 2284 m | 2159 m |        | Take-off from intersection with Link E. |
| 05                     | 1661 m | 1786 m | 1661 m |        | Take-off from intersection with Link D. |
| 23                     | 2581 m | 3010 m | 2732 m |        | Take-off from intersection with Link A. |
| 23                     | 2303 m | 2732 m | 2454 m |        | Take-off from intersection with Link B. |

## EGBJ — GLOUCESTERSHIRE

### EGBJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBJ — GLOUCESTERSHIRE

### EGBJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                    |
|---|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 515339N Long: 0021002W<br>Midpoint of Runway 09/27.                                                                                                                                                                                                                                                                                                                                           |
| 2 | Direction and distance from city                                                     | 3.5 nm W of Cheltenham                                                                                                                                                                                                                                                                                                                                                                             |
| 3 | Elevation / Reference temperature                                                    | 101 ft / 19 C                                                                                                                                                                                                                                                                                                                                                                                      |
| 4 | Geoid undulation at AD ELEV PSN                                                      | 161 FT                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.28°W (2017) / 0.15°                                                                                                                                                                                                                                                                                                                                                                              |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | GLOUCESTERSHIRE AIRPORT LTD.<br>Post: Gloucestershire Aerodrome, Cheltenham, Gloucestershire GL51, 6SR.<br>Phone: 01452-857700 Ext 223 (Ops/ATC)<br>Phone: 01452-857700 Ext 248 (Admin)<br>Fax: 01452-715174 (Ops)<br>Fax: 01452-714593 (Admin)<br>Email: info@gloucestershireairport.co.uk (Admin)<br>Email: briefing@gloucestershireairport.co.uk (Ops)<br>URL: www.gloucestershireairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | IFR/VFR                                                                                                                                                                                                                                                                                                                                                                                            |
| 8 | Remarks                                                                              | GA Agreement aerodrome. Refer to GEN 1.2 for notification requirements. Designated aerodrome for Special Branch purposes.                                                                                                                                                                                                                                                                          |

### EGBJ AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                                                                                                               |
|----|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800; and by arrangement.<br>Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830; and by arrangement.                      |
| 2  | Customs and Immigration    | As AD hours                                                                                                                                                   |
| 3  | Health and sanitation      |                                                                                                                                                               |
| 4  | AIS Briefing Office        | As AD hours. Self briefing.                                                                                                                                   |
| 5  | ATS Reporting Office (ARO) | As AD hours. Located in Terminal building, no access to Control Tower.                                                                                        |
| 6  | MET Briefing Office        | As AD hours. Self briefing.                                                                                                                                   |
| 7  | Air Traffic Service        | Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800; and by arrangement.<br>Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830; and by arrangement.<br>See also AD 2.18. |
| 8  | Fuelling                   | As AD hours.                                                                                                                                                  |
| 9  | Handling                   | As AD hours.                                                                                                                                                  |
| 10 | Security                   | During public transport operations and by arrangement.                                                                                                        |
| 11 | De-icing                   | By arrangement.                                                                                                                                               |
| 12 | Remarks                    | Certain flights not requiring Licensed facilities may operate H24 strictly by prior arrangement.                                                              |

## EGBJ AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                                                                                                                                                                                                                                                                       |
|---|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities               | Limited. 1mt Forklift. Further facilities by arrangement.                                                                                                                                                                                                                                             |
| 2 | Fuel and oil types                      | AVGAS 100LL<br>AVTUR JET A-1 (All JET-A1 Pre mixed with AL48)<br>AVGAS UL-91<br>W80, W100, 100, S80, Multigrade<br>Turbine oils<br>Aviation greases.                                                                                                                                                  |
| 3 | Fuelling facilities/capacity            | Jet A-1 Mobile bowsters 112, 000 lt. AVGAS fixed installation 52, 000 lt.                                                                                                                                                                                                                             |
| 4 | De-icing facilities                     | Limited. By arrangement.                                                                                                                                                                                                                                                                              |
| 5 | Hangar space for visiting aircraft      | By arrangement.                                                                                                                                                                                                                                                                                       |
| 6 | Repair facilities for visiting aircraft | Full up to 5700 kg AUW Rotary and fixed-wing.                                                                                                                                                                                                                                                         |
| 7 | Remarks                                 | Oxygen by arrangement.<br>Handling services provided by Executive Aviation Services, Flight Partner and Little Jet Company. Contact Aerodrome Operator for details on Tel: 01452-857700 Ext 223.<br>Pet Passport handling for approved carriers via Executive Aviation Services on Tel: 01452-857006. |

## EGBJ AD 2.5 PASSENGER FACILITIES

|   |                      |                                                                                               |
|---|----------------------|-----------------------------------------------------------------------------------------------|
| 1 | Hotels               | Hotels in vicinity.                                                                           |
| 2 | Restaurants          | On AD.                                                                                        |
| 3 | Transportation       | Taxis, Car hire, Buses. Nearest station Cheltenham 2.5 nm.                                    |
| 4 | Medical facilities   | Limited First Aid.                                                                            |
| 5 | Bank and Post Office | Within 1.5 nm vicinity of AD.                                                                 |
| 6 | Tourist Office       | Local information available in Terminal. Nearest office Cheltenham 2.5 nm.                    |
| 7 | Remarks              | Accommodation and transportation arrangements can be made via Handling Agent or Aerodrome Ops |

## EGBJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                                                                                                                                                                                                                                                                                                                                                                      |
|---|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | RFF Category A3                                                                                                                                                                                                                                                                                                                                                                      |
| 2 | Rescue equipment                            | 2 x MFV plus support vehicles. Hydraulic cutting equipment.                                                                                                                                                                                                                                                                                                                          |
| 3 | Capability for removal of disabled aircraft | Limited up to 5700 kg. Details from Aerodrome Authority.                                                                                                                                                                                                                                                                                                                             |
| 4 | Remarks                                     | <b>Category 4 and 5</b> available on request. <b>Category 6</b> by prior arrangement.<br><br>Flights operating for the public transport of passengers or otherwise requiring the use of a licensed aerodrome, will automatically be provided with the appropriate RFFS Category. At RFF Category 4, or above, a minimum quantity of 12700L of water and 1500L of foam is deployable. |

## EGBJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

|   |                            |                                                   |
|---|----------------------------|---------------------------------------------------|
| 1 | Type of clearing equipment | Mechanical.                                       |
| 2 | Clearance priorities       | Standard. See AD 1.2.2.                           |
| 3 | Remarks                    | No method of braking action assessment available. |

## EGBJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength                  | A<br>Surface: Asphalt.<br>PCN 16/F/B/W/U<br><br>B<br>Surface: Asphalt.<br><br>C<br>Surface: Asphalt.                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2 | Taxiway width, surface and strength         | Taxiway A: 11 m. Surface: Asphalt.<br>PCN 16/F/B/W/U<br><br>Taxiway B: 14 m. Surface: Asphalt.<br><br>Taxiway C: 14 m. Surface: Asphalt.<br><br>Taxiway D: 14 m. Surface: Asphalt.<br><br>Taxiway E: 15 m. Surface: Asphalt.<br><br>Taxiway F: 10 m. Surface: Asphalt.<br><br>Taxiway G: 15 m. Surface: Asphalt.<br><br>Taxiway H: 10 m. Surface: Asphalt.<br><br>Taxiway J: 8 m. Surface: Asphalt.<br>Taxiway J is 10.5 m then narrows to 8 m after 150 m.<br><br>Taxiway K: 18 m. Surface: Asphalt.<br><br>Taxiway R: 10 m. Surface: Grass. |
| 3 | Altimeter checkpoint location and elevation |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4 | VOR checkpoints                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5 | INS checkpoints                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6 | Remarks                                     | Reinforced grass apron west of Apron A suitable for aircraft up to 2300 kg MTWA.                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

## EGBJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                    |
|---|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1 and 2 have Self manoeuvring markings. AVGAS helicopter refuelling point and hard standing parking marked with circled 'H'.                                                                                                |
| 2 | Runway and taxiway markings and lighting                                                                      | <b>Runway marking aid(s):</b><br>: Runway designation, threshold, centre-line and edge markings. Runway intersections marked.<br><br><b>Taxiway marking aid(s):</b><br>: All taxiways yellow centre-line. See AD 2.20 paragraph 2. |
| 3 | Stop bars                                                                                                     |                                                                                                                                                                                                                                    |
| 4 | Remarks                                                                                                       | Illuminated windsleeve: 515334.79N 0021001.22W.<br>Compass swing area marked north of runway 18 threshold.<br>Helicopter parking as directed by ATC.                                                                               |

## EGBJ AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| 04/APPROACH 22/TAKE-OFF    | Building      | 515310.50N<br>0021019.25W | 134 ft           |  | No                               |         |
| 22/APPROACH 04/TAKE-OFF    | Road          | 515349.24N<br>0020927.74W | 125 ft           |  | No                               |         |
| 27/APPROACH 09/TAKE-OFF    | Road          | 515341.30N<br>0020922.36W | 127 ft           |  | No                               |         |

## EGBJ AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | Mast          | 515518.37N<br>0020038.45W | 1260 ft          |  | No                               |         |
|                                   | Pylon         | 515436.11N<br>0020732.06W | 256 ft           |  | No                               |         |
|                                   | Pylon         | 515413.70N<br>0020038.97W | 1093 ft          |  | No                               |         |
|                                   | Spire         | 515406.17N<br>0020448.69W | 393 ft           |  | No                               |         |
|                                   | Building      | 515347.20N<br>0020620.30W | 350 ft           |  | No                               |         |
|                                   | Pylon         | 515220.31N<br>0021141.23W | 239 ft           |  | No                               |         |
|                                   | Building      | 515213.40N<br>0021020.60W | 541 ft           |  | No                               |         |
|                                   | Mast          | 515205.97N<br>0021031.59W | 580 ft           |  | No                               |         |
|                                   | Mast          | 515205.96N<br>0021024.90W | 581 ft           |  | No                               |         |
|                                   | Pylon         | 515151.68N<br>0020845.77W | 326 ft           |  | No                               |         |
|                                   | Mast          | 515013.23N<br>0020526.06W | 1145 ft          |  | No                               |         |

## EGBJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                                                               |
|----|------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                                  | MET OFFICE EXETER.                                                                                            |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                                                           |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE EXETER.<br>9 hours.                                                                                |
| 4  | Trend forecast<br>Interval of issuance                                 |                                                                                                               |
| 5  | Briefing/consultation provided                                         | Self briefing/telephone.                                                                                      |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text. TAFs/METARs.<br>English.                                              |
| 7  | Charts and other information available for briefing or<br>consultation | Form 214/215/415 TAF/METAR AIRMET. Internet access.                                                           |
| 8  | Supplementary equipment available for providing infor-<br>mation       |                                                                                                               |
| 9  | ATS units provided with information                                    |                                                                                                               |
| 10 | Additional information (limitation of service, etc.)                   | Routine observations made at H+20 and H+50 during AD hours.<br>Observations may occasionally be 'Unofficial'. |

## EGBJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY<br>Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN) | THR co-ordinates/<br>THR Geoid undu-<br>lation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|----------------------------|--------------|-------------------|-------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------|
| 1                          | 2            | 3                 | 4                                         | 5                                              | 6                                                                     |
| 04                         | 034.62°      | 988 x 23 m        | RWY surface: Asphalt.                     | 515318.98N<br>0021005.28W<br>161 ft            | THR 83 ft                                                             |
| 22                         | 214.62°      | 988 x 23 m        | RWY surface: Asphalt.                     | 515342.81N<br>0020938.69W<br>161 ft            | THR 86 ft                                                             |

## EGBJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN)     | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|-----------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                       | 5                                      | 6                                                            |
| 09                      | 083.75°      | 1431 x 30 m       | RWY surface: Asphalt.<br>PCN 16/F/B/W/U | 515336.22N<br>0021037.64W<br>161 ft    | THR 73 ft                                                    |
| 27                      | 263.76°      | 1431 x 30 m       | RWY surface: Asphalt.<br>PCN 16/F/B/W/U | 515340.15N<br>0020939.59W<br>161 ft    | THR 87 ft                                                    |
| 18                      | 173.91°      | 799 x 18 m        | RWY surface: Asphalt.                   | 515348.39N<br>0020958.58W<br>161 ft    | THR 81 ft                                                    |
| 36                      | 353.91°      | 799 x 18 m        | RWY surface: Asphalt.                   | 515322.69N<br>0020954.15W<br>161 ft    | THR 88 ft                                                    |
| 04G                     | 034.77°      | 304 x 19 m        | RWY surface: Grass.                     | 515327.07N<br>0020952.05W<br>161 ft    | THR 87 ft                                                    |
| 22G                     | 214.78°      | 304 x 19 m        | RWY surface: Grass.                     | 515335.17N<br>0020942.96W<br>161 ft    | THR 89 ft                                                    |

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                         |
|-------------------|----------------|---------------------|------------------|-----|-------------------------------------------------|
| 7                 | 8              | 9                   | 10               | 11  | 12                                              |
|                   |                |                     |                  |     | RWY 04                                          |
|                   |                |                     |                  |     | RWY 22<br>Landing threshold displaced by 88 m.  |
|                   |                |                     |                  |     | RWY 09<br>Landing threshold displaced by 30 m.  |
|                   |                |                     |                  |     | RWY 27<br>Landing threshold displaced by 284 m. |
|                   |                |                     |                  |     | RWY 18                                          |
|                   |                |                     |                  |     | RWY 36                                          |
|                   |                |                     |                  |     | RWY 04G                                         |
|                   |                |                     |                  |     | RWY 22G                                         |

## EGBJ AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks                                                                     |
|-------------------|--------|--------|--------|--------|-----------------------------------------------------------------------------|
| 1                 | 2      | 3      | 4      | 5      | 6                                                                           |
| 04                | 988 m  | 1094 m | 1049 m | 988 m  |                                                                             |
| 22                | 983 m  | 1073 m | 983 m  | 900 m  |                                                                             |
| 04G               | 304 m  | 304 m  | 304 m  | 304 m  |                                                                             |
| 22G               | 304 m  | 304 m  | 304 m  | 304 m  |                                                                             |
| 09                | 1271 m | 1311 m | 1271 m | 1241 m | Runway 09 LDA ends 160 m before end of paved surface due to RESA provision. |
| 27                | 1317 m | 1319 m | 1317 m | 1147 m |                                                                             |
| 18                | 799 m  | 799 m  | 799 m  | 799 m  |                                                                             |
| 36                | 799 m  | 799 m  | 799 m  | 799 m  |                                                                             |



30 Mar 2017

## EGBJ AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/Length/Intensity | Threshold lighting Colour/Wing bars | VASIS/MEHT/PAPI          | TDZ lighting Length | Runway Centre Line lighting Length/Spacing/Colour/Intensity | Runway edge lighting Length/Spacing/Colour/Intensity                         | Runway end lighting Colour/Wing bars | Stopway lighting Length/Colour | Remarks                                                                                                                                                                                                                        |
|-----|-----------------------------------------|-------------------------------------|--------------------------|---------------------|-------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | 2                                       | 3                                   | 4                        | 5                   | 6                                                           | 7                                                                            | 8                                    | 9                              | 10                                                                                                                                                                                                                             |
| 09  | 230 m<br>Light intensity high.          | Green HI Wingbar                    | PAPI Left/3°<br>46 ft    |                     |                                                             | Elev HI bi-directional 1431 m 59 m spacing White with yellow caution zone HI | Red.                                 |                                | <b>Approach Lighting:</b><br>Basic. Centre-line lighting 30 m spacing.<br><br><b>PAPI/(MEHT)</b><br>3° LHS (46 ft)<br>5.5° RHS (49 ft)<br><br><b>PAPI dist from THR:</b><br>LHS 288 m<br>RHS 124 m                             |
| 27  | 312 m<br>Light intensity high.          | Green HI Wingbar                    | PAPI Left/3.5°<br>43 ft  |                     |                                                             | Elev HI bi-directional 1431 m 59 m spacing White with yellow caution zone    | Red.                                 |                                | <b>Approach Lighting:</b><br>Intermediate. Centre-line lighting 30 m spacing with two crossbars.<br><br><b>PAPI/(MEHT)</b><br>3.5° LHS (43 ft)<br>5.5° RHS (49 ft)<br><br><b>PAPI dist from THR:</b><br>LHS 249 m<br>RHS 102 m |
| 04  |                                         |                                     | APAPI Left/4.5°<br>20 ft |                     |                                                             |                                                                              |                                      |                                | <b>PAPI dist from THR</b><br>115 m                                                                                                                                                                                             |
| 22  |                                         |                                     | APAPI Left/3.5°<br>23 ft |                     |                                                             |                                                                              |                                      |                                | <b>PAPI dist from THR</b><br>115 m                                                                                                                                                                                             |

## EGBJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                                                                                                                                                                                                                           |
|---|---------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      | IBN: GLOUCESTERSHIRE 515331.89N 0021004.44W<br>Flashing Green 'GO'. Approx. 270 m south of midpoint Runway 09/27.<br><br>As required during AD hours.                                                                     |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 515329.42N 0021007.79W                                                                                                                                                                                        |
| 3 | TWY edge and centre line lighting                             | Taxiway: . Edge. All south side runway intersections and Hold A2 area blue edge lighting and reflective markers.<br><br>Taxiway: . Centre line. Taxiways A, B and C green centre-line lighting and reflective blue studs. |
| 4 | Secondary power supply/switch-over time                       | Max. 10 seconds.                                                                                                                                                                                                          |
| 5 | Remarks                                                       | Apron floodlighting. Runway guard lights at A1 and A2.                                                                                                                                                                    |

## EGBJ AD 2.16 HELICOPTER LANDING AREA

|   |                                                           |                                                                                                                                                                                                                                                                                                                                                       |
|---|-----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation       |                                                                                                                                                                                                                                                                                                                                                       |
| 2 | TLOF and/ or FATO elevation                               |                                                                                                                                                                                                                                                                                                                                                       |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | FATO :                                                                                                                                                                                                                                                                                                                                                |
| 4 | True bearing of FATO                                      |                                                                                                                                                                                                                                                                                                                                                       |
| 5 | Declared distance available                               |                                                                                                                                                                                                                                                                                                                                                       |
| 6 | Approach and FATO lighting                                |                                                                                                                                                                                                                                                                                                                                                       |
| 7 | Remarks                                                   | Three grass Helicopter training areas; Heli Northeast, Northwest and Southwest are established. An additional aiming point is provided at Heli South, adjacent to Taxiway J. Refer to aerodrome chart. Helicopter Holding points 'Y' and 'X' established north and south of Runway 27 threshold. Helicopter procedures detailed at AD 2.20 Section 5. |

## EGBJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits                                                                              | Vertical Limits                          | Airspace Class | ATS unit callsign/ language | Transition Altitude | Remarks |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|-----------------------------|---------------------|---------|
| 1                                                                                                           | 2                                        | 3              | 4                           | 5                   | 6       |
| GLOUCESTERSHIRE ATZ<br>A circle, 2 nm radius centred at 515339N 0021002W on longest notified runway (09/27) | Upper limit: 2000 ft<br>Lower limit: SFC | G              | GLOSTER APPROACH<br>English | 3000 ft             |         |

## EGBJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign                 | Channel(s)                                                                                        | Hours of Operation                                                                                   | Remarks                                                                                                                                                                                                          |
|---------------------|--------------------------|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                   | 2                        | 3                                                                                                 | 4                                                                                                    | 5                                                                                                                                                                                                                |
| APP                 | GLOSTER AP-<br>PROACH    | 128.550 MHz<br>DOC 25 nm/7,000 ft.                                                                | Winter: Mon-Fri 0830-1930;<br>Sat, Sun 0900-1800 Summer:<br>Mon-Fri 0730-1830; Sat, Sun<br>0800-1830 | <b>VDF</b><br><b>515331.51N 0020938.70W</b><br>On AD. Bearing accuracy no<br>better than Class B.<br>ATZ hours coincident with Ap-<br>proach hours. See 2.20 para<br>4(a) Warnings.                              |
| TWR                 | GLOSTER TOWER            | 122.900 MHz<br>DOC 10 nm/3,000 ft.<br>May occasionally be<br>combined with APP.<br>Refer to ATIS. | Winter: Mon-Fri 0830-1930;<br>Sat, Sun 0900-1800 Summer:<br>Mon-Fri 0730-1830; Sat, Sun<br>0800-1830 |                                                                                                                                                                                                                  |
| RAD                 | GLOSTER RADAR            | 128.550 MHz<br>DOC 25 nm/7,000 ft.                                                                | Winter: Mon-Fri 0830-1930;<br>Sat, Sun 0900-1800 Summer:<br>Mon-Fri 0730-1830; Sat, Sun<br>0800-1830 | Radar services (Primary only)<br>within 25 nm below FL 80,<br>availability subject to manning.<br>Use of 'Radar' suffix denotes<br>availability only. Provision of a<br>specific radar service is not<br>implied |
|                     |                          | 120.975 MHz<br>DOC 25 nm/10,000 ft.<br>Not continuously moni-<br>tored during aerodrome<br>hours. | As Directed by ATC                                                                                   | <b>VDF</b><br><b>515331.51N 0020938.70W</b><br>On AD.<br>Bearing accuracy no better<br>than Class B.                                                                                                             |
| ATIS                | GLOSTER INFOR-<br>MATION | 127.475 MHz<br>DOC 60 nm/20,000 ft.                                                               | Winter: Mon-Fri 0830-1930;<br>Sat, Sun 0900-1800 Summer:<br>Mon-Fri 0730-1830; Sat, Sun<br>0800-1830 |                                                                                                                                                                                                                  |
| Other               | FIRE                     | 121.600 MHz<br>Non-ATS frequency.                                                                 | Available when Fire vehicle at-<br>tending aircraft on the ground<br>in an emergency.                |                                                                                                                                                                                                                  |

## EGBJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | Ident | Frequency          | Hours of<br>Operation                                                                                      | Position of<br>transmitting<br>antenna co-<br>ordinates | Elevation of DME<br>transmitting<br>antenna | Remarks                                                                                                                                                                                          |
|-----------------------------------------------------------------|-------|--------------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                               | 2     | 3                  | 4                                                                                                          | 5                                                       | 6                                           | 7                                                                                                                                                                                                |
| DME                                                             | IGOS  | 36Y<br>109.950 MHz | Winter: Mon-Fri<br>0830-1930; Sat,<br>Sun 0900-1800<br>Summer: Mon-Fri<br>0730-1830; Sat,<br>Sun 0800-1830 | 515331.89N<br>0021004.54W                               | 111 ft                                      | On AD.<br>Zero range is indi-<br>cated at THR 27.<br>DME range on the<br>runway 27 ap-<br>proach is limited to<br>20 nm at 1400 ft.<br>DOC 25 nm/25000<br>ft.                                    |
| NDB (L)                                                         | GST   | 331.000 kHz        | Winter: Mon-Fri<br>0830-1930; Sat,<br>Sun 0900-1800<br>Summer: Mon-Fri<br>0730-1830; Sat,<br>Sun 0800-1830 | 515331.03N<br>0021004.45W                               |                                             | On AD.<br>Range 25 nm.<br>Radiates as an NDB<br>out of approach<br>hours.<br>Interference may<br>occur within 5 nm of<br>Droitwich.<br>Some ADF equip-<br>ment may exhibit<br>occasional bearing |

## EGBJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | Ident | Frequency   | Hours of<br>Operation                                                                                      | Position of<br>transmitting<br>antenna co-<br>ordinates | Elevation of DME<br>transmitting<br>antenna | Remarks                                              |
|-----------------------------------------------------------------|-------|-------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------|------------------------------------------------------|
| 1                                                               | 2     | 3           | 4                                                                                                          | 5                                                       | 6                                           | 7                                                    |
|                                                                 |       |             |                                                                                                            |                                                         |                                             | fluctuations during<br>the approach to<br>Runway 27. |
| ILS<br>1.28°W (2017)                                            | IGOS  | 109.950 MHz | Winter: Mon-Fri<br>0830-1930; Sat,<br>Sun 0900-1800<br>Summer: Mon-Fri<br>0730-1830; Sat,<br>Sun 0800-1830 | 515335.65N<br>0021046.97W                               |                                             |                                                      |
| ILS/GP                                                          | IGOS  | 333.650 MHz | Winter: Mon-Fri<br>0830-1930; Sat,<br>Sun 0900-1800<br>Summer: Mon-Fri<br>0730-1830; Sat,<br>Sun 0800-1830 | 515341.99N<br>0020952.25W                               |                                             | 3.5° ILS Ref Datum<br>Hgt 40 ft RWY 27               |

## EGBJ AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1 Airport Regulations

- (a) The use of the aerodrome is subject to Airport Terms and Conditions of Use, Byelaws and Code of Practice, copies available from Admin department.
- (b) Aerodrome operating staff are required to wear high visibility clothing at all times when airside.
- (c) PPR from ATC for non-radio traffic.
- (d) All pilots not filing flight plans are required to book-out at Flight Briefing or by telephone to ATC, stating estimated elapsed flight time, fuel endurance and POB.
- (e) Requests for extensions to AD hours are to be made as soon as reasonably practicable to Operations.
- (f) The use of the aerodrome outside published hours is subject to authorisation from Aerodrome Operator.

### 2 Ground Movement

- (a) Centre-line markings on taxi-lanes within Maintenance Area provide guidance only. Area shared by parked aircraft, uncontrolled authorised vehicles and pedestrians. Licensing and obstacle clearance criteria relating to taxiways not necessarily met. Marshalling assistance available on request.
- (b) Stands 1 and 2 Self-manoeuvring markings for aircraft with a wingspan up to 24 m. Self-manoeuvring GA parking on western side of Apron A for aircraft with a wingspan up to 15 m. Marshalling assistance available on request.
- (c) Aircraft commanders are requested to use minimum power settings when manoeuvring on Stands 1 and 2.
- (d) Helicopter parking on west side of Apron A and on grass spots southwest of Control Tower. Stand 1 not available to helicopters unable to ground taxi.
- (e) During Low Visibility Procedures, runway access/egress via A2 only. All other taxiways closed.
- (f) Power checks to be completed at holding points. Aircraft should position as close as possible to holding points.
- (g) Fixed wing aircraft should not taxi within three rotor diameters of rotors running helicopters.

### 3 CAT II/III Operations

Not applicable

### 4 Warnings

- (a) Runway Incursion Hazard. Holding Point A2 has a wide mouth, Runway Guard lights are displayed whenever the runway is in use, irrespective of weather conditions. Pilots must exercise extreme caution when taxiing in this area.
- (b) Turbulence may be encountered overflying industrial area on final approach Runway 22 and when crossing airfield perimeter on final Runway 27.
- (c) Runway 04/22 prone to flooding after prolonged rain. Runway state available from ATC. Runway may not be available for turbine engined departures.
- (d) Bird hazard. Flocks of gulls may be encountered crossing airfield approaches particularly at dawn and dusk.
- (e) A public road runs through the undershoot of Runway 22 and 27. Pilots should not approach below the PAPI glidepath.

## EGBJ AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (f) To avoid possible jet efflux, pilots should avoid overflight of the engine test bed located approx. 300 m southeast of Runway 36 threshold.
- (g) Extensive Instrument training takes place throughout AD hours in IMC and VMC. Pilots intending to transit via GST below 5000 ft amsl or in the vicinity of IAPs bounded by the co-ordinates: 515156.76N 0023430.78W (KUPET) - 515658.92N 0023005.91W (UVNOP) - 515942.11N 0015429.46W (LAPKU) - 514946.46N 0015243.99W (REKLO) - 514739.45N 0022823.06W (SOSAB), are advised to contact Gloster Approach.
- (h) Glider and hang glider activity takes place along the Cotswold hills to the east and south of the aerodrome without notification to ATC.
- (i) Runway 09/27 undulates from its western end for approximately 400 m. From the 09 end, the runway slopes down to a trough at 156 m, then rises to a peak at 264 m with the next trough at 384 m. Overall and local longitudinal slopes are compliant; however, the rate of change of subsequent slope changes exceeds CAP168 requirements by 0.05% & 0.08%.
- (j) Certain flights may operate outside AD/ATS/ATZ hours, making blind transmissions on 128.550 MHz.
- (k) Public road runs adjacent to eastern airfield perimeter, penetrating Approach surfaces for Runways 22 and 27 and Take-off Climb surfaces for Runways 04 and 09. Co-ordinates relate to that portion of road closest to runway centre-lines, elevations relate to maximum penetration.
- (l) Pylons and HT cables run from bearing 127°-181° MAG and 214°-275° MAG penetrating inner horizontal surface. Co-ordinates relate to position and elevation of greatest penetration.
- (m) Road traffic control system in operation, activated by ATC. Mobile obstacle (vehicles) above 2.5 m stopped during non-training precision approaches when visibility less than 5000 m and on request for 09 departures.

### 5 Helicopter Operations

- (a) Helicopters capable of doing so should ground taxi rather than air taxi when operating on aprons and in areas where aircraft are parked or holding. Helicopters should ground taxi onto manoeuvring area before lifting. When air taxiing is unavoidable, helicopters should avoid taxiing within three rotor diameters of other aircraft. This distance should be considered as a minimum and should be increased for larger helicopters.
- (b) Three grass Helicopter training areas; Heli Northeast, Northwest and Southwest are established. An additional aiming point is provided at Heli South, adjacent to Taxiway J. Refer to aerodrome chart. Helicopter Holding points 'Y' and 'X' established north and south of Runway 27 threshold.
- (c) Helicopter circuits operate parallel to and inside fixed wing circuits up to a maximum of 750 ft QFE, approaching and departing from the helicopter training areas as follows:
 

| Fixed-wing   | Rotary                     |
|--------------|----------------------------|
| Runway 09/27 | Heli Northwest & Northeast |
| Runway 04/22 | Heli Southwest & Northwest |
| Runway 18/36 | Heli Northeast             |
- (i) Helicopters may also be instructed to depart or approach to Runways. Arrivals from the south will normally approach to Heli South.
- (ii) Heli Northwest and Heli Northeast are referred to generically as 'Heli North'. Approach Control will normally issue joining instructions to 'Heli North', Tower may then specify a particular training/landing area area, subject to traffic and/or runway in use.
- (d) In order to reduce RT loading and avoid conflict between rotary and fixed-wing circuits, standardised phraseology and procedures are established for helicopter operations. The standardised phrases are assigned the following meanings:
  - (i) **'Standard Helicopter Departure'**: Departure into wind or as required, remaining clear of fixed-wing runway in use, turning to depart circuit at right angles to runway in use (i.e. beneath 'downwind' leg), not above 750 ft QFE, before departing ATZ on required track.
  - (ii) **'Standard Helicopter Arrival'**: Enter ATZ not above 750 ft QFE, track inbound below downwind leg, approaching as required to designated HTA or runway, remaining clear of fixed wing final approach and climb out tracks
  - (iii) **'Standard Helicopter Circuits'**: Circuits to/from most upwind available spot, not above 750 ft QFE, negative RT, maintaining a listening watch on ADC frequency.

Larger helicopters and those types able to ground taxi may be integrated into the fixed-wing circuit.
- (e) Helicopters are required to comply with noise abatement procedures as detailed in AD 2.21.
- (f) The grass-crete surface at Heli Spots 1 and 3 may not be suitable for R22 or similar skid-equipped helicopters. These aircraft should park on the grass immediately west of the relevant spot.
- (g) Helicopters requiring AVGAS are required to alight at the circled 'H' west of the refuelling point. Ground handling or repositioning may be required for parking.
- (h) Helicopters requiring to cross Runway 04/22 and 09/27 will be instructed to air taxi to Hold Y or X to await onward clearance. Cross at right angles to the centre-line.

## EGBJ AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (i) Runway Strips and ILS critical areas marked by mown grass. Helicopters must not infringe runway strips during approach or manoeuvring without ATC clearance.
- (j) Jet A1 refuel normally takes place at 'Spot 2' and 'Spot 5'. Access to and egress from Spot 2 should be via the quadrant delineated by the cut grass lines only. Similarly, when fixed wing aircraft are at the AVGAS pumps or Hold A2, access and egress from Spot 5 should be via the mown quadrants only, which requires a positive Runway 09/27 entry and associated ATC clearances.

### 6 Use of Runways

- (a) Crossing/multiple runway operations may take place. Pilots must follow ATC taxi instructions and vacate all runways as expeditiously as possible.

### 7 Training

- (a) PPR from ATC for Instrument Training, 01452-857700 x 229.
- (b) An Instrument training 'slot' booking system operates throughout AD hours. 30-minute slots are issued on the hour and at H+30. In order to avoid delay or curtailment, pilots should adhere to their pre-booked times. ATC are to be advised of any cancellation. Additional training may be accepted on an ad-hoc basis, subject to traffic.
- (c) Engine failure after take-off training not permitted on Runway 18 or 22. EFATO exercises from Runways 04 and 09 must only commence after passing M5 motorway and, on Runway 27, after passing Imjin Barracks.

## EGBJ AD 2.21 NOISE ABATEMENT PROCEDURES

Operators of all aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome. A medium density residential conurbation is situated to the east, south and southwest of the aerodrome. Whenever possible, pilots should avoid overflight of these areas, other villages, hamlets and residential areas in the vicinity of the aerodrome. A Code of Practice is established to minimise environmental disturbance, copies available on request. The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

- (a) Jet departures Runway 09 - Climb straight ahead through 1400 ft QNH before turning.
- (b) Departures Runway 18 - All departing aircraft are to execute a 20° left turn when passing the upwind end of the runway. Tracking 160° MAG, climb through 700 ft QFE before turning right.
- (c) Departures Runway 22 - No left turns permitted until passing Chosen Hill (1.2 DME).
- (d) Departures Runway 27 - All departing aircraft are to execute a 10° right turn when passing the upwind end of the runway. Tracking 280 MAG, climb through 600ft QFE before turning left. Avoid overflight of the village and church on the right. Jet aircraft are to climb through 1400 ft QNH before executing any turn. Aircraft unable to comply with 10° turn after take off should advise ATC and climb straight ahead through 1400 ft QNH.
- (e) Departures Runway 04 - No left turns before Staverton Village (1.1 DME).

## EGBJ AD 2.22 FLIGHT PROCEDURES

### 1 Procedures for Inbound Aircraft

- (a) **IFR Arrivals:** Arriving flights are to establish communications with ATC at least 10 minutes prior to ETA at NDB(L) GST.
- (b) **VFR Arrivals:** Arriving VFR flights are to establish communications with ATC at least 5 minutes prior to ETA for overhead and at not less than 5 DME. Fixed wing aircraft will normally be instructed to make a Standard Overhead Join. Pilots wishing to join for downwind, base leg or straight-in approaches should request 'Direct Join' on initial contact. Direct joins may be issued with a vertical restriction e.g. not below 1500 ft QFE, to facilitate circuit integration. Such a restriction does not absolve pilots from the requirement to remain in VMC at all times. Inbound flights should avoid Instrument Approach let-down areas and departure climb-outs at all times. Further guidance for visiting pilots is available to download at: <https://www.gloucestershireairport.co.uk/wp-content/uploads/2016/05/Guide-to-Flying.pdf>

**EGBJ AD 2.22 FLIGHT PROCEDURES (continued)****2 Procedures for Outbound Aircraft**

- (a) To provide improved ATC handling of outbound Airways flights from Gloucestershire Airport, the following Standard Departure Routes have been established in conjunction with relevant agencies. Full details published in Standard Route Document. Non-compliant FPL may be changed to the routes shown in the table below.

| Departure to            | Via  | Route            | Remarks                                                                                                                                                         |
|-------------------------|------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| East (Above FL 100)     | L9   | BADIM - L9/UL9   | Departures will normally be transferred to 'Bristol Radar' once deconflicted from known traffic.                                                                |
| East (FL 100 and below) | L9   | MALBY - L9       | Departures will normally be transferred to 'London Control' once deconflicted from known traffic. Radar service not available from London Control below FL 070. |
| South/Southwest         | N864 | BCN - N864/UN864 | Departures will normally be transferred to 'Cardiff Radar' once deconflicted from known traffic.                                                                |
| West                    | L9   | BCN - L9/UL9     | Departures will normally be transferred to 'Cardiff Radar' once deconflicted from known traffic.                                                                |
| Northwest               | N864 | NITON - N864     | Departures will normally be transferred to 'Western Radar' once deconflicted from known traffic.                                                                |
| North                   | P18  | STAF A           | Departures will normally be transferred to 'Western Radar' once deconflicted from known traffic.                                                                |

- (b) Aircraft carrying out IR Training and Examination flights at Bristol, Cardiff and Exeter are required to route BADIM - L9 - BCN.
- (c) Upon first contact with ATC, pilots should acknowledge receipt of current ATIS code and state altimeter setting in use.
- (d) All IFR departures joining controlled airspace must request start up clearance.

**3 Circuit Procedures**

- (a) Fixed-wing circuit height 1000 ft QFE. Rotary circuit height not above 750 ft QFE. Runway 04, 09 and 18 LH circuit, Runway 22, 27 and 36 RH circuit. Direction may be varied by ATC.

**4 Instrument Approaches**

- (a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
- (b) Undulation of the glide path will occur beyond 6 nm. Auto coupled approaches should not be carried out before 6 nm.

**EGBJ AD 2.23 ADDITIONAL INFORMATION**

Not applicable

**EGBJ AD 2.24 CHARTS RELATED TO AN AERODROME**

Figure: AERODROME CHART – ICAO

AD 2-EGBJ-2-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGBJ-5-1

Figure: INSTRUMENT APPROACH CHART SRA RTR 0.5NM/2NM RWY 09 CAT A,B,C - ICAO

AD 2-EGBJ-8-1

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 09 CAT A,B,C - ICAO

AD 2-EGBJ-8-2

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 CAT A,B,C - ICAO

AD 2-EGBJ-8-3

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 CAT A,B,C - ICAO

AD 2-EGBJ-8-4

**EGBJ AD 2.24 CHARTS RELATED TO AN AERODROME (continued)**

*Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 CAT A,B,C - ICAO*

AD 2-EGBJ-8-5

*Figure: INSTRUMENT APPROACH CHART SRA RTR 0.5NM/2NM RWY 27 CAT A,B,C - ICAO*

AD 2-EGBJ-8-6

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 27 CAT A,B,C - ICAO*

AD 2-EGBJ-8-7

*Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 CAT A,B,C - ICAO*

AD 2-EGBJ-8-8

*Figure: INSTRUMENT APPROACH CHART NDB(L) AERODROME CAT A,B,C - ICAO*

AD 2-EGBJ-8-9

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 09*

AD 2-EGBJ-8-11

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 27*

AD 2-EGBJ-8-12

## EGJB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | Ident | Frequency          | Hours of<br>Operation | Position of<br>transmitting<br>antenna co-<br>ordinates | Elevation of DME<br>transmitting<br>antenna | Remarks                                                                                                                                          |
|-----------------------------------------------------------------|-------|--------------------|-----------------------|---------------------------------------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                               | 2     | 3                  | 4                     | 5                                                       | 6                                           | 7                                                                                                                                                |
| ILS/DME<br>I<br>1.13°W (2017)                                   | IUY   | 108.100 MHz        | HO                    | 492607.01N<br>0023524.00W                               |                                             | (RWY 09)                                                                                                                                         |
| ILS/DME/GP                                                      | IUY   | 334.700 MHz        | HO                    | 492608.80N<br>0023634.89W                               |                                             | 3° ILS Ref Datum<br>Hgt 42 ft.                                                                                                                   |
| ILS/DME<br>I<br>1.13°W (2017)                                   | IGH   | 108.100 MHz        | HO                    | 492604.26N<br>0023704.14W                               |                                             | (RWY 27)                                                                                                                                         |
| ILS/DME/GP                                                      | IGH   | 334.700 MHz        | HO                    | 492610.24N<br>0023550.72W                               |                                             | 3 ILS Ref Datum<br>Hgt 44 ft.<br><br>Pilots must not de-<br>scend on RWY 27<br>GP until fully estab-<br>lished on RWY 27<br>LOC.                 |
| DME                                                             | IUY   | 18X<br>108.100 MHz | HO                    | 492609.55N<br>0023613.29W                               | 331 ft                                      | (RWY 09)<br><br>On AD.<br><br>Frequency paired<br>with ILS I UY and I<br>GH.<br><br>Zero range indi-<br>cated at THR of<br>RWY 09 and RWY<br>27. |
| DME                                                             | IGH   | 18X<br>108.100 MHz | HO                    | 492609.55N<br>0023613.29W                               | 331 ft                                      | (RWY 27)<br><br>On AD.<br><br>Frequency paired<br>with ILS I UY and I<br>GH.<br><br>Zero range indi-<br>cated at THR of<br>RWY 09 and RWY<br>27. |
| DME/VOR                                                         | GUR   | 31X                | HO                    | 492613.55N<br>0023613.72W                               | 343 ft                                      | On AD.<br><br>Range 50 nm                                                                                                                        |



## EGJB AD 2.20 LOCAL TRAFFIC REGULATIONS

## 1 Airport Regulations

- Use governed by regulations applicable to Channel Islands CTR.
- All aircraft using Guernsey Airport and its facilities must comply with the requirements of the United Kingdom Civil Aviation (Insurance) Regulations 2005 and any future published amendments to these Regulations.
- The use of the aerodrome is subject to 'Airport Terms and Conditions of Use'. These are available from Airport Administration (01481-237766) or on the Airport website (<http://www.guernsey-airport.gov.gg>).
- In IMC, flight to Guernsey by aircraft not equipped with VOR will be by prior permission only.
- The Director of Civil Aviation for the Bailiwick of Guernsey has issued Exemptions from the Air Navigation (Bailiwick of Guernsey) Law 2012 authorising operations in Bailiwick of Guernsey airspace including Guernsey and Alderney Airports, by home-built aircraft registered in ECAC Member States, and non-home-built aircraft registered in the UK, Ireland and France, operating on a National airworthiness certificate. (Separate exemptions extend the effect to Jersey Airport and Jersey Airspace.)  
Note that the exemptions do not exempt the pilot or operator from obtaining permission from Jersey ATC for flight in the Channel Islands Control Zone, from Guernsey ATC for flight in Guernsey airspace and use of Guernsey and Alderney Airports, or from the requirement to carry a transponder whilst flying within the Channel Islands Control Zone.
- Guernsey airport conforms to the United Kingdom National Aviation Security Programme. A means of identification will be necessary for all aircrew and private aircraft passengers to gain access to aircraft, stands and parking areas.



## EGJB AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (g) The operator of an aircraft carrying dangerous or hazardous cargo must notify the Aerodrome Fire Service, Tel: 01481-239474, prior to the arrival of the aircraft or before loading of cargo prior to departure from the aerodrome. The carriage of such cargo is subject to a 'permission granted' under the Air Navigation (Bailiwick of Guernsey) Law 2012.
- (h) All aircrew whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.
- (i) On arrival, pilots and passengers of all General Aviation aircraft not utilising a Handling Agent must report to the Flight Briefing Unit to carry out customs and immigration formalities.
- (j) There is no access to the terminal building for crews and passengers of private and General Aviation flights unless the services of a handling agent are employed.
- (k) All commercial flight and aircraft over 4 tonnes MTOW using Guernsey Airport are required to use the services of a handling agent (see AD 2.4).
- (l) Due to limited parking, General Aviation aircraft intending to visit Guernsey must contact either Aircraft Servicing Guernsey or Aigle Flight Support prior to arrival to arrange parking. Contact details in EGJB AD 2.4 Handling Services and Facilities.
- (m) In respect of Aerodrome Operating Minima, the notified method of calculating Aerodrome Operating Minima for the purposes of the Air Navigation (Bailiwick of Guernsey) Law 2012 shall be that published in the UK AIP, Section AD 1.1 subsection 4, Aerodrome Operating Minima.
- (n) Applications for civilian formation flights in Special VFR within the CI Control Zone should ideally be made in writing or by e-mail to Jersey ATC Operations (atc.ops@jerseyairport.com) ideally with a minimum of seven days notice. Short notice application may be made to the Jersey ATC Watch Manager (+44(0)1534-446086).

## 2 Ground Movement

- (a) Commercial passenger aircraft will predominantly utilise stands 1 to 8, which are configured for nose-in push back operations. Guernsey Airport has authorised some approved smaller aircraft to self-maneuvre onto and off these stands. AC Fixed Electrical Ground Power is available on Stands 1, 6, 7 and 8. AC and DC Fixed Electrical Ground Power is available on Stands 2, 3, 4 and 5.
- (b) The apron configuration is shown at page AD 2-EGJB-2-2.
- (c) Aircraft proceeding from and to the East Apron or Aigle Flight Support must exercise caution when transiting the A hold complex due to the potential for an incursion onto Runway 27.
- (d) Between 0600 and 0630 winter (0500 - 0530 summer), when authorised by ATC, aircraft may move on the manoeuvring area for the purposes of maintenance, engine testing, and transiting between aprons.
- (e) Guernsey Airport operates a 'ring of red' policy, with runway holding point stop bars in permanent operation. Pilots are reminded that they must not cross an illuminated red stop bar unless specifically authorised by ATC.

## 3 CAT II/III Operations

- (a) Arrivals: CAT II/III operations are not applicable.
  - (i) When Low Visibility Procedures are notified as in force by ATIS or RTF, pilots should, unless otherwise instructed by ATC, vacate the runway only at the runway ends and report vacated after passing the yellow/green section of taxiway lighting.

## 4 Warnings

- (a) Pilots are to note that flight is not permitted at a height of less than 2000 ft above ground level within 3 nm of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.
- (b) The firing at Fort Le Marchant small arms range (493031N 0023105W), takes place seaward within sectors 347°T to 069°T, radius 3000 m.
- (c) Model Aircraft Flying may take place on any day of the year, during daylight hours, at Chouet headland (493021N 0023247W) up to 400 ft amsl.
- (d) After periods of prolonged rainfall, isolated areas adjacent to the paved surfaces may become waterlogged and incapable of bearing weight.
- (e) Down draught or turbulence may be experienced on approaches to either runway in strong winds from any direction due to cliffs and valleys in local terrain.
- (f) When landing on Runway 27 in strong south east to south west winds, building induced turbulence and windshear conditions may be experienced.
- (g) There are no ground signals other than light signals, the chequered flag and the letter 'C' indicating the point to which pilots are required to report.

## EGJB AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (h) Due to coastal location, birds are a hazard throughout most of the year. This hazard level is raised during the migration season.
- (i) Taxiway D has a 2.5% slope between Holding Point A4 and Taxiway C.
- (j) Between D1 and D2 the taxiway to runway centre-line distance reduces to 123 m.

### 5 Helicopter Operations

Not applicable

### 6 Use of Runways

- (a) Light aircraft are to land and take-off on the paved runway. No other light aircraft landing area is available.

### 7 Training

- (a) All training MUST be booked in advance with ATC Guernsey, Tel: 01481-237766 Ext 2130 for instrument training and Ext 2131 for circuit training. A request message in Item 18 of an FPL does not constitute a request for training

## EGJB AD 2.21 NOISE ABATEMENT PROCEDURES

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

- (a) Every operator using the airport shall ensure that at all times aircraft are operated in a manner calculated to cause the least disturbance practicable over all parts of the island.
- (b) Unless ATC otherwise authorise, the Noise Preferential Routings and Procedures specified below shall apply to all aircraft approaching, landing, 'going around' or taking-off in accordance with their ATC clearance.
  - (i) All departing aircraft weighing 5,700 kg or more will climb straight ahead to at least 1836 ft QNH (1500 ft QFE), or 3 DME, whichever is the sooner, before turning on course.
  - (ii) Non-SID IFR, VFR or Special VFR departures weighing less than 5,700 kg must climb straight ahead until at least 850 ft amsl before turning. This also applies to circuit traffic.
- (c) Visual Approaches – Aircraft to carry out visual approaches should proceed as follows:
  - (i) MTOW 5700 kg or less – join the final approach at not less than, and maintain, 836 (500) ft until intercepting the on glidepath PAPI indications
  - (ii) MTOW greater than 5700 kg – join the final approach before crossing the coastline. Any aircraft overflying the Island to position on final approach must do so at an altitude of not less than 1500 ft amsl.
- (d) Circuit Joining and Training Height – Standard circuit height is 700 ft aal.
- (e) Jet Aircraft Procedures – The Noise Preferential Routings and Procedures specified above will be used except that on 'going around', aircraft operating under IFR will, unless otherwise instructed, carry out the published missed approach procedure. Aircraft operating under VFR/SVFR will carry out a missed approach procedure as instructed by Air Traffic Control.
- (f) Training flights by approved 'quiet' jet aircraft may be permitted between 0800-2000 (winter), 0700-1900 (summer), Monday to Saturday inclusive (details from ATC).
- (g) All aircraft are to avoid overflying the Princess Elizabeth Hospital (2 nm ENE of the aerodrome) at less than 1000 ft agl.
- (h) Chapter 2 aircraft are not permitted to use Guernsey Airport unless the operator has received special permission from the Guernsey Airport General Manager.

## EGJB AD 2.22 FLIGHT PROCEDURES

### 1 Inbound Procedures

- (a) Arrival routes at AD 2-EGJB-7-1 may be varied at the discretion of ATC.

### 2 VFR Flight

- (a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
- (b) VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Guernsey Aerodrome will not be granted to a fixed wing aircraft if the reported visibility is less than 5 km or the reported cloud ceiling is less than 600 ft.

## EGJB AD 2.22 FLIGHT PROCEDURES (continued)

- (c) VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Guernsey Aerodrome will not be granted to helicopters if the reported visibility is less than 1500 m (day) and 5 km (night) or the reported cloud ceiling is less than 600 ft.
- (d) Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to comply with minimum VMC criteria. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
- (e) VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

### 3 Visual Reference Points (VRP)

- (a) The VRPs for flights in the vicinity of the Channel Islands suitably defined for radio-navigation purposes, are tabulated below.

| Name                      | Position         | VOR/DME FIX  |                |              |
|---------------------------|------------------|--------------|----------------|--------------|
|                           |                  | Jersey (JSY) | Guernsey (GUR) | Dinard (DIN) |
| Alderney Lighthouse       | 494345N 0020951W | —            | 045°/24.5 nm   | —            |
| Cap de la Hague           | 494300N 0015600W | 011°/30.1 nm | 058°/31.1 nm   | —            |
| Carteret Lighthouse       | 492224N 0014824W | 048°/13.1 nm | 098°/31.5 nm   | —            |
| Casquets Lighthouse       | 494324N 0022242W | 339°/32.8 nm | 028°/19.3 nm   | —            |
| Corbiere Lighthouse       | 491047N 0021500W | 255°/8.4 nm  | 139°/20.8 nm   | 350°/36.3 nm |
| Fort Le Marchant          | 493032N 0023107W | —            | 039°/5.5 nm    | —            |
| Fremont TV Mast           | 491506N 0020753W | 301°/3.8 nm  | 122°/21.6 nm   | —            |
| Hanois Lighthouse         | 492606N 0024209W | —            | 269°/3.9 nm    | —            |
| Heauville                 | 493459N 0014807W | 026°/23.7 nm | 075°/32.6 nm   | —            |
| Herm Island               | 492818N 0022655W | —            | 072°/6.4 nm    | —            |
| Minquies                  | 485800N 0020800W | 195°/15.7 nm | 148°/33.8 nm   | —            |
| Noirmont Point Lighthouse | 490955N 0021005W | 237°/5.9 nm  | 135°/23.6 nm   | —            |
| North West Corner         | 491530N 0021450W | 288°/8.2 nm  | 128°/17.6 nm   | —            |
| Pointe de Rozel           | 492859N 0015059W | 028°/17.5 nm | 086°/29.6 nm   | —            |
| Roches Douvres Lighthouse | 490619N 0024853W | 259°/31.1 nm | 204°/21.6 nm   | —            |
| South East Corner         | 491000N 0020200W | 173°/3.3 nm  | 127°/27.7 nm   | 004°/34.9 nm |
| St Germain                | 491400N 0013800W | 089°/16.3 nm | 109°/40 nm     | 025°/42.7 nm |
| St Martins Point          | 492518N 0023142W | —            | 109°/3.1 nm    | —            |

### 4 Special VFR Flight

- (a) Prior Permission
  - (i) A flight plan must be filed for all Special VFR flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
  - (ii) Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights.
  - (iii) The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within or to transit the Channel Islands CTR.
- (b) Special Routes
  - (i) Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
  - (ii) Special VFR may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.
- (c) Weather Minima
  - (i) Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to remain at all times clear of cloud and in sight of the surface. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

**EGJB AD 2.22 FLIGHT PROCEDURES (continued)**

- (ii) Special VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Guernsey Aerodrome will not be granted to a fixed wing aircraft if the reported visibility is less than 3 km or the reported cloud ceiling is less than 600 ft.
- (iii) Special VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Guernsey Aerodrome will not be granted to a helicopter if the reported cloud ceiling is less than 600 ft.

**5 Sark Restricted Area**

- (a) Pilots are to note that flight is not permitted at a height of less than 2000 ft above ground level within 3 nm of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

**6 Radio Communication Failure Procedures**

- (a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.
- (b) The route and altitude to be used when leaving the Channel Islands Control Zone in accordance with this procedure is shown below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Channel Islands Control Zone is made, and the track should be maintained until clear of the Channel Islands Control Zone, after which course should be set for a suitable diversion aerodrome without re-entering the Channel Islands Control Zone.

| Position at time of decision | Route                                                  |
|------------------------------|--------------------------------------------------------|
| Guernsey Airport             | Track 225°T from overhead Guernsey Airport at 2000 ft. |

- (c) Radio Failure in the circuit
  - (i) The pilot of an aircraft in the circuit experiencing radio failure should set the transponder code to 7600, and make one orbit away from the airfield. At the end of the downwind leg, proceed to final and land, providing the runway is clear.
  - (ii) The pilot of an aircraft on base leg or final, having been cleared to final when the failure occurs, should, if time permits, change code to 7600, continue the approach and land, providing the Runway is clear.
  - (iii) The pilot of a non transponder equipped aircraft should adopt the same procedure as in i), or ii).

**7 Flight Plans**

- (a) See ENR 1.11.

**8 Omni-directional Departures**

- (a) Only available with ATC clearance.

| Omni-directional Departures |                                                                                                                                                                 |                                                                                                                                                                                                                                                             |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Runway                      | Description                                                                                                                                                     | Restrictions                                                                                                                                                                                                                                                |
| 09                          | Climb straight ahead on track 089°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC Clearance. PDG 3.3%. | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures. |
| 27                          | Climb straight ahead on track 269°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC clearance. PDG 3.3%. | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures. |

**9 Carriage and Operation of SSR Transponders**

- (a) The carriage and operation of SSR transponder equipment with the following capability is mandatory when flying within the Channel Islands CTR, CTA or TMA:
  - (i) when operating as a VFR or Special VFR Flight;
  - (ii) when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.
- (b) Exemptions from the requirements may be given in the following circumstances:
  - (i) for notified agreed events such as air rallies etc., applications for exemption must be made in writing to Manager - Air Traffic Control, Jersey Airport, Channel Islands, Email: atc@jerseyairport.com at least one calendar month before the event;

## EGJB AD 2.22 FLIGHT PROCEDURES (continued)

- (ii) for short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport, Tel: 01534-446086 giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

## EGJB AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGJB AD 2.24 CHARTS RELATED TO AN AERODROME

*Figure: AERODROME CHART - ICAO*

AD 2-EGJB-2-1

*Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO*

AD 2-EGJB-2-2

*Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART*

AD 2-EGJB-5-1

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) GULDA - ICAO*

AD 2-EGJB-6-1

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) ORTAC - ICAO*

AD 2-EGJB-6-2

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) DINARD/ORVAL - ICAO*

AD 2-EGJB-6-3

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) CAEN - ICAO*

AD 2-EGJB-6-4

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) SKERY - ICAO*

AD 2-EGJB-6-5

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via GUR (north) - ICAO*

AD 2-EGJB-7-1

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via GUR (south & east) - ICAO*

AD 2-EGJB-7-2

*Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 09 - ICAO*

AD 2-EGJB-8-1

*Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 09 - ICAO*

AD 2-EGJB-8-2

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 09 - ICAO*

AD 2-EGJB-8-3

*Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 09 - ICAO*

AD 2-EGJB-8-4

*Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 27 - ICAO*

AD 2-EGJB-8-5

*Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 27 - ICAO*

AD 2-EGJB-8-6

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 27 - ICAO*

AD 2-EGJB-8-7

*Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 27 - ICAO*

AD 2-EGJB-8-8

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 09*

**EGJB AD 2.24 CHARTS RELATED TO AN AERODROME (continued)**

AD 2-EGJB-8-9

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 27*

AD 2-EGJB-8-10

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## EGNJ AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
| (EGNJ3697)                        | Tree          | 533615.50N<br>0002450.14W | 326 ft           |  | No                               |         |
| (EGNJ3435)                        | Tree          | 533538.97N<br>0002314.69W | 292 ft           |  | No                               |         |
| (EGNJ3433)                        | Tree          | 533538.69N<br>0002311.30W | 292 ft           |  | No                               |         |
| (EGNJ3436)                        | Tree          | 533537.99N<br>0002315.65W | 300 ft           |  | No                               |         |
| (EGNJ2870)                        | Tree          | 533454.30N<br>0001653.84W | 236 ft           |  | No                               |         |
| (EGNJ1308)                        | Tree          | 533449.63N<br>0001845.94W | 228 ft           |  | No                               |         |
| (EGNJ3155)                        | Tree          | 533448.76N<br>0001842.28W | 234 ft           |  | No                               |         |
| (EGNJ1313)                        | Tree          | 533447.02N<br>0001838.23W | 235 ft           |  | No                               |         |
| (EGNJ3555)                        | Tree          | 533311.18N<br>0002322.40W | 342 ft           |  | No                               |         |
| (EGNJ3788)                        | Tree          | 533304.12N<br>0002025.14W | 373 ft           |  | No                               |         |
| (EGNJ3556)                        | Tree          | 533303.43N<br>0002319.07W | 329 ft           |  | No                               |         |
| (EGNJ3554)                        | Tree          | 533302.30N<br>0002323.13W | 327 ft           |  | No                               |         |
| (EGNJ3292)                        | Tree          | 533301.01N<br>0002012.27W | 365 ft           |  | No                               |         |
| (EGNJ3852)                        | Tree          | 533256.25N<br>0002015.57W | 366 ft           |  | No                               |         |
| (EGNJ3548)                        | Tree          | 533253.23N<br>0002351.58W | 327 ft           |  | No                               |         |
| (EGNJ4065)                        | Monument      | 533103.78N<br>0001755.68W | 570 ft           |  | No                               |         |
| (EGNJ4068)                        | Pylon         | 533031.35N<br>0001823.21W | 527 ft           |  | No                               |         |
| (EGNJ4063)                        | Pylon         | 533029.87N<br>0001808.98W | 588 ft           |  | No                               |         |
| (EGNJ4894)                        | Mast          | 532942.24N<br>0001815.17W | 654 ft           |  | No                               |         |
| (EGNJ4893)                        | Mast          | 532934.44N<br>0001815.34W | 618 ft           |  | No                               |         |
| (EGNJ4891)                        | Mast          | 532929.36N<br>0001811.30W | 611 ft           |  | No                               |         |

## EGNJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|   |                                                                        |                                                                 |   |
|---|------------------------------------------------------------------------|-----------------------------------------------------------------|---|
| 1 | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                            | → |
| 2 | Hours of service<br>MET Office outside hours                           | H24                                                             |   |
| 3 | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 hours                                 | → |
| 4 | Trend forecast<br>Interval of issuance                                 |                                                                 |   |
| 5 | Briefing/consultation provided                                         | Self briefing/telephone.                                        |   |
| 6 | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text. TAFs/METARs<br>English. |   |
| 7 | Charts and other information available for briefing or<br>consultation |                                                                 |   |
| 8 | Supplementary equipment available for providing infor-<br>mation       |                                                                 |   |



## EGNJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

|    |                                                      |             |
|----|------------------------------------------------------|-------------|
| 9  | ATS units provided with information                  | HUMBERSIDE. |
| 10 | Additional information (limitation of service, etc.) |             |

## EGNJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN)                                     | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|-------------------------------------------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                                                       | 5                                      | 6                                                            |
| 02                      | 022.36°      | 2196 x 45 m       | RWY surface: Concrete and asphalt.<br>PCN 47/F/B/X/T and PCN 54/R/B/X/T | 533355.19N<br>0002125.41W<br>152 ft    | THR 121 ft                                                   |
| 20                      | 202.37°      | 2196 x 45 m       | RWY surface: Concrete and asphalt.<br>PCN 47/F/B/X/T and PCN 54/R/B/X/T | 533453.52N<br>0002045.08W<br>152 ft    | THR 74 ft                                                    |
| 08                      | 082.43°      | 989 x 18 m        | RWY surface: Asphalt.<br>PCN 20/F/B/X/U                                 | 533433.16N<br>0002112.52W<br>152 ft    | THR 87 ft                                                    |
| 26                      | 262.43°      | 989 x 18 m        | RWY surface: Asphalt.<br>PCN 20/F/B/X/U                                 | 533436.16N<br>0002034.71W<br>152 ft    | THR 83.4 ft                                                  |

| Slope of RWY/ SWY                      | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ  | Remarks                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------|----------------|---------------------|------------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                                      | 8              | 9                   | 10               | 11   | 12                                                                                                                                                                                                                                                                                                                       |
| RWY 02: 0.7% Down<br>RWY 20: 0.7% Up   |                | 138 x 150 m         | 2290 x 300 m     |      | RWY 02<br><br>500 m at south west end (concrete) is rigid pavement, remainder is flexible.<br>The RESA at Runway 20 departure and Runway 02 landing has a transverse slope of 5.2% on the southeast side due to rising ground.<br>The ground level 50 m southeast of threshold Runway 02 has a transverse slope of 3.3%. |
| RWY 02: 0.7% Down<br>RWY 20: 0.7% Up   |                |                     | 2290 x 300 m     | Yes. | RWY 20<br><br>Landing threshold displaced by 250 m.<br><br>500 m at south west end (concrete) is rigid pavement, remainder is flexible.<br>The RESA at Runway 20 departure and Runway 02 landing has a transverse slope of 5.2% on the southeast side due to rising ground.                                              |
| RWY 08: 0.15% Down<br>RWY 26: 0.15% Up |                |                     | 1049 x 60 m      |      | RWY 08                                                                                                                                                                                                                                                                                                                   |
| RWY 08: 0.15% Down<br>RWY 26: 0.15% Up |                |                     | 1049 x 60 m      |      | RWY 26<br><br>Landing threshold displaced by 288 m.                                                                                                                                                                                                                                                                      |

## EGPE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                             |                                                                                                                                                                                  |
|---|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength                  |                                                                                                                                                                                  |
| 2 | Taxiway width, surface and strength         | Taxiway HOLD E2-E1-F: 18 m. Surface: Asphalt.<br>PCN 42<br><br>Taxiway HOLD E2-A2-A1: 18 m. Surface: Asphalt.<br>PCN 39<br><br>Taxiway HOLD G: 15 m. Surface: Asphalt.<br>PCN 12 |
| 3 | Altimeter checkpoint location and elevation | Apron 38 FT                                                                                                                                                                      |
| 4 | VOR checkpoints                             |                                                                                                                                                                                  |
| 5 | INS checkpoints                             | See Aircraft Parking/Docking chart.                                                                                                                                              |
| 6 | Remarks                                     | See AD 2-EGPE-2-2 Aircraft Parking/Docking Chart for PCN details.                                                                                                                |

## EGPE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                             |
|---|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | By marshaller. Self-parking will be permitted by light aircraft on North Apron only.                                                                                                                        |
| 2 | Runway and taxiway markings and lighting                                                                      | <b>Runway marking aid(s):</b><br>: Centre-line, threshold and TDZ markings.<br><br><b>Runway light(s):</b><br>: Runway edge lights.<br><br><b>Taxiway marking aid(s):</b><br>: Yellow centre-line markings. |
| 3 | Stop bars                                                                                                     | At A1, F and G holding points.                                                                                                                                                                              |
| 4 | Remarks                                                                                                       |                                                                                                                                                                                                             |

## EGPE AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |               |                           |                  |  |                                  |         |
|------------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2             | 3                         | 4                |  | 5                                | 6       |
| 05/APPROACH 23/TAKE-OFF            | Tree          | 573207.37N<br>0040336.88W | 50 ft            |  | No                               |         |
| (EGPE6693) 05/APPROACH 23/TAKE-OFF | Tree          | 573202.28N<br>0040422.15W | 111 ft           |  | No                               |         |
| 05/APPROACH 23/TAKE-OFF            | Tree          | 573201.73N<br>0040423.72W | 104 ft           |  | No                               |         |
| (EGPE6932) 23/APPROACH 05/TAKE-OFF | Bush          | 573255.67N<br>0040155.91W | 42 ft            |  | No                               |         |
| 29/APPROACH 11/TAKE-OFF            | NDB Mast      | 573229.43N<br>0040245.48W | 60 ft            |  | Yes                              |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | Mast          | 573759.65N<br>0040430.29W | 1073 ft          |  | Yes                              |         |
| (EGPE5123)                        | Mast          | 573746.02N<br>0040513.78W | 812 ft           |  | No                               |         |
| (EGPE5124)                        | Mast          | 573703.99N<br>0040639.20W | 831 ft           |  | No                               |         |
|                                   | Mast          | 573529.91N<br>0041635.67W | 1495 ft          |  | Yes                              |         |
| (EGPE5360)                        | Tree          | 573516.61N<br>0040906.60W | 671 ft           |  | No                               |         |
| (EGPE6885)                        | Tree          | 573422.54N<br>0040215.29W | 184 ft           |  | No                               |         |

## EGPE AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |                       |                           |                  |  |                                  |         |
|-----------------------------------|-----------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type         | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2                     | 3                         | 4                |  | 5                                | 6       |
|                                   | Anemometer            | 573242.83N<br>0040219.56W | 55 ft            |  | No                               |         |
| (EGPE6923)                        | Tree                  | 573224.19N<br>0040002.23W | 220 ft           |  | No                               |         |
|                                   | Mast on Control Tower | 573221.98N<br>0040239.52W | 132 ft           |  | No                               |         |
|                                   | Anemometer            | 573221.27N<br>0040306.47W | 62 ft            |  | No                               |         |
| (EGPE6233)                        | Tree                  | 573209.46N<br>0040515.79W | 167 ft           |  | No                               |         |
| (EGPE5283)                        | Tree                  | 573208.81N<br>0040534.96W | 190 ft           |  | No                               |         |
| (EGPE5206)                        | Pylon                 | 573144.98N<br>0035754.82W | 271 ft           |  | No                               |         |
| (EGPE5205)                        | Pylon                 | 573139.65N<br>0035810.40W | 302 ft           |  | No                               |         |
| (EGPE5292)                        | Tree                  | 573104.21N<br>0040131.90W | 397 ft           |  | No                               |         |
|                                   | Tree                  | 573025.19N<br>0035806.25W | 628 ft           |  | No                               |         |
| (EGPE6210)                        | Tree                  | 573017.80N<br>0040252.70W | 520 ft           |  | No                               |         |
| (EGPE5297)                        | Tree                  | 572958.28N<br>0040331.85W | 536 ft           |  | No                               |         |
| (EGPE5113)                        | High Ground           | 572827.24N<br>0035651.45W | 1188 ft          |  | No                               |         |
| (EGPE5074)                        | Pylon                 | 572814.94N<br>0040109.66W | 1065 ft          |  | No                               |         |
| (EGPE5075)                        | Pylon                 | 572814.17N<br>0040128.09W | 999 ft           |  | No                               |         |
| (EGPE5076)                        | Pylon                 | 572809.31N<br>0040144.22W | 1022 ft          |  | No                               |         |
| (EGPE5104)                        | High Ground           | 572755.92N<br>0040115.10W | 1234 ft          |  | No                               |         |
| (EGPE5105)                        | High Ground           | 572720.53N<br>0040102.95W | 1516 ft          |  | No                               |         |

## EGPE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                                                                                                                 |
|----|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                               | MET OFFICE ABERDEEN.                                                                                                                            |
| 2  | Hours of service<br>MET Office outside hours                        | H24                                                                                                                                             |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE ABERDEEN.<br>9 hours.                                                                                                                |
| 4  | Trend forecast<br>Interval of issuance                              |                                                                                                                                                 |
| 5  | Briefing/consultation provided                                      | Self briefing/telephone.                                                                                                                        |
| 6  | Flight documentation<br>Language(s) used                            | Charts abbreviated plain language text. TAFs/METARs.<br>English.                                                                                |
| 7  | Charts and other information available for briefing or consultation |                                                                                                                                                 |
| 8  | Supplementary equipment available for providing information         |                                                                                                                                                 |
| 9  | ATS units provided with information                                 | INVERNESS.                                                                                                                                      |
| 10 | Additional information (limitation of service, etc.)                | Unverified automatic met observations are available on ATIS (109.200 MHz) or by telephone on 01667-464255 outside hours of aerodrome/ATC hours. |

## EGPI AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| 26/APPROACH 08/TAKE-OFF    | Power Pole    | 554118.81N<br>0061327.90W | 277 ft           |  | No                               |         |
| 26/APPROACH 08/TAKE-OFF    | Building      | 554110.65N<br>0061345.78W | 210 ft           |  | No                               |         |
| 26/APPROACH 08/TAKE-OFF    | Building      | 554107.45N<br>0061445.45W | 92 ft            |  | No                               |         |
| 26/APPROACH 08/TAKE-OFF    | Vehicles      | 554104.42N<br>0061453.93W | 75 ft            |  | No                               |         |
| 31/APPROACH 13/TAKE-OFF    | Power Pole    | 554044.51N<br>0061435.94W | 83 ft            |  | No                               |         |
| 31/APPROACH 13/TAKE-OFF    | Building      | 554044.47N<br>0061438.11W | 81 ft            |  | No                               |         |
| 31/APPROACH 13/TAKE-OFF    | Hedge         | 554044.33N<br>0061451.69W | 62 ft            |  | No                               |         |

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## EGPI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                              |   |
|----|------------------------------------------------------------------------|--------------------------------------------------------------|---|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                         | → |
| 2  | Hours of service<br>MET Office outside hours                           |                                                              |   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 Hours                              | → |
| 4  | Trend forecast<br>Interval of issuance                                 |                                                              |   |
| 5  | Briefing/consultation provided                                         | Self-briefing                                                |   |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language. TAF's/METAR's.<br>English |   |
| 7  | Charts and other information available for briefing or<br>consultation | Metforms 214 and 215                                         |   |
| 8  | Supplementary equipment available for providing infor-<br>mation       | Fax, Internet.                                               |   |
| 9  | ATS units provided with information                                    |                                                              |   |
| 10 | Additional information (limitation of service, etc.)                   |                                                              |   |

## EGPI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN)              | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|--------------------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                                | 5                                      | 6                                                            |
| 08                      | 070.50°      | 635 x 18 m        | RWY surface: Asphalt, grooved.<br>PCN 14/F/D/Y/T | 554056.86N<br>0061531.72W<br>183 ft    | THR 33 ft                                                    |
| 26                      | 250.50°      | 635 x 18 m        | RWY surface: Asphalt, grooved.<br>PCN 14/F/D/Y/T | 554103.08N<br>0061500.63W<br>183 ft    | THR 54 ft                                                    |
| 13                      | 120.87°      | 1545 x 46 m       | RWY surface: Asphalt, grooved.<br>PCN 18/F/D/Y/T | 554110.83N<br>0061605.99W<br>183 ft    | THR 23 ft                                                    |
| 31                      | 300.89°      | 1545 x 46 m       | RWY surface: Asphalt, grooved.<br>PCN 18/F/D/Y/T | 554049.83N<br>0061503.83W<br>183 ft    | THR 39 ft                                                    |

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                        |
|-------------------|----------------|---------------------|------------------|-----|----------------------------------------------------------------------------------------------------------------|
| 7                 | 8              | 9                   | 10               | 11  | 12                                                                                                             |
|                   |                |                     |                  |     | RWY 08                                                                                                         |
|                   |                |                     |                  |     | RWY 26<br>Threshold displaced by 60 m.                                                                         |
|                   |                |                     |                  |     | RWY 13<br>Threshold displaced by 150 m.<br>A lit starter extension of 150 m is available on Runways 13 and 31. |
|                   |                |                     |                  |     | RWY 31<br>Threshold displaced by 150 m.<br>A lit starter extension of 150 m is available on Runways 13 and 31. |

## EGPI AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks |
|-------------------|--------|--------|--------|--------|---------|
| 1                 | 2      | 3      | 4      | 5      | 6       |
| 08                | 635 m  | 635 m  | 635 m  | 635 m  |         |
| 26                | 635 m  | 635 m  | 635 m  | 575 m  |         |
| 13                | 1245 m | 1395 m | 1245 m | 1245 m |         |
| 31                | 1230 m | 1395 m | 1230 m | 1230 m |         |

**EGJJ AD 2.22 FLIGHT PROCEDURES (continued)**

| Position at time of decision | Route                                                         |
|------------------------------|---------------------------------------------------------------|
| Jersey Airport               | Track 225°T from overhead Jersey Airport at altitude 2000 ft. |

**4 Adjacent FIRs**

- (a) The attention of pilots proceeding to or from the Channel Islands CTR, CTA or TMA via the adjacent FIRs of London and Brest is drawn to the differences in the regulations of those regions relating to IFR/VFR Flights.

**5 Procedures for Inbound Aircraft**

- (a) The standard routes for IFR aircraft inbound to Jersey are at AD 2-EGJJ-7-1/2 these however, may be varied at the discretion of ATC.

**6 VFR Flight**

- (a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR.
- (b) VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Jersey Airport will not be granted to a fixed wing aircraft if the reported visibility is less than 5 km or the reported cloud ceiling is less than 600 ft.
- (c) VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Jersey Airport will not be granted to helicopters if the reported visibility is less than 1500 m (day) and 5 km (night) or the reported cloud ceiling is less than 600 ft.
- (d) Pilots flying VFR or Special VFR between Jersey and the UK South Coast (Bournemouth, Southampton, Isle of Wight areas), should expect to route via Point de Rozel (VRP) on the French Coast. Pilots should exercise caution with regard to the Prohibited Areas at Cap Flamanville and Cap de La Hague.
- (e) Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to comply with minimum VMC criteria. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
- (f) VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

**7 Special VFR Flight**

- (a) Prior Permission
- (i) A flight plan must be filed for all Special VFR flights in the Channel Islands CTR.
- (ii) Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights.
- (iii) The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within, or to transit the Channel Islands CTR.
- (b) Special Routes
- (i) Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
- (ii) Special VFR may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.
- (c) Weather Minima
- (i) Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to remain at all times clear of cloud and in sight of the surface. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
- (ii) Special VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Jersey Airport will not be granted to a fixed wing aircraft if the reported visibility is less than 3 km or the reported cloud ceiling is less than 600 ft.
- (iii) Special VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Jersey Airport will not be granted to a helicopter if the reported cloud ceiling is less than 600 ft.

**8 Sark Restricted Area**

- (a) Pilots are to note that flight is not permitted at a height of less than 2000 ft above ground level within 3 nm of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.



## EGJJ AD 2.22 FLIGHT PROCEDURES (continued)

### 9 Visual Circuit Procedures

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

### 10 Visual Reference Points (VRP)

- (a) The VRPs for flights in the vicinity of the Channel Islands suitably defined for radio-navigation purposes, are tabulated below.

| Name                      | Position         | VOR/DME FIX  |                |              |
|---------------------------|------------------|--------------|----------------|--------------|
|                           |                  | Jersey (JSY) | Guernsey (GUR) | Dinard (DIN) |
| Alderney Lighthouse       | 494345N 0020951W | —            | 045°/24.5 nm   | —            |
| Cap de la Hague           | 494300N 0015600W | 011°/30.1 nm | 058°/31.1 nm   | —            |
| Carteret Lighthouse       | 492224N 0014824W | 048°/13.1 nm | 098°/31.5 nm   | —            |
| Casquets Lighthouse       | 494324N 0022242W | 339°/32.8 nm | 028°/19.3 nm   | —            |
| Corbiere Lighthouse       | 491047N 0021500W | 255°/8.4 nm  | 139°/20.8 nm   | 350°/36.3 nm |
| Fort Le Marchant          | 493032N 0023107W | —            | 039°/5.5 nm    | —            |
| Fremont TV Mast           | 491506N 0020753W | 301°/3.8 nm  | 122°/21.6 nm   | —            |
| Hanois Lighthouse         | 492606N 0024209W | —            | 269°/3.9 nm    | —            |
| Heauville                 | 493459N 0014807W | 026°/23.7 nm | 075°/32.6 nm   | —            |
| Herm Island               | 492818N 0022655W | —            | 072°/6.4 nm    | —            |
| Minquies                  | 485800N 0020800W | 195°/15.7 nm | 148°/33.8 nm   | —            |
| Noirmont Point Lighthouse | 490955N 0021005W | 237°/5.9 nm  | 135°/23.6 nm   | —            |
| North West Corner         | 491530N 0021450W | 288°/8.2 nm  | 128°/17.6 nm   | —            |
| Pointe de Rozel           | 492859N 0015059W | 028°/17.5 nm | 086°/29.6 nm   | —            |
| Roches Douvres Lighthouse | 490619N 0024853W | 259°/31.1 nm | 204°/21.6 nm   | —            |
| South East Corner         | 491000N 0020200W | 173°/3.3 nm  | 127°/27.7 nm   | 004°/34.9 nm |
| St Germain                | 491400N 0013800W | 089°/16.3 nm | 109°/40 nm     | 025°/42.7 nm |
| St Martins Point          | 492518N 0023142W | —            | 109°/3.1 nm    | —            |

### 11 Procedures Outside the Channel Islands Control Zone

- (a) A basic service will only be given to aircraft flying outside the Channel Islands CTR in UK airspace.
- (b) Traffic information will not normally be given to aircraft operating outside the Channel Islands CTR due to the large amount of traffic operating in adjacent areas. Pilots are reminded that aircraft in transit to or from the Channel Islands CTR may not be flying in accordance with the semi-circular rule.
- (c) A bi-directional Recommended VFR Route between the Channel Islands CTR and the Solent CTA is aligned along the Southampton VOR radial to the MP NDB. South of the Isle of Wight the Route may be used up to FL 100 and all traffic flying above 3000 ft amsl in UK Airspace is recommended to observe the semi-circular rule (irrespective of the flight rules being observed) except when otherwise advised by ATC. The Route penetrates Danger Area EG D036 (see AD 2-EGJJ-3-1) and may not be available during EG D036 scheduled hours or at other times promulgated by NOTAM. Flights wishing to use the route during EG D036 scheduled hours can request a Danger Area Crossing Service from Plymouth Mil on VHF frequency 124.150 MHz. Pilots in transit are advised to call Plymouth Mil as early and as high as practicable to establish satisfactory two-way communications and to facilitate availability of the route for their use. Subject to unit workload, a radar service may be offered to flights in the sea area west of EG D036 if Danger Area activities preclude flight along the Recommended VFR Route itself. Pilots wishing to obtain pre-flight information may also contact the Plymouth Military Air Operations Tel: 01752-557751, during Plymouth's published operating hours. Nevertheless, pilots should consult NOTAM to check on any EG D036 notified activity outside scheduled hours. The activity status may also be confirmed through London Information (124.750 MHz or 124.600 MHz) or through Jersey ATSU.
- (d) Arriving flights will be given the appropriate reporting point for onward routeing into the Channel Islands CTR. This is not an ATC clearance to use this route. Aircraft must obtain onward clearance from the appropriate reporting point.

**EGJJ AD 2.22 FLIGHT PROCEDURES (continued)**

- (e) Pilots are reminded that Airspace to the north of N50° (the London FIR) is subject to London ACC, and Airspace to the east, south and west (the Brest FIR) is subject to Brest ACC and that it is the responsibility of pilots to acquaint themselves with the requirements of the respective UK and French authorities.
- (f) The base of Airway Q41 between the Solent CTA and the Channel Islands CTR is FL 35. In order that the Class G Airspace beneath the Airway is not constricted during periods of low pressure, the actual base of the Airway will always remain above 3000 ft amsl, thus guaranteeing up to this altitude for General Aviation Traffic.

**12 Omnidirectional Departures**

- (a) Only available with ATC clearance.

| Omnidirectional Departures |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Runway                     | Description                                                                                                                                                             | Restrictions                                                                                                                                                                                                                                                |
| 08                         | Climb straight ahead on track 084° M to 900 ft amsl (623 ft aal), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3% | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures. |
| 26                         | Climb straight ahead on track 264° M to 900 ft amsl (623 ft aal), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3% | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures. |

**13 Flight Plans**

- (a) See ENR 1.11.

**EGJJ AD 2.23 ADDITIONAL INFORMATION**

Not applicable

**EGJJ AD 2.24 CHARTS RELATED TO AN AERODROME**

Figure: AERODROME CHART - ICAO

AD 2-EGJJ-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGJJ-2-2

Figure: CHANNEL ISLANDS CONTROL ZONE - VISUAL REFERENCE POINTS (VRPs) AND RECOMMENDED VFR ROUTE FROM SOLENT CTA

AD 2-EGJJ-3-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGJJ-5-1

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

AD 2-EGJJ-6-1

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

AD 2-EGJJ-6-2

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

AD 2-EGJJ-6-3

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

AD 2-EGJJ-6-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 JERSEY (JW) 1G 1L 1M 2R 1X - ICAO

AD 2-EGJJ-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 JERSEY (JW) 2H 4J 1Z - ICAO

AD 2-EGJJ-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 JERSEY (JW) 1K 2V - ICAO



## EGJJ AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGJJ-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 JERSEY (JSY) 1A 1E 1F 1N 2P 2Q 1W - ICAO

AD 2-EGJJ-7-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 JERSEY (JSY) 2B 4C 1Y - ICAO

AD 2-EGJJ-7-5

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 JERSEY (JSY) 1D 1U - ICAO

AD 2-EGJJ-7-6

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

AD 2-EGJJ-8-1

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

AD 2-EGJJ-8-2

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 08 - ICAO

AD 2-EGJJ-8-3

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 08 - ICAO

AD 2-EGJJ-8-4

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

AD 2-EGJJ-8-5

Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 26 - ICAO

AD 2-EGJJ-8-6

Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 26 - ICAO

AD 2-EGJJ-8-7

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 26 - ICAO

AD 2-EGJJ-8-8

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 26 - ICAO

AD 2-EGJJ-8-9

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

AD 2-EGJJ-8-10

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 08

AD 2-EGJJ-8-11

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 26

AD 2-EGJJ-8-12

## EGPA AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |                   |                           |                  |                                  |         |
|----------------------------|-------------------|---------------------------|------------------|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type     | Obstacle Position         | Elevation/Height | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2                 | 3                         | 4                | 5                                | 6       |
| 09/APPROACH 27/TAKE-OFF    | Mini Wind Turbine | 585734.08N<br>0030127.74W | 359 ft           | No                               |         |
| 09/APPROACH 27/TAKE-OFF    | Building          | 585733.35N<br>0025605.80W | 186 ft           | No                               |         |
| 09/APPROACH 27/TAKE-OFF    | Power Pole        | 585732.43N<br>0025609.67W | 190 ft           | No                               |         |
| 09/APPROACH 27/TAKE-OFF    | Vehicles          | 585726.28N<br>0025452.04W | 55 ft            | No                               |         |
| 27/APPROACH 09/TAKE-OFF    | Vehicles          | 585739.43N<br>0025221.47W | 121 ft           | No                               |         |
| 27/APPROACH 09/TAKE-OFF    | DRDF              | 585728.04N<br>0025300.00W | 82 ft            | Yes                              |         |
| 27/APPROACH 09/TAKE-OFF    | Vehicles          | 585726.19N<br>0025238.21W | 100 ft           | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Mini Wind Turbine | 585829.04N<br>0025604.68W | 273 ft           | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Power Pole        | 585814.28N<br>0025552.65W | 298 ft           | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Wall              | 585812.82N<br>0025545.99W | 274 ft           | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Mini Wind Turbine | 585809.02N<br>0025540.54W | 300 ft           | Yes                              |         |
| 14/APPROACH 32/TAKE-OFF    | Power Pole        | 585655.47N<br>0025330.05W | 216 ft           | No                               |         |

| In circling area and at aerodrome |                   |                           |                  |                                  |         |
|-----------------------------------|-------------------|---------------------------|------------------|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type     | Obstacle Position         | Elevation/Height | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2                 | 3                         | 4                | 5                                | 6       |
|                                   | Mast              | 585916.53N<br>0030131.97W | 849 ft           | Yes                              |         |
|                                   | Mast              | 585916.14N<br>0030130.22W | 790 ft           | Yes                              |         |
|                                   | Building          | 585809.27N<br>0025610.84W | 290 ft           | No                               |         |
|                                   | Mini Wind Turbine | 585755.80N<br>0025713.09W | 294 ft           | No                               |         |
|                                   | Wind Turbine      | 585749.68N<br>0025512.63W | 202 ft           | No                               |         |
|                                   | Mast              | 585731.97N<br>0025433.00W | 71 ft            | No                               |         |
|                                   | Mast              | 585725.76N<br>0025342.89W | 74 ft            | No                               |         |
|                                   | Control Tower     | 585718.71N<br>0025350.95W | 120 ft           | No                               |         |
|                                   | Met Station       | 585713.66N<br>0025404.58W | 141 ft           | Yes                              |         |
|                                   | Power Pole        | 585655.86N<br>0025342.26W | 223 ft           | No                               |         |
|                                   | Mini Wind Turbine | 585652.05N<br>0025555.32W | 320 ft           | No                               |         |
|                                   | Chimney           | 585625.97N<br>0025653.31W | 346 ft           | No                               |         |
|                                   | Mini Wind Turbine | 585536.22N<br>0025557.81W | 264 ft           | No                               |         |

## EGPA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                                           |
|----|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                                                      |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                                       |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 hours.                                                          |
| 4  | Trend forecast<br>Interval of issuance                                 |                                                                                           |
| 5  | Briefing/consultation provided                                         | Telephone ATC, 01856-886205.                                                              |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text. TAFs/METARs<br>English.                           |
| 7  | Charts and other information available for briefing or<br>consultation | Limited information available on request from ATC.                                        |
| 8  | Supplementary equipment available for providing infor-<br>mation       | Fax. ATIS on 01856-878476.                                                                |
| 9  | ATS units provided with information                                    | KIRKWALL.                                                                                 |
| 10 | Additional information (limitation of service, etc.)                   | Outside AD hours unverified automatic observations provided by tele-<br>phone ATIS above. |

## EGPA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY<br>Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN)           | THR co-ordinates/<br>THR Geoid undu-<br>lation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|----------------------------|--------------|-------------------|-----------------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------|
| 1                          | 2            | 3                 | 4                                                   | 5                                              | 6                                                                     |
| 09                         | 087.40°      | 1428 x 46 m       | RWY surface: Asphalt,<br>grooved.<br>PCN 15/F/D/Y/T | 585728.03N<br>0025436.44W<br>169 ft            | THR 39 ft                                                             |
| 27                         | 267.42°      | 1428 x 46 m       | RWY surface: Asphalt,<br>grooved.<br>PCN 15/F/D/Y/T | 585729.83N<br>0025319.51W<br>169 ft            | THR 39 ft                                                             |
| 14                         | 140.39°      | 680 x 18 m        | RWY surface: Asphalt.                               | 585737.82N<br>0025433.19W<br>169 ft            | THR 38 ft                                                             |
| 32                         | 320.39°      | 680 x 18 m        | RWY surface: Asphalt.                               | 585723.92N<br>0025410.92W<br>169 ft            | THR 51 ft                                                             |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                                                                                                                                                    |
|----------------------|----------------|---------------------|------------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                                                                                                                                         |
|                      |                |                     |                  |     | RWY 09<br>Threshold displaced by<br>160 m.                                                                                                                                                                                                                                                                                                                 |
|                      |                |                     |                  |     | RWY 27<br>Threshold displaced by<br>40 m.                                                                                                                                                                                                                                                                                                                  |
|                      |                |                     |                  |     | RWY 32<br>Threshold displaced by<br>120 m.<br><br>The beginning of Run-<br>way 32 is inset by 208<br>m and the threshold by<br>328 m from the start of<br>the tarmac.<br><br>Aircrew are advised<br>that when departing<br>Runway 32, for a dis-<br>tance of approximately<br>600 m, the 14<br>threshold is not visible<br>due to the runway pro-<br>file. |

## EGPA AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks                                          |
|-------------------|--------|--------|--------|--------|--------------------------------------------------|
| 1                 | 2      | 3      | 4      | 5      | 6                                                |
| 09                | 1428 m | 1428 m | 1428 m | 1268 m |                                                  |
| 27                | 1368 m | 1428 m | 1368 m | 1326 m |                                                  |
| 09                | 972 m  | 972 m  | 972 m  |        | Take-off from intersection with Runway 14/32.    |
| 27                | 1050 m | 1110 m | 1050 m |        | Take-off from intersection with Eastern taxiway. |
| 14                | 560 m  | 560 m  | 560 m  | 560 m  |                                                  |
| 32                | 680 m  | 680 m  | 680 m  | 560 m  |                                                  |

## EGPA AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/Length/Intensity | Threshold lighting Colour/Wing bars | VASIS/MEHT/PAPI              | TDZ lighting Length | Runway Centre Line lighting Length/Spacing/Colour/Intensity | Runway edge lighting Length/Spacing/Colour/Intensity  | Runway end lighting Colour/Wing bars | Stopway lighting Length/Colour | Remarks                                                                                                                                                              |
|-----|-----------------------------------------|-------------------------------------|------------------------------|---------------------|-------------------------------------------------------------|-------------------------------------------------------|--------------------------------------|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | 2                                       | 3                                   | 4                            | 5                   | 6                                                           | 7                                                     | 8                                    | 9                              | 10                                                                                                                                                                   |
| 09  | 900 m<br>Light intensity high.          | Green wingbars                      | PAPI Right/<br>3.5°<br>42 ft |                     |                                                             | HI 1320 m/60 m spacing<br>white Final<br>420 m yellow | Red.                                 |                                | <b>Approach lighting:</b><br>Five crossbars<br><br><b>PAPI Dist from Thr:</b><br>230 m<br><br>The first 120 m of edge lights are red due to the displaced threshold. |
| 27  | 450 m<br>Light intensity high.          | Green wingbars                      | PAPI Left/3.5°<br>47 ft      |                     |                                                             | HI 1320 m/60 m spacing<br>white Final<br>420 m yellow | Red.                                 |                                | <b>Approach lighting:</b><br>Two crossbars<br><br><b>PAPI Dist from Thr:</b><br>256 m                                                                                |

## EGPA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                                                                                                                         |
|---|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      |                                                                                                                         |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Runway 09: 585731.97N 0025433.00W - Runway 27: 585725.76N 0025342.89W                                       |
| 3 | TWY edge and centre line lighting                             | Taxiway: . Edge. LI Blue taxiway edge lights from runway intersection to apron and entrance to small apron, width 18 m. |
| 4 | Secondary power supply/switch-over time                       | Yes.                                                                                                                    |
| 5 | Remarks                                                       | Apron floodlighting. Obstacle lighting.                                                                                 |

## EGPA AD 2.16 HELICOPTER LANDING AREA

|   |                                                           |                                                                                                                                                                                                 |
|---|-----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation       |                                                                                                                                                                                                 |
| 2 | TLOF and/ or FATO elevation                               |                                                                                                                                                                                                 |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | FATO :                                                                                                                                                                                          |
| 4 | True bearing of FATO                                      |                                                                                                                                                                                                 |
| 5 | Declared distance available                               |                                                                                                                                                                                                 |
| 6 | Approach and FATO lighting                                |                                                                                                                                                                                                 |
| 7 | Remarks                                                   | When traffic allows, light helicopters may arrive/depart directly to/from the appropriate apron or grass areas at the pilot's discretion.<br><br>The aerodrome buildings must not be overflown. |

## EGPA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits                                                                       | Vertical Limits                          | Airspace Class | ATS unit callsign/ language  | Transition Altitude | Remarks                                                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                    | 2                                        | 3              | 4                            | 5                   | 6                                                                                                                                                                                         |
| KIRKWALL ATZ<br>A circle, 2 nm radius centred at 585729N 0025402W on longest notified runway (09/27) | Upper limit: 2000 ft<br>Lower limit: SFC | G              | KIRKWALL APPROACH<br>English | 3000 ft             | ATZ may be re-activated at short notice at any time for air ambulance or emergency traffic. Pilots are advised to regard the ATZ as permanently active and to call and listen out on RTF. |

## EGPA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign             | Channel(s)                               | Hours of Operation                                                                                                | Remarks                                                                                                                                                                                                                                                                                                                                      |
|---------------------|----------------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                   | 2                    | 3                                        | 4                                                                                                                 | 5                                                                                                                                                                                                                                                                                                                                            |
| APP                 | KIRKWALL AP-PROACH   | 118.300 MHz                              | Winter: Mon-Fri 0715-1945; Sat 0715-1745; Sun 0845-1945. Summer: Mon-Fri 0615-1845; Sat 0615-1645; Sun 0745-1845. | ATZ hours coincident with Approach hours.                                                                                                                                                                                                                                                                                                    |
| TWR                 | KIRKWALL TOWER       | 118.300 MHz<br>DOC 40 nm/15,000 ft.      | Winter: Mon-Fri 0715-1945; Sat 0715-1745; Sun 0845-1945. Summer: Mon-Fri 0615-1845; Sat 0615-1645; Sun 0745-1845. |                                                                                                                                                                                                                                                                                                                                              |
| AFIS                | KIRKWALL INFORMATION | 118.300 MHz                              | By arrangement outside hours of ATC - Normally only available for SAR, ambulance and emergency flights.           | For FISO training and maintenance of competency, FISO phraseology may be in use during ATC published hours providing basic service only. Pilots will be alerted to this by the use of call sign Kirkwall Information and ATIS message. ATC in attendance at all times and available immediately upon request if procedural service required. |
| ATIS                | KIRKWALL INFORMATION | 108.600 MHz<br>Freq shared with VOR KWL. | Winter: Mon-Fri 0715-1945; Sat 0715-1745; Sun 0845-1945. Summer: Mon-Fri 0615-1845; Sat 0615-1645; Sun 0745-1845. |                                                                                                                                                                                                                                                                                                                                              |
| Other               | KIRKWALL FIRE CHIEF  | 121.600 MHz<br>Non-ATS frequency.        | Available when Fire vehicle attending aircraft on the ground in an emergency.                                     |                                                                                                                                                                                                                                                                                                                                              |

## EGPA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS, give VAR) | Ident | Frequency   | Hours of Operation                                                                                                | Position of transmitting antenna co-ordinates | Elevation of DME transmitting antenna | Remarks                                                                                                 |
|--------------------------------------------------------------|-------|-------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------|
| 1                                                            | 2     | 3           | 4                                                                                                                 | 5                                             | 6                                     | 7                                                                                                       |
| ILS/DME<br>I<br>2.72°W (2017)                                | IORK  | 110.100 MHz | Winter: Mon-Fri 0715-1945; Sat 0715-1745; Sun 0845-1945. Summer: Mon-Fri 0615-1845; Sat 0615-1645; Sun 0745-1845. | 585730.25N<br>0025301.59W                     |                                       | (RWY 09)<br>Due to terrain LOC reduced coverage of +/- 10 degrees at 18 nm and +/- 35 degrees at 10 nm. |
| ILS/DME/GP                                                   | IORK  | 334.400 MHz | Winter: Mon-Fri 0715-1945; Sat 0715-1745; Sun 0845-1945. Summer: Mon-Fri 0615-1845; Sat 0615-1645; Sun 0745-1845. | 585724.18N<br>0025423.13W                     |                                       | 3.5° ILS Ref Datum<br>Hgt 50 ft.                                                                        |

## EGHC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |                  |                           |                  |       |                                  |         |
|------------------------------------|------------------|---------------------------|------------------|-------|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type    | Obstacle Position         | Elevation/Height |       | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2                | 3                         | 4                |       | 5                                | 6       |
| (EGHC1067) 02/APPROACH 20/TAKE-OFF | Trees            | 500602.16N<br>0054029.56W | 397 ft           | 33 ft | No                               |         |
| (EGHC1066) 02/APPROACH 20/TAKE-OFF | Trees            | 500601.44N<br>0054029.50W | 396 ft           | 33 ft | No                               |         |
| (EGHC1007) 07/APPROACH 25/TAKE-OFF | Vehicles on Road | 500605.43N<br>0054045.86W | 367 ft           | 14 ft | No                               |         |
| (EGHC1057) 12/APPROACH 30/TAKE-OFF | Vehicles on Road | 500611.11N<br>0054031.87W | 400 ft           | 14 ft | No                               |         |
| (EGHC1117) 16/APPROACH 34/TAKE-OFF | Aerial           | 500624.79N<br>0054020.31W | 422 ft           | 43 ft | No                               |         |
| (EGHC1129) 16/APPROACH 34/TAKE-OFF | Tree             | 500624.58N<br>0054019.53W | 422 ft           | 36 ft | No                               |         |
| (EGHC1119) 16/APPROACH 34/TAKE-OFF | Tree             | 500623.60N<br>0054020.07W | 408 ft           | 23 ft | No                               |         |
| (EGHC1089) 16/APPROACH 34/TAKE-OFF | Building         | 500621.37N<br>0054025.67W | 398 ft           | 25 ft | No                               |         |
| (EGHC1154) 20/APPROACH 02/TAKE-OFF | Vehicles on Road | 500621.73N<br>0054015.86W | 404 ft           | 14 ft | No                               |         |
| (EGHC1182) 25/APPROACH 07/TAKE-OFF | Vehicles on Road | 500615.06N<br>0054009.47W | 409 ft           | 14 ft | No                               |         |
| (EGHC1184) 25/APPROACH 07/TAKE-OFF | Fence            | 500614.45N<br>0054009.24W | 398 ft           | 3 ft  | No                               |         |
| (EGHC1191) 34/APPROACH 16/TAKE-OFF | Telegraph Pole   | 500547.82N<br>0054006.03W | 415 ft           | 26 ft | No                               |         |
| (EGHC1197) 12/TAKE-OFF             | Building         | 500603.01N<br>0054005.67W | 406 ft           | 13 ft | No                               |         |
| (EGHC1274) 12/TAKE-OFF             | High Ground      | 500546.10N<br>0053919.06W | 605 ft           |       | No                               |         |

| In circling area and at aerodrome |               |                           |                  |        |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--------|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |        | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |        | 5                                | 6       |
| (EGHC1264)                        | Mast          | 500826.25N<br>0053951.91W | 834 ft           | 190 ft | No                               |         |
| (EGHC1280)                        | Water Tower   | 500711.10N<br>0053900.63W | 709 ft           | 118 ft | No                               |         |
| (EGHC1027)                        | Reservoir     | 500710.73N<br>0054041.76W | 524 ft           |        | No                               |         |
| (EGHC1238)                        | Mast          | 500710.27N<br>0054003.88W | 555 ft           | 56 ft  | No                               |         |
| (EGHC1286)                        | Mast          | 500703.81N<br>0053848.33W | 726 ft           | 85 ft  | Yes                              |         |
| (EGHC1282)                        | Trees         | 500655.51N<br>0053854.10W | 611 ft           | 33 ft  | No                               |         |
| (EGHC1275)                        | Building      | 500646.01N<br>0053922.80W | 517 ft           | 34 ft  | No                               |         |
| (EGHC1278)                        | Chimney       | 500633.64N<br>0053901.37W | 622 ft           | 33 ft  | No                               |         |
| (EGHC1287)                        | Trig Pillar   | 500624.28N<br>0053843.37W | 740 ft           | 4 ft   | No                               |         |
| (EGHC1288)                        | High Ground   | 500612.83N<br>0053837.29W | 627 ft           |        | No                               |         |
| (EGHC1270)                        | High Ground   | 500608.55N<br>0053929.22W | 519 ft           |        | No                               |         |
| (EGHC1281)                        | High Ground   | 500604.78N<br>0053850.94W | 572 ft           |        | No                               |         |
| (EGHC1272)                        | High Ground   | 500544.62N<br>0053927.03W | 626 ft           |        | No                               |         |

## EGHC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                             |
|----|---------------------------------------------------------------------|-------------------------------------------------------------|
| 1  | Associated MET Office                                               | MET OFFICE EXETER.                                          |
| 2  | Hours of service<br>MET Office outside hours                        | As per operational hours.                                   |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE EXETER.<br>9 hours                               |
| 4  | Trend forecast<br>Interval of issuance                              |                                                             |
| 5  | Briefing/consultation provided                                      | Self-briefing/telephone/internet.                           |
| 6  | Flight documentation<br>Language(s) used                            | METARs and TAFs.<br>English.                                |
| 7  | Charts and other information available for briefing or consultation |                                                             |
| 8  | Supplementary equipment available for providing information         |                                                             |
| 9  | ATS units provided with information                                 | LANDS END.                                                  |
| 10 | Additional information (limitation of service, etc.)                | Routine observations made at H+20 and H+50 during AD hours. |

## EGHC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN) | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|-------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                         | 5                                         | 6                                                                     |
| 16                      | 158.21°      | 784 x 18 m        | RWY surface: Asphalt.                     | 500618.48N<br>0054019.52W<br>174 ft       | THR 382.49 ft                                                         |
| 34                      | 338.22°      | 784 x 18 m        | RWY surface: Asphalt.                     | 500557.94N<br>0054006.77W<br>174 ft       | THR 385.65 ft                                                         |
| 07                      | 064.73°      | 693 x 18 m        | RWY surface: Asphalt.                     | 500605.28N<br>0054043.04W<br>174 ft       | THR 357.08 ft                                                         |
| 25                      | 244.74°      | 693 x 18 m        | RWY surface: Asphalt.                     | 500613.98N<br>0054014.37W<br>174 ft       | THR 388.99 ft                                                         |
| 02                      | 019.64°      | 483 x 19 m        | RWY surface: Grass.                       | 500604.05N<br>0054027.36W<br>174 ft       | THR 379.43 ft                                                         |
| 20                      | 199.64°      | 483 x 19 m        | RWY surface: Grass.                       | 500617.61N<br>0054019.84W<br>174 ft       | THR 381.69 ft                                                         |
| 12                      | 112.73°      | 478 x 18 m        | RWY surface: Grass.                       | 500609.00N<br>0054028.28W<br>174 ft       | THR 384.58 ft                                                         |
| 30                      | 292.73°      | 478 x 18 m        | RWY surface: Grass.                       | 500603.76N<br>0054008.85W<br>174 ft       | THR 396 ft                                                            |

| Slope of RWY/<br>SWY                    | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                       |
|-----------------------------------------|----------------|---------------------|------------------|-----|-----------------------------------------------------------------------------------------------|
| 7                                       | 8              | 9                   | 10               | 11  | 12                                                                                            |
| RWY 16 1:1170 Up<br>RWY 34 -1:1170 Down |                |                     | See Remark       |     | RWY 16<br><br>Threshold displaced by<br>101 m.<br><br><b>Strip Dimensions:</b><br>904 x 150 m |
| RWY 16 1:1170 Up<br>RWY 34 -1:1170 Down |                | 60 x 150 m          | See Remark       |     | RWY 34<br><br><b>Strip Dimensions:</b><br>844 x 150 m                                         |
| RWY 07 1:66 Up<br>RWY 25 -1:66 Down     |                |                     | 753 x 60 m       |     | RWY 07                                                                                        |

## EGNM — LEEDS BRADFORD

### EGNM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNM — LEEDS BRADFORD

### EGNM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                                                                                                                                                                                              |
|---|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 535157.69N Long: 0013938.77W<br>Mid point of Runway 14/32.                                                                                                                                                                                                                                                                                                              |
| 2 | Direction and distance from city                                                     | 6 nm NW of Leeds.                                                                                                                                                                                                                                                                                                                                                            |
| 3 | Elevation / Reference temperature                                                    | 681 ft / 18 C                                                                                                                                                                                                                                                                                                                                                                |
| 4 | Geoid undulation at AD ELEV PSN                                                      | 163 FT                                                                                                                                                                                                                                                                                                                                                                       |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.37°W (2017) / 0.16°                                                                                                                                                                                                                                                                                                                                                        |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | LEEDS BRADFORD AIRPORT LIMITED.<br>Post: Leeds Bradford Airport, Leeds, LS19 7TU.<br>Phone: 0871-288 2288 (Administration)<br>Phone: 0113-391 3282 (ATC)<br>Phone: 0113-391 3231 (Airside Operations Unit)<br>Fax: 0113-250 5426 (Administration)<br>Fax: 0113-391 0870 (ATC)<br>Email: airside.operations@lba.co.uk (Airside Operations Unit)<br>Email: atc@lba.co.uk (ATC) |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | IFR/VFR                                                                                                                                                                                                                                                                                                                                                                      |
| 8 | Remarks                                                                              |                                                                                                                                                                                                                                                                                                                                                                              |

### EGNM AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                                                                                                                                                                                             |
|----|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | H24. (Winter: 2300-0700 PPR. Summer 2200-0600 PPR)                                                                                                                                                                                          |
| 2  | Customs and Immigration    | Hours are aligned with Airline operations. GA and BA operators requiring Customs and Immigration contact handling agent.                                                                                                                    |
| 3  | Health and sanitation      |                                                                                                                                                                                                                                             |
| 4  | AIS Briefing Office        |                                                                                                                                                                                                                                             |
| 5  | ATS Reporting Office (ARO) |                                                                                                                                                                                                                                             |
| 6  | MET Briefing Office        |                                                                                                                                                                                                                                             |
| 7  | Air Traffic Service        | As AD hours. See also AD 2.18.                                                                                                                                                                                                              |
| 8  | Fuelling                   | AVGAS 100LL available 0730-1800, and by arrangement. Out of hours AVGAS 100LL available by arrangement with Mutliflight Ltd, subject to call out charges. (See also AD 2.4). AVTUR Jet A-1: H24 (Winter: 2359-0500; Summer: 2259-0400 PPR). |
| 9  | Handling                   | Available by arrangement with handling agents.                                                                                                                                                                                              |
| 10 | Security                   | H24                                                                                                                                                                                                                                         |
| 11 | De-icing                   |                                                                                                                                                                                                                                             |
| 12 | Remarks                    |                                                                                                                                                                                                                                             |

### EGNM AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                                                                                                                                                                                          |
|---|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities               | By arrangement. Nearest railway siding: Bradford Valley.                                                                                                                                                                 |
| 2 | Fuel and oil types                      | AVTUR JET A-1<br>AVGAS 100LL<br>80, 100, Shell 555, Exxon 2380, Mobil Jet 254, Mobile Jet 2 plus various hydraulic fluids.                                                                                               |
| 3 | Fuelling facilities/capacity            | AVTUR JET A-1 Main Apron: 750,000 lt. Bowsers: 4 x 44,000 lt, 1 x 42,500 lt, 1 x 36,000 lt, 1 x 34,000 lt, 1 x 33,000 lt, 1 x 30,000 lt. AVGAS 100LL available at Multiflight Apron. De-fuelling facility not available. |
| 4 | De-icing facilities                     | Available by arrangement with handling agents. Type ECO 26 Type 2.                                                                                                                                                       |
| 5 | Hangar space for visiting aircraft      | Limited.                                                                                                                                                                                                                 |
| 6 | Repair facilities for visiting aircraft | Full up to 13,000 lbs AUW, minor above, 24 hour service if necessary.                                                                                                                                                    |



## EGNM AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

|   |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7 | Remarks | <p>Handling is mandatory. All aircraft, including those for engineering maintenance, are required to make suitable handling arrangements prior to arrival. Handling agents are:</p> <p>Swissport: Tel: 0113-250 3251.</p> <p>Southside: Multiflight: Tel: 0113-238 7140/7118. Frequency: 130.650 MHz.</p> <p>GA and Business Aviation handling provided on the Southside by Multiflight Ltd and on the Northside by Swissport.</p> <p>AVGAS 100LL is available from Multiflight Ltd.</p> <p>AVGAS refuelling facilities for helicopters by special prior notified arrangement with Multiflight Ltd.</p> |
|---|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## EGNM AD 2.5 PASSENGER FACILITIES

|   |                      |                                                              |
|---|----------------------|--------------------------------------------------------------|
| 1 | Hotels               | Hotels in the vicinity                                       |
| 2 | Restaurants          | Restaurant, buffet and bar.                                  |
| 3 | Transportation       | Buses, coaches and taxis. Nearest railway station: Horsforth |
| 4 | Medical facilities   | Limited first aid.                                           |
| 5 | Bank and Post Office | Bureau de Change.                                            |
| 6 | Tourist Office       |                                                              |
| 7 | Remarks              |                                                              |

## EGNM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                                                                                                                                  |
|---|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | RFF Category A7                                                                                                                                  |
| 2 | Rescue equipment                            | 1 x Rosenbaur Panther (12,500 lt Water, 1500 lt foam), 2 X Cobra (12,000 lt water, 1600 lt foam), 1 X Barracuda (13,000 lt water, 1100 lt foam). |
| 3 | Capability for removal of disabled aircraft | Light aircraft only. Equipment for heavier aircraft could be made available. Contact: 0113-391 3231 (Airside Operations).                        |
| 4 | Remarks                                     | <b>RFF Categories 8 and 9</b> by arrangement, PPR 24 hrs notice.                                                                                 |

## EGNM AD 2.7 SEASONAL AVAILABILITY - CLEARING

|   |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing.                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2 | Clearance priorities       | Standard. See AD 1.2.2.                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3 | Remarks                    | Braking action in instances of COMPACT SNOW or ICE only, assessed by MU-Meter. MU-meter coefficients of friction will not be passed by ATC. In instances of slush, wet or dry snow, braking action will be assessed by Airside Operations. In both instances runway conditions will be passed as GOOD, MEDIUM/GOOD, MEDIUM, MEDIUM/POOR or POOR. Latest information from: ATC Tel: 0113-391 3282. Runway and Taxiway de-icing conducted by RFFS/Airside Operations. |

## EGNM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                     |                                                                                                                                                                                                                                                                                    |
|---|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength          | Surface: Concrete.<br>PCN 61/R/A/W/T                                                                                                                                                                                                                                               |
| 2 | Taxiway width, surface and strength | <p>Taxiway A RWY-B: 38 m. Surface: Concrete.<br/>PCN 41/R/A/W/T</p> <p>Taxiway A B-C: 38 m. Surface: Concrete.<br/>PCN 61/R/A/W/T</p> <p>Taxiway A C-D3: 45 m. Surface: Concrete.<br/>PCN 61/R/A/W/T</p> <p>Taxiway A D3-EAST END: 40 m. Surface: Concrete.<br/>PCN 61/R/A/W/T</p> |

## EGNM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

|   |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |                                             | <p>Taxiway D: 23 m. Surface: Concrete.<br/>PCN 59/R/D/X/T</p> <p>Taxiway E: 23 m. Surface: Concrete.<br/>PCN 51/R/B/W/T</p> <p>Taxiway F: 13.5 m. Surface: Asphalt.<br/>PCN 32/F/A/W/U</p> <p>Taxiway G: 10.5 m. Surface: Asphalt.<br/>PCN 32/F/A/W/U</p> <p>Taxiway L: 23 m. Surface: Concrete.<br/>PCN 59/F/D/X/T</p> <p>Taxiway M: 23 m. Surface: Asphalt.<br/>PCN 32/F/A/W/T</p> <p>Taxiway N RWY-N3: 23 m. Surface: Asphalt.<br/>PCN 32/F/A/W/T</p> <p>Taxiway N N3-N4: 23 m. Surface: Concrete.<br/>PCN 61/R/A/W/T</p> <p>Taxiway LINK B: 25 m. Surface: Concrete.<br/>PCN 41/R/A/W/T</p> <p>Taxiway LINK C: 35 m. Surface: Concrete.<br/>PCN 61/R/A/W/T</p> |
| 3 | Altimeter checkpoint location and elevation | Apron 662 FT (At Stand 1)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4 | VOR checkpoints                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5 | INS checkpoints                             | As stand coordinates, see AD 2-EGNM-2-2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6 | Remarks                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

## EGNM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 3 and 5 to 21C are marked for nose-in guidance with marshaller, apart from Stands 7 and 8 which have electronic guidance (APIS). Stand 1 nose-out parking for aircraft up to DHC 8 Q400 size under marshaller's instruction. Stands 15L to 18R are MARS (Multi Access Ramp System) stands.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2 | Runway and taxiway markings and lighting                                                                      | <p><b>Runway marking aid(s):</b><br/>: Runway designation, runway centre-line, runway threshold, fixed distance and touchdown and zone markings. Runway side stripes.</p> <p><b>Taxiway light(s):</b><br/>: Yellow/green centre-line routing lights from Exits B, C, D3, E1-E2, Lima and 14 Loop.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 3 | Stop bars                                                                                                     | Stop Bars located at Holding Points A1, B, C, D1, D2, D3, E1, E2, F1, L1, N1, N2 and N3. Stop Bars at Runway Holding Points (A1, B, D1, E1, E2, F1, L1, N1) are in operation H24.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4 | Remarks                                                                                                       | <p>Taxiway Alpha between Runway and Charlie restricted to aircraft of wingspan not exceeding 36 m.</p> <p>Taxiway Alpha between Charlie and Delta 3 restricted to aircraft of wingspan not exceeding 45 m, and outer main gear wheel span not exceeding 9.1 m.</p> <p>Taxiway Alpha between Delta 3 and Stand 18 restricted to aircraft of wingspan not exceeding 36 m.</p> <p>Aircraft with wingspan of between 44 m and 52 m using Stand 8 must enter and exit Taxiway Alpha via Link Charlie.</p> <p>Link Bravo restricted to aircraft of wingspan not exceeding 36 m, and outer main gear wheel span not exceeding 7.5 m.</p> <p>Taxiway November between November 3 and November 4 restricted to aircraft of wingspan not exceeding 41.5 m, and outer main gear wheel span not exceeding 7.5 m.</p> <p>Taxiway Delta restricted to use by aircraft with a wingspan not exceeding 61 m.</p> <p>Taxiway Foxtrot south of the junction with Taxiway Golf is restricted to use by aircraft of wingspan not exceeding 18.5 m.</p> <p>Taxiway Golf is restricted to use by aircraft of wingspan not exceeding 24 m. Through traffic from Taxiway Golf to Foxtrot and vice versa is restricted to aircraft of wingspan not exceeding 18.5 m.</p> <p>Taxiways Foxtrot, Golf and Mike not available at night.</p> <p>Two illuminated wind direction indicators.</p> |

## EGNM AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| 14/APPROACH                | Rocks         | 535336.74N<br>0014133.88W | 905 ft           |  | No                               |         |
| 14/APPROACH                | Pylon         | 535325.71N<br>0014124.75W | 867 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Tree          | 535338.33N<br>0014150.76W | 931 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Tree          | 535338.16N<br>0014154.40W | 939 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Tree          | 535337.44N<br>0014151.66W | 935 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Tree          | 535337.11N<br>0014151.09W | 936 ft           |  | No                               |         |
| 14/APPROACH 32 TAKE-OFF    | Wall          | 535336.89N<br>0014147.26W | 923 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Tree          | 535336.63N<br>0014204.64W | 932 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Building      | 535336.33N<br>0014149.36W | 931 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Tree          | 535335.79N<br>0014151.79W | 942 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Tree          | 535335.17N<br>0014151.80W | 941 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Beacon        | 535334.51N<br>0014151.86W | 935 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Tree          | 535333.82N<br>0014152.01W | 918 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Tree          | 535331.77N<br>0014151.39W | 913 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Pylon         | 535326.84N<br>0014201.36W | 895 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Pylon         | 535326.49N<br>0014150.29W | 901 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Pylon         | 535326.18N<br>0014139.92W | 882 ft           |  | No                               |         |
| 14/APPROACH 32/TAKE-OFF    | Pylon         | 535325.98N<br>0014133.46W | 878 ft           |  | No                               |         |
| 32/TAKE-OFF                | Tree          | 535318.09N<br>0014157.05W | 847 ft           |  | No                               |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | Turbine       | 535944.57N<br>0013913.70W | 1014 ft          |  | No                               |         |
|                                   | Mast          | 535731.52N<br>0014044.18W | 1236 ft          |  | Yes                              |         |
|                                   | Mast          | 535556.23N<br>0014159.50W | 885 ft           |  | No                               |         |
|                                   | Terrain       | 535414.10N<br>0014936.36W | 1319 ft          |  | No                               |         |
|                                   | Mast          | 535412.70N<br>0015042.50W | 1432 ft          |  | Yes                              |         |
|                                   | Terrain       | 535405.43N<br>0014841.88W | 1260 ft          |  | No                               |         |
|                                   | Pylon         | 535335.28N<br>0013929.71W | 844 ft           |  | No                               |         |
|                                   | Pylon         | 535332.50N<br>0014042.57W | 871 ft           |  | No                               |         |

## EGNM AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | Aerial        | 535330.76N<br>0014119.86W | 894 ft           |  | No                               |         |
|                                   | Tree          | 535329.98N<br>0014104.32W | 916 ft           |  | No                               |         |
|                                   | Pylon         | 535325.41N<br>0014114.90W | 874 ft           |  | No                               |         |
|                                   | Pylon         | 535325.09N<br>0014104.63W | 870 ft           |  | No                               |         |
|                                   | Tree          | 535324.94N<br>0013914.06W | 844 ft           |  | No                               |         |
|                                   | Tree          | 535319.21N<br>0014021.87W | 871 ft           |  | No                               |         |
|                                   | Tree          | 535315.67N<br>0013945.81W | 833 ft           |  | No                               |         |
|                                   | Turbine       | 535314.28N<br>0014214.19W | 838 ft           |  | No                               |         |
|                                   | Comms Mast    | 535312.91N<br>0014234.57W | 843 ft           |  | No                               |         |
|                                   | Mast          | 535116.97N<br>0013643.07W | 831 ft           |  | Yes                              |         |

## EGNM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                                  |
|----|---------------------------------------------------------------------|------------------------------------------------------------------|
| 1  | Associated MET Office                                               | MET OFFICE EXETER.                                               |
| 2  | Hours of service<br>MET Office outside hours                        | H24                                                              |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE EXETER.<br>24 hours.                                  |
| 4  | Trend forecast<br>Interval of issuance                              |                                                                  |
| 5  | Briefing/consultation provided                                      | Self briefing/telephone.                                         |
| 6  | Flight documentation<br>Language(s) used                            | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7  | Charts and other information available for briefing or consultation |                                                                  |
| 8  | Supplementary equipment available for providing information         |                                                                  |
| 9  | ATS units provided with information                                 | LEEDS BRADFORD.                                                  |
| 10 | Additional information (limitation of service, etc.)                | Broadcast on ATIS                                                |

## EGNM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN)         | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|---------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                                 | 5                                         | 6                                                                     |
| 14                      | 137.74°      | 2250 x 46 m       | RWY surface: Concrete, grooved.<br>PCN 51/R/B/W/T | 535217.15N<br>0014008.68W<br>163 ft       | THR 674 ft                                                            |
| 32                      | 317.75°      | 2250 x 46 m       | RWY surface: Concrete, grooved.<br>PCN 51/R/B/W/T | 535137.31N<br>0013907.44W<br>163 ft       | THR 662 ft                                                            |

## EGNM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

| Slope of RWY/<br>SWY                                 | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------|----------------|---------------------|------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                                                    | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                                                                                                                                                         |
| RWY 14 0.36% (1:277)<br>Down RWY 32 0.36% (1:277) Up |                | 1056 x m            | 2370 x 300 m     | Yes | RWY 14<br><br>Pilots should note that when using Runway 14, there is a 100 m area of the runway that provides a forward sight distance of less than 1200 m (for an eye height of 3 m above the runway surface) between 1300 m and 1400 m after the start of the LDA located in the area of the 32 TDZ.<br><br>Downslope gradient first 400 m of LDA on Runway 14 is -0.83% |
| RWY 14 0.36% (1:277)<br>Down RWY 32 0.36% (1:277) Up |                | 199 x m             | 2370 x 300 m     | Yes | RWY 32<br><br>Pilots should note that when using Runway 32, there is a 100 m area of the runway that provides a forward sight distance of less than 1200 m (for an eye height of 3 m above the runway surface) between 220 m and 320 m after the start of the LDA located in the area of the 32 TDZ.                                                                       |

## EGNM AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks                                          |
|-------------------|--------|--------|--------|--------|--------------------------------------------------|
| 1                 | 2      | 3      | 4      | 5      | 6                                                |
| 14                | 2113 m | 3169 m | 2113 m | 1802 m |                                                  |
| 32                | 2190 m | 2389 m | 2190 m | 1916 m |                                                  |
| 14                | 1933 m | 2900 m | 1933 m |        | Take-off from intersection with Holding Point E2 |
| 14                | 1802 m | 2703 m | 1803 m |        | Take-off from Runway 14 Threshold                |
| 14                | 1508 m | 2262 m | 1508 m |        | Take-off from intersection with Taxiway Alpha    |
| 14                | 1433 m | 2150 m | 1433 m |        | Take-off from intersection with Taxiway Foxtrot  |
| 14                | 1251 m | 1877 m | 1251 m |        | Take-off from intersection with Taxiway Mike     |
| 14                | 963 m  | 1445 m | 963 m  |        | Take-off from intersection with Taxiway Lima     |
| 32                | 1916 m | 2113 m | 1913 m |        | Take-off from Runway 32 Threshold                |
| 32                | 1627 m | 1826 m | 1627 m |        | Take-off from intersection with Taxiway Delta    |
| 32                | 1118 m | 1317 m | 1118 m |        | Take-off from intersection with Taxiway Lima     |

## EGNM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/ Wing bars | VASIS/ MEHT/ PAPI           | TDZ lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity   | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks                                                                                                                                                                                                                                                                                                                                                            |
|-----|-------------------------------------------|--------------------------------------|-----------------------------|---------------------|----------------------------------------------------------------|-----------------------------------------------------------|---------------------------------------|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | 2                                         | 3                                    | 4                           | 5                   | 6                                                              | 7                                                         | 8                                     | 9                               | 10                                                                                                                                                                                                                                                                                                                                                                 |
| 14  | 872 m<br>Light intensity high.            | HI Green with HI wingbars            | PAPI Right/ 3.5°<br>52.5 ft |                     | Colour coded 15 m spacing HI                                   | Elev HI bi-directional with LI omni-directional component | Red.                                  |                                 | <b>Approach lighting:</b><br>Coded centre-line with five crossbars<br><br><b>PAPI Distance from THR:</b><br>331 m                                                                                                                                                                                                                                                  |
| 32  | 815 m<br>Light intensity high.            | HI Green with HI wingbars            | PAPI Left/3°<br>58 ft       | 900 m               | Colour coded 15 m spacing HI                                   | Elev HI bi-directional with LI omni-directional component | Red.                                  |                                 | <b>Approach lighting:</b><br>Coded centre-line with five crossbars<br>Supplementary lighting inner 262 m<br><br><b>PAPI Distance from THR:</b><br>316 m<br><br><b>PAPI:</b> Aircraft following the 32 ILS Glidepath may experience a minor visual discrepancy, with the PAPI indicating above nominal glidepath. This discrepancy is within acceptable tolerances. |

## EGNM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                                                                                                                                   |
|---|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      |                                                                                                                                   |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 535205.92N 0014001.00W - 535146.70N 0013907.50W                                                                       |
| 3 | TWY edge and centre line lighting                             | Taxiway: . Edge. HI edge lights Runway 32 turning D. Blue edge colour coded taxiway guidance via D3, B, C, E1, E2 and Lima exits. |
| 4 | Secondary power supply/switch-over time                       | Yes. Less than 1 second.                                                                                                          |
| 5 | Remarks                                                       | Apron floodlighting. Obstacle lighting.                                                                                           |

## EGNM AD 2.16 HELICOPTER LANDING AREA

|   |                                                           |                                                                                                                    |
|---|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation       |                                                                                                                    |
| 2 | TLOF and/ or FATO elevation                               |                                                                                                                    |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | FATO :                                                                                                             |
| 4 | True bearing of FATO                                      |                                                                                                                    |
| 5 | Declared distance available                               |                                                                                                                    |
| 6 | Approach and FATO lighting                                |                                                                                                                    |
| 7 | Remarks                                                   | Parts of the manoeuvring area can be used for take-off and landing as instructed by ATC (see AD 2.20 paragraph 5). |

## EGNM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits                                                                                                                                                                                                                                                                                                                                                                                                                      | Vertical Limits                               | Airspace Class | ATS unit callsign/ language | Transition Altitude | Remarks                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|----------------|-----------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 2                                             | 3              | 4                           | 5                   | 6                                                                                                                                |
| LEEDS BRADFORD CTR<br>535955N 0014027W -<br>535348N 0013100W -<br>534904N 0012703W - thence<br>clockwise by the arc of a circle<br>radius 8 nm centered on<br>535157N 0013938W to<br>534359N 0013847W -<br>535312N 0015259W - thence<br>clockwise by the arc of a circle<br>radius 8 nm centered on<br>535157N 0013938W to<br>535955N 0014027W                                                                                                      | Upper limit: FL85<br>Lower limit: SFC         | D              | LEEDS APPROACH<br>English   | 5000 ft             | A Transition Altitude of 5000<br>ft is effective within the Leeds<br>Bradford CTR/CTA during the<br>notified hours of operation. |
| LEEDS BRADFORD CTA 1<br>534904N 0012703W -<br>534445N 0012327W - thence<br>clockwise by the arc of a circle<br>radius 12 nm centered on<br>535157N 0013938W to<br>534032N 0013331W -<br>534359N 0013847W - thence<br>anti-clockwise by the arc of a<br>circle radius 8 nm centered on<br>535157N 0013938W to<br>534904N 0012703W                                                                                                                    | Upper limit: FL85<br>Lower limit: 2500 ft ALT | D              | LEEDS APPROACH<br>English   | 5000 ft             | A Transition Altitude of 5000<br>ft is effective within the Leeds<br>Bradford CTR/CTA during the<br>notified hours of operation. |
| LEEDS BRADFORD CTA 2<br>535312N 0015259W -<br>534359N 0013847W - thence<br>clockwise by the arc of a circle<br>radius 8 nm centered on<br>535157N 0013938W to<br>535312N 0015259W                                                                                                                                                                                                                                                                   | Upper limit: FL85<br>Lower limit: 2500 ft ALT | D              | LEEDS APPROACH<br>English   | 5000 ft             | A Transition Altitude of 5000<br>ft is effective within the Leeds<br>Bradford CTR/CTA during the<br>notified hours of operation. |
| LEEDS BRADFORD CTA 3<br>540236N 0014900W -<br>535955N 0014027W - thence<br>anti-clockwise by the arc of a<br>circle radius 8 nm centered on<br>535157N 0013938W to<br>534359N 0013847W -<br>534032N 0013331W - thence<br>anti-clockwise by the arc of a<br>circle radius 12 nm centered on<br>535157N 0013938W to<br>534445N 0012327W -<br>534007N 0011937W -<br>533713N 0014830W -<br>534726N 0015913W -<br>535539N 0020919W -<br>540236N 0014900W | Upper limit: FL85<br>Lower limit: 3000 ft ALT | D              | LEEDS APPROACH<br>English   | 5000 ft             | A Transition Altitude of 5000<br>ft is effective within the Leeds<br>Bradford CTR/CTA during the<br>notified hours of operation. |
| LEEDS BRADFORD ATZ<br>A circle, 2.5 nm radius centred at<br>535158N 0013939W on longest<br>notified runway (14/32)                                                                                                                                                                                                                                                                                                                                  | Upper limit: 2000 ft<br>Lower limit: SFC      | D              | LEEDS APPROACH<br>English   | 5000 ft             |                                                                                                                                  |

## EGNM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign          | Channel(s)                          | Hours of Operation                                                            | Remarks                                                                                                                                                                                                                                                                                                                |
|---------------------|-------------------|-------------------------------------|-------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                   | 2                 | 3                                   | 4                                                                             | 5                                                                                                                                                                                                                                                                                                                      |
| APP                 | LEEDS APPROACH    | 134.575 MHz<br>DOC 40 nm/10,000 ft  | H24                                                                           | ATZ hours coincident with Approach hours.<br><br>Certain services may be PPR during 2300-0700 (Winter), 2200-0600 (Summer).<br><br>Pilots are advised that making calls outside the DOC is likely to cause interference from adjacent paired frequencies.<br><br><b>VDF</b><br><b>535158.41N 0013925.17W</b><br>On AD. |
| TWR                 | LEEDS TOWER       | 120.300 MHz<br>DOC 25 nm/4,000 ft.  | H24                                                                           |                                                                                                                                                                                                                                                                                                                        |
|                     | LEEDS DELIVERY    | 121.800 MHz<br>DOC 5 nm/GND.        | Winter: 0600-2200 Summer: 0500-2100                                           |                                                                                                                                                                                                                                                                                                                        |
| RAD                 | LEEDS RADAR       | 134.575 MHz<br>DOC 40 nm/10,000 ft. | H24                                                                           |                                                                                                                                                                                                                                                                                                                        |
|                     | LEEDS RADAR       | 125.375 MHz<br>As directed by ATC.  | H24                                                                           |                                                                                                                                                                                                                                                                                                                        |
| ATIS                | LEEDS INFORMATION | 118.025 MHz<br>DOC 50 nm/20,000 ft. | H24                                                                           |                                                                                                                                                                                                                                                                                                                        |
| Other               | LEEDS FIRE        | 121.600 MHz<br>Non-ATS frequency.   | Available when Fire vehicle attending aircraft on the ground in an emergency. |                                                                                                                                                                                                                                                                                                                        |

## EGNM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS, give VAR) | Ident | Frequency          | Hours of Operation | Position of transmitting antenna co-ordinates | Elevation of DME transmitting antenna | Remarks                                                                                                                        |
|--------------------------------------------------------------|-------|--------------------|--------------------|-----------------------------------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| 1                                                            | 2     | 3                  | 4                  | 5                                             | 6                                     | 7                                                                                                                              |
| ILS I<br>1.37°W (2017)                                       | ILBF  | 110.900 MHz        | HO                 | 535129.18N<br>0013854.98W                     |                                       | (RWY 14)                                                                                                                       |
| ILS/GP                                                       | ILBF  | 330.800 MHz        | HO                 | 535208.89N<br>0014002.18W                     |                                       | 3.5° ILS Ref Datum<br>Hgt 46 ft.                                                                                               |
| ILS III<br>1.37°W (2017)                                     | ILF   | 110.900 MHz        | HO                 | 535227.98N<br>0014025.34W                     |                                       | (RWY 32)                                                                                                                       |
| ILS/GP                                                       | ILF   | 330.800 MHz        | HO                 | 535146.80N<br>0013914.18W                     |                                       | 3° ILS Ref Datum<br>Hgt 50 ft.                                                                                                 |
| DME                                                          | ILF   | 46X<br>110.900 MHz | H24                | 535200.78N<br>0013931.48W                     | 677 ft                                | I LF (RWY 32)<br>On AD.<br><br>DME freq paired with ILS I LF and I LBF.<br><br>Zero range is indicated at THR of Runway 14/32. |
| DME                                                          | ILBF  | 46X<br>110.900 MHz | H24                | 535200.78N<br>0013931.48W                     | 677 ft                                | I LBF (RWY 14)<br>On AD.<br>DME freq paired with ILS I LF and I LBF.<br>Zero range is indicated at THR of Runway 14/32.        |
| NDB (L)                                                      | LBA   | 402.500 kHz        | H24                | 535153.97N<br>0013910.41W                     |                                       | On AD.<br><br>Range 25 nm.                                                                                                     |



## EGNM AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1 Airport Regulations

- (a) Mandatory handling applies for all visiting non-based aircraft.
- (b) Aircraft using the aerodrome are to carry Third Party Insurance cover of not less than £2,000,000.
- (c) Microlight aircraft are not accepted.
- (d) The aerodrome is not available to aircraft unable to communicate with ATC by radio, unless by special arrangement with Airport Authority for maintenance purposes.
- (e) Use governed by regulations applicable to Leeds CTR.
- (f) Pilots of VFR/SVFR aircraft are to book out by telephone directly with ATC. Book out by radio will not be accepted.
- (g) All flights, except General Aviation below 5700 kg and Military flights, are subject to the prior approval of Leeds Bradford Airport Ltd. and prior notification to Airport Coordination Ltd. (ACL), who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by e-mail: [lonacxh@acl-uk.org](mailto:lonacxh@acl-uk.org); or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)113-391 3231 or email: [airside.safetyunit@lba.co.uk](mailto:airside.safetyunit@lba.co.uk). OCS account holders can add, change and cancel slots using the online coordination portal at: [www.online-coordination.com](http://www.online-coordination.com)
- (h) It is a requirement that every airline using Leeds Bradford Airport must have local orders compatible with LBA Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. LBA will act as the coordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
- (i) Visiting GA pilots must ensure that they are fully briefed on arrival, departure and taxi procedures prior to using the Aerodrome. ATZ entry may be refused, or flights can expect significant delays if unfamiliar with ATC procedures.
- (j) Non ACL slot allocated GA/BA movements can expect significant delays between 0800-0900 local, March-October due to runway capacity.

### 2 Ground Movement

- (a) In order to maximise use of parking space all aircraft using the north side stands, must be able to accept push-back. Aircraft, which cannot will be parked remotely, marshalled and will only be accepted if space permits. Companies and handling agents are to ensure that the equipment necessary to provide push-back is available when required.
- (b) Supplementary (Multi Access Ramp System) parking arrangements for aircraft with wingspans of 30 m or less may be initiated at any time, ATC will advise. Aircraft will be marshalled under these conditions.
- (c) ATC Clearance should be requested before start up but not before EOBT – 15 mins. Following a pilot request, cancel and refile messages may be sent by ATC. Aircraft must declare the stand number, or position, together with the ATIS letter received and QNH. Start up should not be requested until the aircraft is fully ready for start and or pushback with a tug attached.
- (d) The marked centre-line turning circle for wide-bodied aircraft using the Runway 32 turning pad may only be achieved using up to 52° of nose wheel steering. Additionally, there is no straight section of the centre-line parallel to runway centre-line before commencement of the 180° turn onto the runway centre-line.
- (e) To assist with planning, aircraft must advise ATC as soon as possible if it becomes apparent that they will not be ready for departure upon reaching the holding points. Pilots **must** inform ATC prior to entering the runway if they are aware that they will not be ready for departure on line up. Backtracking should be as expeditious as possible, consistent with safety. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.
- (f) In-to-wind parking is available in accordance with procedures published in the LBA Aerodrome Manual.
- (g) The main northside apron is designated under the Aviation and Maritime Security Act 1990. For security and safety reasons operators of all aircraft using the aerodrome are advised that the use of a handling agent is mandatory. All persons embarking or disembarking to/from aircraft must be escorted by their handling agent.
- (h) Leeds Delivery is responsible for passing ATC clearance to aircraft prior to start-up only.
- (i) Pushback Procedures:
  - (i) Pushback and start instructions may contain reference to an adjacent stand or defined point on a taxiway. The term long push may also be used together with a location definition.
  - (ii) The pushback instruction will normally include a direction to face as east, west or south.
  - (iii) Where two aircraft up to B737/A320 size request simultaneous pushback, on the main apron stands 1-18, in the same direction at least one stand must separate the aircraft prior to push.
  - (iv) Aircraft on stands 16 & 17 can only be issued with a non-standard pushback to face west.
  - (v) Aircraft on stands 17 & 18 may be offered a straight pushback into the neck of N4 holding point.
- (j) Pilots are reminded not to cross red stopbars unless a specific instruction to cross a lit stopbar is given by ATC.

## EGNM AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

## 3 CAT II/III Operations

- (a) Runway 32 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
- (b) During Category II/III operations special ATC procedures (Low Visibility Procedures (LVP's)) will be applied. Pilots will be informed when these procedures are in operation by RTF and ATIS automatic broadcasts.
- (c) Category II/III Holding Points are B, D1, F1, L1 and N1 only. Amber/Green coded taxiway centre-line guidance lights are switched on for route guidance. Aircraft on stands 7-18 will normally taxi through Holding Points C and D3. Pilots must request marshaller assistance, wingtip guidance or 'Follow Me' if it is considered necessary, prior to start up or after landing before entering the apron. →
- (d) Arriving aircraft: after completing landing run await or request taxi clearance **prior** to vacating the runway or backtracking. Entry to Taxiway A will be via yellow/green centre-line routeing guidance through B, C or D3. →
- (e) Aircraft will not report runway vacated until they have entered the taxiway and the aircraft is established on the fully green coded centreline lights. Pilots must not report vacated whilst they are on the portion of taxiway showing mixed amber/green lighting.
- (f) During day conditions taxiways F, M and G should not be used in a met visibility of less than 800 m unless the aprons and taxiways are visible from ATC at all times.

## 4 Warnings

- (a) Bird activity noted at this airport. Occasionally large flocks of Gulls transit across the aerodrome at dawn and dusk. Aircraft may be delayed whilst birds are cleared.
- (b) Pilots are advised to expect windshear and turbulence when the surface wind is between 190° and 280° above 20 kt. Some variations to reported wind readings may also occur.
- (c) Pilots are advised that paragliding operations take place at Tong within the Leeds Bradford Airport Control Zone, coordinates 534608.27N 0014117.14W, bearing 195 degrees MAG, range 7 nm from Leeds Bradford Airport ARP. Paragliders transit to and from the site from the south west not above 1000 ft QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will NOT be passed by ATC.
- (d) Pilots are advised that hang gliding and paragliding operations take place on Baildon Moor within the Leeds Bradford Airport Control Zone, (535136.27N 0014659.81W) bearing 265° MAG, range 4.2 miles from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 mile radius of this site, non-radio not above 1500 ft QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will **NOT** be passed by ATC.
- (e) Pilots are advised that hang gliding and paragliding operations take place on Ilkley Moor within the Leeds Bradford Airport Control Zone, (535451.69N 0014939.11W) bearing 297° MAG, range 6.4 miles from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 mile radius of this site, non-radio not above 1500 ft QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will **NOT** be passed by ATC.

## 5 Helicopter Operations

- (a) Arrival Procedures: ATC will allocate either a direct approach, or a circuit join based on the runway in use, dependant on the prevailing traffic conditions.
- (b) Direct Approach
  - (i) Helicopters are to approach the aerodrome from the NE or SW remaining well clear of the approach and climb out to Runway 14/32
  - (ii) Helicopters will be requested to report approaching the aerodrome boundary to await further instructions.
  - (iii) Direct arrivals from the NE are to obtain clearance to cross Runway 14/32 prior to crossing the aerodrome boundary and be prepared to hold, or orbit at the boundary if requested. When cleared to cross the runway helicopters are to arrange their flight to cross the runway as expeditiously as possible direct to the allocated Helicopter Aiming Point (HAP) avoiding overflying any parked or taxiing aircraft. Pilots wishing to use the runway at night or at any other time should make an early request to ATC.
  - (iv) Direct arrivals from the SW are to report approaching the aerodrome boundary for onward clearance. When cleared to do so arrivals shall route direct to the allocated HAP ensuring that they remain well to the south of runway 32 at all times. The south side taxiway runway holding points may be used as a reference point as the point to remain south of when approaching the HAP from the south.  
If, due to the surface wind conditions it is required to cross runway 32 to enable a turn into wind for arrival this should be requested on first contact with the Leeds Tower Controller
- (c) Circuit Based Approach
  - (i) Under certain traffic conditions helicopters may be given a standard circuit join for the runway in use. On turning final the helicopter is to break directly for the allocated HAP prior to reaching the runway threshold.
- (d) Taxi Instructions
  - (i) ATC will issue an instruction to air taxi from the HAP to the relevant parking apron.

## EGNM AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(e) Departure Procedures

- (i) Helicopters will be given clearance to lift from the apron and air taxi to the allocated HAP. When cleared for takeoff, South, or Westbound departures shall depart ensuring that they remain well to the south of Runway 32 at all times. If surface wind conditions dictate that a lift into wind requires a runway crossing this should be requested prior to taxi.
- (ii) Departures to the East or North shall, when cleared to do so cross the runway as expeditiously as possible on track the relevant VRP, ensuring that the departure track does not overfly parked or taxiing aircraft.

### 6 Use of Runways

- (a) Variable circuit direction in force.
- (b) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:
  - (i) Runway 14 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
  - (ii) Runway 32 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
  - (iii) Runway 32 suitable for Other Than Standard Category II operations supported by an ILS Classification of II/D/2;
  - (iv) Runway 14 suitable for EVS operations;
  - (v) Runway 32 suitable for EVS operations.

### 7 Training

- (a) Training flights must be booked in advance with ATC by telephone (0113-391 3282). The filing of a flight plan does not constitute a booking to carry out training. Failure to make a booking may result in aircraft being refused use of the facilities. All training is subject to traffic and ATC capacity.
- (b) A slot booking system is used for training that involves instrument holding. Slots must be booked on the date of the requested slot with ATC by telephone. Operators may normally book a maximum of two slots in any one day. Further slots on the same day may not be booked until one hour before the requested slot.
- (c) Any changes to training requirements must be notified to ATC, in particular when slots are no longer required. Should traffic or ATC workload increase after bookings have been accepted, training may be refused or ended at short notice.
- (d) Training flights may only be permitted between 0700 and 2300 Local.
- (e) Any aircraft conducting practice instrument holding or approach procedures must have a serviceable transponder.
- (f) Training by aircraft greater than 5700 kg is not normally permitted on Sundays.
- (g) Helicopter circuits are not permitted.
- (h) Training flights by jet aircraft shall be subject to the following conditions:
  - (i) No jet training on Sundays, Good Friday or Christmas Day;
  - (ii) Jet circuits shall be carried out at least 1500 ft aal;
  - (iii) Jet aircraft carrying out visual circuits shall climb straight ahead to 1000 ft aal before turning. All other jet aircraft must follow the published NPRs.
- (i) Rebated fees for training flights are subject to prior written approval from the Airport Authority. Training rebates cannot be approved verbally, and will not be granted retrospectively.

## EGNM AD 2.21 NOISE ABATEMENT PROCEDURES

The following Noise Preferential Routeings and Procedures shall apply to jet aircraft (except military aircraft), and all other public transport aircraft with a MTWA that is greater than 5700 kg.

- (a) These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.
- (b) Operators of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- (c) Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routing must be accepted in the interest of reducing aircraft noise intrusion on the local environment
- (d) Departing Aircraft:
  - (i) Runway 14 – After take-off maintain runway heading to 'I LBF' DME 2 before setting course (or 'I LF' DME 2 when Runway 32 is being used for landing traffic)

## EGNM AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

- (ii) Runway 32 – Climb straight ahead. At 1181 ft QNH (500 ft QFE) or I-LF D0.5, whichever is the later, turn left to track 313° MAG. At 'I LF' DME 2.1 \*535340N 0014258W reduce to minimum safe power settings and turn left to make good a track of 274° MAG. Maintain this track until 'I LF' DME 3.5 \*535405N 0014521W before setting course

- (iii) Turbo-prop: After take-off make good a track of 313° MAG and at DME 2.1 turn onto course.

**Note:** The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo-jet aircraft.

(e) Target Noise levels

'By day' means 0700-2300 (local).

'By night' means 2300-0700 (local).

All aircraft (excluding military aircraft) shall be operated in such a way that at the relevant monitoring point they will not generate a noise level:

- (i) After take-off from Runway 32 more than 85 dB(A) by day or 77dB(A) by night;  
 (ii) After take-off from Runway 14 more than 92 dB(A) by day or 84 dB(A) by night;  
 (iii) On approach to Runway 32 more than 85 dB(A) by day or 79 dB(A) by night.

(f) Night Restrictions

- (i) The airport company is subject to planning requirements imposed during the night time period 2300-0700 (local)

- (ii) Such aircraft movements are permitted only by approval from one of the following:

- Head of Airside Services – 0771-101 6610
- Airside Operations Duty Officer — 0113-391 3231

- (iii) Movements in the night time period by aircraft failing to meet the imposed conditions will only be permissible in the following circumstances:

- (1) Delayed landings up to 0100 hours local by aircraft scheduled to land between 0700-2300 hours local.
- (2) An emergency ie; A flight where there is an immediate danger to life or health, whether human or animal.

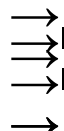
- (g) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or in VMC shall not descend below 2000 ft before intercepting the glidepath, nor thereafter fly below the glidepath. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

- (h) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid/reduce the use of reverse thrust after landing, whenever possible consistent with safe operation of the aircraft.

- (i) Ground running of aircraft engines is not permitted between 2300 and 0700 (local) and is subject to ATC permission at all other times.

(j) Fanstop Procedures

- (i) Simulated asymmetric 'go-arounds' for Runway 14 must be initiated at or above 300 ft (QFE);  
 (ii) Simulated engine out manoeuvres from Runway 14 are not permitted on departure.



## EGNM AD 2.22 FLIGHT PROCEDURES

### 1 Procedures for Outbound Aircraft

- (a) (i) Aircraft are to expect a NELSA 3W SID for the following routes when Runway **32** is in use:

**Northbound** – N601 (NELSA), P18 (DCT - GASKO) – Expect first CPDLC Data Link Authority to be EGPX

**Southbound** – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (DCT - BARTN), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (DCT - POL) – Expect first CPDLC Data Link Authority to be EGTT

**Westbound** – Y70 (DCT - CROFT), L10 FL 85 - (DCT - CROFT - DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX

- (ii) Aircraft are to expect a POL 2X SID for the following routes when Runway **14** is in use:

**Northbound** – N601 (POL), P18 (POL) – Expect first CPDLC Data Link Authority to be EGPX

**Southbound** – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (POL), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (POL) – Expect first CPDLC Data Link Authority to be EGTT

**Westbound** – Y70 (POL), L10 FL 85 - (DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX  
LAMIX and DOPEK SIDs – Expect first CPDLC Data Link Authority to be EGTT

Aircraft departing to aerodromes not connected to the above initial routes will receive individual tactical clearances.

- (b) Radio Failure Procedure

- (i) In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.

### 2 Procedures for Inbound Aircraft

- (a) Standard Inbound Routes from Airways

| Approach from | Via      | Route                     |
|---------------|----------|---------------------------|
| NW            | L612     | CALDA - POL - LBA         |
|               | N57      | POL - LBA                 |
| N             | P18      | GASKO - LBA               |
| E             | Y70      | GOLES - BATLI - LBA       |
| S             | N57/T420 | TNT - DENBY - LBA         |
|               | N601     | EMBOR - TNT - DENBY - LBA |
| SW            | N864     | REXAM - BARTN - POL - LBA |
| W             | L10/L975 | WAL - BARTN - POL - LBA   |

Aircraft likely to be issued tactical headings prior to transfer from Scottish Control to EGNM RAD.

- (b) Inbound Aircraft from other than the Airways System

- (i) Aircraft wishing to enter the Leeds Bradford Control Zone and/or Control Area direct from the London FIR are required to obtain permission at least 10 minutes before reaching the CTR or CTA Boundary, when they will be advised of the route to follow consistent with the current traffic situation.

### 3 Radio Communications Failure Procedures

- (a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3. The route to be used when leaving the Zone in accordance with this procedure is

| Position at time of decision | Route                                                                |
|------------------------------|----------------------------------------------------------------------|
| NDB(L)/LBA                   | Track 010°(T) from NDB(L) LBA at ALT 3000 ft until clear of CTR/CTA. |

- (b) In the event of radio communications failure or no contact with Scottish Control by NELSA, if departing on a NELSA 3W SID or if departing on a POL 2X SID, immediately Squawk 7600, take up a right hand hold at either NELSA or Pole Hill at FL 070 for 3 minutes. Thereafter follow standard radio communications failure procedures in accordance with the UK AIP.

### 4 Visual Reference Points (VRP)

- (a) For the benefit of pilots on VFR flights who prefer to determine their position by radio navigation aids, rather than by visual pin-points, suitably defined VRPs for Leeds Bradford are given below:

**EGNM AD 2.22 FLIGHT PROCEDURES (continued)**

| VRP                                       | VOR/DME Fix    |
|-------------------------------------------|----------------|
| Dewsbury (DBY)<br>534130N 0013806W        | POL 102°/17 nm |
| Eccup Reservoir (ECP)<br>535216N 0013236W | POL 070°/21 nm |
| Harrogate (HGT)<br>535930N 0013136W       | POL 055°/25 nm |
| Keighley (KLY)<br>535200N 0015436W        | POL 044°/10 nm |

**5 Flying Within 10 nm of the Leeds CTR**

- (a) Pilots flying within 10 nm of Leeds CTR and maintaining a listening watch only on the Leeds Approach frequency may select code 2677. Selection of 2677 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Leeds CTR/CTA at all times. When an aircraft ceases to maintain a listening watch or is no longer flying within 10 nm of the Leeds CTR, the pilot will deselect transponder code 2677. Aircraft who intend to either transit Leeds CTR or route underneath any portion of the CTA, should still contact Leeds Radar on 134.575 MHz for a service and clearance if required.

**EGNM AD 2.23 ADDITIONAL INFORMATION**

Not applicable

**EGNM AD 2.24 CHARTS RELATED TO AN AERODROME**

*Figure: AERODROME CHART - ICAO*

AD 2-EGNM-2-1

*Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO*

AD 2-EGNM-2-2

*Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO*

AD 2-EGNM-5-1

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) NELSA/POLE HILL - ICAO*

AD 2-EGNM-6-1

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) DOPEK/LAMIX - ICAO*

AD 2-EGNM-6-2

*Figure: INSTRUMENT APPROACH CHART ILS/DME y RWY 14 (ACFT CAT A,B) - ICAO*

AD 2-EGNM-8-1

*Figure: INSTRUMENT APPROACH CHART ILS/DME z RWY 14 (ACFT CAT C,D) - ICAO*

AD 2-EGNM-8-2

*Figure: INSTRUMENT APPROACH CHART LOC/DME y RWY 14 (ACFT CAT A,B) - ICAO*

AD 2-EGNM-8-3

*Figure: INSTRUMENT APPROACH CHART LOC/DME z RWY 14 (ACFT CAT C,D) - ICAO*

AD 2-EGNM-8-4

*Figure: INSTRUMENT APPROACH CHART NDB(L)/DME y RWY 14 (ACFT CAT A,B) - ICAO*

AD 2-EGNM-8-5

*Figure: INSTRUMENT APPROACH CHART NDB(L)/DME z RWY 14 (ACFT CAT C,D) - ICAO*

AD 2-EGNM-8-6

*Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 32 (ACFT CAT A,B,C,D) - ICAO*

AD 2-EGNM-8-7

*Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 32 (ACFT CAT A,B,C,D) - ICAO*

AD 2-EGNM-8-8

**EGNM AD 2.24 CHARTS RELATED TO AN AERODROME (continued)**

*Figure: INSTRUMENT APPROACH CHART NDB(L) DME RWY 32 (ACFT CAT A,B,C,D) - ICAO*

AD 2-EGNM-8-9

## EGHF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits                                                                                                                                                                                                                                                   | Vertical Limits                          | Airspace Class | ATS unit callsign/ language | Transition Altitude | Remarks |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|-----------------------------|---------------------|---------|
| 1                                                                                                                                                                                                                                                                                | 2                                        | 3              | 4                           | 5                   | 6       |
| LEE-ON-SOLENT ATZ<br>504810N 0010929W - thence anti-clockwise by the arc of a circle radius 2 nm centered on 504857N 0011224W to 504824N 0010921W - 505049N 0011117W - thence anti-clockwise by the arc of a circle radius 2 nm centered on 504857N 0011224W to 504810N 0010929W | Upper limit: 2000 ft<br>Lower limit: SFC | G              | LEE RADIO<br>English        | 3000 ft             |         |



## EGHF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign  | Channel(s)                   | Hours of Operation                    | Remarks                              |
|---------------------|-----------|------------------------------|---------------------------------------|--------------------------------------|
| 1                   | 2         | 3                            | 4                                     | 5                                    |
| Other               | LEE RADIO | 118.925 MHz<br>A/G Frequency | Winter: 0900-1630; Summer: 0800-1700. | ATZ hours coincident with A/G hours. |

## EGHF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

## EGHF AD 2.20 LOCAL TRAFFIC REGULATIONS

## 1 Airport Regulations

- Refer to the Aerodrome website for pilot briefing and PPR.
- Aircraft approaching Lee-on-Solent Aerodrome are encouraged to contact Solent Radar (120.225 MHz) for an air traffic service prior to contacting Lee Radio to reduce the risk of infringing adjacent controlled airspace.
- If intending to fly within the Fleetlands ATZ to the east of the disused railway line, pilots must contact Fleetlands prior to entry on 135.700 MHz.
- Visiting traffic to Lee-on-Solent should be familiar with the layout and topography of the aerodrome (see aerodrome website). There are some significant changes to the aerodrome which will continue to happen as major infrastructure changes come online.
- Pilots whose track remains to the west of the disused railway line do not need to call Fleetlands but may choose to do so for information on local traffic.
- When 'Fleetlands Information' is operating, they may be contacted for information but it is not necessary if remaining clear of the Eastern Sector. Fleetlands monitor Lee Radio and vice versa and can advise of any traffic in the local area. Fleetlands traffic will not enter the Western Sector without coordinating with 'Lee Radio'.

## 2 Ground Movement

- Control Tower is now the location for all VISITOR PARKING.
- North East and South East aprons are not for visitor parking without pre-booking with the aerodrome authority.
- The Coastguard apron, helipad and dispersal is out of bounds and is not to be used by visiting aircraft.
- The Bravo and Delta taxiways should be used by aircraft to avoid back-tracking on the runway wherever possible.
- Collection point for fees and charges in Visitor Reception.

## 3 CAT II/III Operations

Not applicable

## 4 Warnings

- Solent CTA approximately 3 nm west of aerodrome.
- Glider winch launching takes place at the aerodrome. Cables can extend up to 2100 ft amsl.



## EGHF AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (c) SAR and Rotary daily H24 operations, regular glider winch launch and aero-tow operations at the aerodrome.
- (d) Model Aircraft Flying operate on the aerodrome around the disused Runway 17/35.
- (e) Fleetlands Heliport is located 1.9 nm to the northeast of Lee-On-Solent.

### 5 Helicopter Operations

- (a) SAR rotary operations take priority for departures and arrivals.
- (b) No additional or special published procedures exist for rotary traffic. All non-SAR rotary operations should use same arrival, departure, circuit and ground procedures.
- (c) Visiting rotary aircraft should follow circuit, arrival and departure procedures and should hover-taxi using the taxiways, where appropriate, to the designated visitor areas of the aerodrome.
- (d) Based rotary operators may follow pre-agreed taxiing and routing procedures.

### 6 Use of Runways

- (a) Due to gliding operations all aircraft to join downwind.
- (b) No straight-in or long finals (except SAR ops).
- (c) Grass strips either side of the runway should not be used without local knowledge.

### 7 Training

Not applicable

## EGHF AD 2.21 NOISE ABATEMENT PROCEDURES

- (a) The circuit patterns are drawn to avoid noise sensitive areas (avoid overflying Stubbington and Hill Head, which are inside the circuit). For a 'go around' keep to north side of the runway.
- (b) When departing Runway 23, track the extended centre-line to avoid overflying housing near the threshold of Runway 05.

## EGHF AD 2.22 FLIGHT PROCEDURES

### 1 Circuits

- (a) Circuits – Main Runways 05/23
  - (i) Suggested join is left base for Runway 05 or downwind for Runway 23. A downwind join for Runway 05 from the north is also possible if you know the local landmarks (see Arrival chart), available at: <http://www.daedalusairfield.co.uk/visit-by-air>.
  - (ii) Circuits at 1000 ft aal. Glider circuit to the south - LH on Runway 23 and RH on Runway 05 and powered circuits to the north, LH on Runway 05 and RH on Runway 23.
- (b) Be aware that gliders approach from the opposite direction on base leg. They will normally be lower than powered aircraft and have priority.
- (c) No dead-side, overhead or crosswind joins.

## EGHF AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGHF AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGHF-2-1

**EGGP AD 2.20 LOCAL TRAFFIC REGULATIONS****1 Airport Regulations**

- (a) Pilots are to 'book out' by telephoning details to ATC. 'Booking out' by radio is not accepted.
- (b) The wearing of high visibility clothing is mandatory for all personnel employed on each of the apron areas including flight crews, except when direct bussing to/from the aircraft steps and terminal.
- (c) The aerodrome is PPR for aircraft which are not based at Liverpool Airport. Mandatory handling is required for all visiting or non-based aircraft. Prior permission should be requested through a handling agent, AOC and [aero@liverpoolairport.com](mailto:aero@liverpoolairport.com); (see AD 2.4). No permission will be granted by ATC. Aircraft without prior permission could be refused landing clearance except in an emergency. Filing a flight plan does not constitute a PPR request.
- (d) Prior permission for departures and arrivals is required from ATC for aircraft unable to communicate with ATC by radio.
- (e) Aircraft Captains, through their staff and/or Handling agents, are responsible for the safety of persons and/or vehicles on the apron during engine start.
- (f) All flights, except General Aviation and Military flights, are subject to the prior approval of the Airport Operations Director, Liverpool Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by SITA: LONACXH; e-mail: [lonacxh@acl-uk.org](mailto:lonacxh@acl-uk.org) ; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)151-907 1551. OCS account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com>
- (g) Departure Planning Information (DPI) messages are fully operational providing DPI messages to the Network Manager Operations Centre in Brussels.

**2 Ground Movement**

- (a) Aircraft entering the Main Apron will be as directed by ATC, however, aircraft with a wingspan of 36 m or more will enter through Taxiway Whiskey (W) under follow-me guidance.
- (b) Aircraft re-positioning on the aprons must obtain ATC permission and then follow the marshaller's guidance.
- (c) Taxiway Alpha from Holding Point Alpha 3 to Runway 27 threshold is restricted to aircraft with less than 52 m wingspan (code E). Aircraft with a wing span of 52 m or more shall be escorted by a follow-me vehicle ensuring nose wheel is maintained on the taxiway centre-line. A wing person shall be provided on the single story building 41.5 m north of the taxiway centre-line between Alpha 3 and the 27 threshold which infringes the code E taxiway strip.
- (d) Owing to the position of the hangars, Stands 1 and 32 are out of sight of ATC. Pilots should listen carefully to their taxi instructions.
- (e) Pilots are to report their stand number when requesting start-up. Start-up must not be requested until the aircraft is fully ready to start.
- (f) Take-off, landing and taxiing on grass areas is not permitted. Helicopters may be permitted to alight on the grass area adjacent to the General Aviation parking area.
- (g) The General Aviation parking area is limited to aircraft of 5700 kg or less.
- (h) Visiting aircraft entering the GA apron at Kilo are to call Ravenair on 131.750 MHz for parking instructions.
- (i) All runway holding position stop bars are constantly illuminated except when de-selected by ATC to permit aircraft and vehicles to enter runway.
- (j) A vehicle crossing point at Z15 also has a red stop bar which is controlled by ATC and is for use by vehicles only.

**3 CAT II/III Operations**

- (a) During CAT II operations, special ATC procedures (LVP's) will be applied. Pilots will be informed by ATC when these procedures are in operation. Pilots are advised that implementation of these procedures can cause delays for inbound and outbound traffic.
- (b) Aircraft departing Runway 27 must hold at the Alpha 2 holding point.
- (c) Arriving aircraft must continue to the end of the runway to vacate via CHARLIE. Aircraft must report runway vacated and report reaching Alpha 8.
- (d) For CAT II Operations, changeover standby power to mains takes place in 1 second.
- (e) Aircraft parking on the main apron will normally enter at Whiskey and exit at Uniform, except when directed by ATC.
- (f) Illuminated stop bars will be in operation at Holding Points A2, A3, A8, K, T, U, V and W during Low Visibility Operations.
- (g) All aircraft must have a follow me whilst taxiing on the main apron.

## EGGP AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

### 4 Warnings

- (a) Pilots should positively identify the runway in use before committing the aircraft to a landing.
- (b) Pilots are reminded of the proximity of Restricted Area EG R311, 5 nm southwest of the aerodrome.
- (c) Aircraft completing visual approaches to Liverpool airport from the south and southeast are requested to avoid overflying the industrial chemical works situated on the south bank of the River Mersey, 1 nm south of the NDB LPL.
- (d) Pilots should exercise caution when leaving the main apron via Taxiway Victor to ensure they do not enter the rapid exit turn-off at ECHO when taxiing to Runway 09 or Runway 27.
- (e) Pilots are reminded that throughout the year, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent/dispersal within the aerodrome boundary is conducted by the Airfield Operations Unit and pilots may be requested by ATC to delay a departure or arrival if dispersal proves difficult.
- (f) Radio controlled models up to 20 kg operate at maximum altitude 400 ft agl during daylight hours only, between 1000-2100 (local), within the confines of :
  - (i) Frodsham Marshes (132° - 4.4 nm)
  - (ii) Halton Moss (085° - 7.6 nm)
  - (iii) Arrowe Park (290° - 11 nm)
- (g) Runway 27 undershoot RESA is only 37 m long due to a public highway. The under shoot RESA contains the following obstacles:
  - (i) ILS Localiser 117 m from 27 threshold;
  - (ii) Wooden fence and light hedge.
- (h) Maintenance equipment on airport hotel roof. When in use equipment penetrates through the Obstacle Limitation Surface by maximum of 2.0 m. Obstacle approximately 625 m on a bearing of 329° from ARP. Equipped with obstacle warning light that automatically illuminates when the equipment is in use. When not in use and in parked position it is no longer an obstacle.
- (i) Over recent years, three specific Laser Hotspot areas have been identified in the vicinity of Liverpool Airport from which aircraft are more susceptible to laser attack from the ground. These areas are Liverpool city centre (7 nm northwest), Warrington town centre (10 nm northeast) and Runcorn town centre (4.5 nm east). Pilots are encouraged to report all laser attacks immediately to ATC including details of the colour of the laser and, where possible, the precise location of the laser. This information is then passed to the local police for an immediate response.

### 5 Helicopter Operations

- (a) Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points.
- (b) Arrivals: ATC will either select the appropriate threshold or instruct the helicopter to make an approach to the runway. If instructed to approach the runway, the helicopter is to turn on to a final approach and arrange the descent to flare to ground or hover taxiing speed in the fixed wing runway touchdown zone.
- (c) Taxiway Alpha Arrivals/Departures: Approach/Departures to the Alpha taxiway are only permitted when:
  - (i) the runway is closed; and
  - (ii) the helicopter is operating on a VFR clearance; and
  - (iii) there are no aircraft, vehicles or personnel on the taxiway.
- (d) Departures: These will be made from the runway, Aiming Points or parallel taxiway as selected by ATC.
- (e) Taxiing - Hover (or ground taxiing if applicable) is required to/from the parking area via designated taxiways.
- (f) A training area for helicopter hovering has been designated to the west of Taxiway Charlie on a disused taxiway and grassed area. Manoeuvring helicopters shall be exempt from the 500 ft rule if it is conducting manoeuvres, in accordance with normal aviation practice, within boundaries of a licensed or Government aerodrome or, with the written permission of the CAA at other sites. When flying in accordance with the above exemption the helicopter must not be operated closer than 60 m to any persons, vessels, vehicles or structures located outside the aerodrome or site.
- (g) A FATO has been created south of the main runway that is available for use by Liverpool John Lennon Airport based helicopters only. The midpoint of the FATO is 531956.30N 0025107.80W with dimensions of 30 m x 30 m.

### 6 Use of Runways

- (a) Variable circuit directions at the discretion of ATC.
- (b) Overhead join of the circuit is not available. Pilots should join the circuit as instructed by ATC.

## EGKK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (5) In the case of on stand de-icing; ATC will provide TSAT information, calculated to include the estimated time for on stand de-icing entered by the de-icing company and any subsequent start delay.
- (6) In the case of remote de-icing, ATC will provide start clearance and taxi instructions to the remote de-icing pad.

### 3 CAT II/III Operations

- (a) Runways 08R and 26L, subject to serviceability of the required facilities, are suitable for Category II and III operations by operators whose minima have been accepted by the Civil Aviation Authority.
- (b) During Category II and III operations, Special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
- (c) Departing Aircraft: ATC will require departing aircraft to use the following Category III holding points:
  - Runway 26L — Alpha 3, Charlie 3 or Mike 3;
  - Runway 08R — Juliet 3, Juliet 4, Juliet 7, Hotel 3 or Golf 3.

Occasionally it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC. Under these circumstances, due allowance will be made by ATC for the necessary ILS protection.

- (d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Ground Movement Radar (GMR) is normally available to monitor pilot 'runway vacated' reports.
  - (i) When GMR is not available to ATC, runway (LSA) vacation will be confirmed by receipt of a pilot report that the tail of the aircraft has passed the last of the alternate amber and green centre-line lights. These lights denote the extent of the ILS Localizer Sensitive Area.
- (e) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:
  - RVR (m) — Expected Landing Rate
  - Greater than 1000 — 24
  - Between 1000 and 600 — 20
  - Between 550 and 350 — 15
  - Less than 300 — 12 or less

### 4 Warnings

- (a) In low visibility at night the apron and car park's floodlighting may be seen before approach lights on 26L and 26R approaches
- (b) Except for light signals, ground signals are not displayed.
- (c) Pilots are warned, when landing on Runway 26L/R in strong southerly/south-westerly winds, of the possibility of building induced turbulence and windshear effects.
- (d) There are trees on high ground to the west, under the approach to Runways 08L and 08R. The tops are up to 287 ft aal at ranges between 1.25 and 3 nm.
- (e) A hazard beacon showing a steady red light is situated on the extended centre-line of Runway 08R on tree covered high ground, 1.8 nm from 08R threshold. Trees within 0.5 nm of the beacon rise up to 85 ft above it. Another beacon, showing a steady red light, is situated 0.66 nm NNW of the first. Together, they mark the line of high ground. The beacons are switched on at night and when the high intensity approach lights are in use.
- (f) HT power line to the N, E and SE of airport; minimum distance 1.6 nm at 146 ft aal rising to the S to 326 ft aal at 4 nm. High ground to SE and S rising to 406 ft aal is 3.5 nm from airport at its nearest point

### 5 Helicopter Operations

- (a) Helicopter handling agents are to obtain slot allocation for all flights, whether using the runways or the HAP.
- (b) **Helicopter Aiming Point**
  - (i) Performance Class1 helicopters, up to maximum size LOD 16.67 m (Maximum rotor diameter 12.63 m) may use the helicopter aiming point (HAP). Helicopters larger than LOD 16.67 m must use the runway and have PPR;
  - (ii) The HAP is located on taxiway Uniform abeam stands 234/235. It is marked with a white 9 m sided triangle with a conventional 'H';
  - (iii) The HAP is not illuminated and is only available for use during daylight hours and when recorded met visibility is 1500 m or more;
  - (iv) Caution must be exercised when using the HAP as it is on a live taxiway;

## EGKK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (v) Arrival and departure procedures to/from the HAP are visual to/from the North Terminal only;
- (vi) All departures wishing to route to the south will be instructed to depart to the north to hold at the North Terminal and then will be given onward clearance as appropriate.
- (c) **Missed Approach**
  - (i) In the event of a missed approach to the HAP, helicopters, once stabilised, must immediately turn right and route north of the aerodrome boundary to hold at the North Terminal. ATC may instruct the helicopter to reposition directly for the HAP;
  - (ii) In the event that a helicopter loses visual contact with the surface or is unable to acquire visual contact with the HAP, the Air Traffic Controller will instruct the helicopter to route north, co-ordinate with Gatwick Radar and transfer the traffic back to Gatwick Radar.
- (d) **Radio Failure procedure**
  - (i) Approaching From the North In the event of a radio failure the helicopter will squawk A7600 and may elect to continue its approach to land on the HAP or leave controlled airspace to the North;
  - (ii) Approaching From the South In the event of a radio failure, the helicopter will squawk A7600 and leave controlled airspace to the South, remaining South of the runways at all times. Should the radio failure occur after receiving clearance to cross overhead the Gatwick Airport runway the aircraft will continue as if approaching from the North.;
  - (iii) Departing to the North In the event of a radio failure, the helicopter will squawk A7600 and leave controlled airspace to the North.
  - (iv) Departing to the South In the event of a radio failure prior to crossing the runway the helicopter will squawk A7600 and leave controlled airspace to the North.
  - (v) Should the radio failure occur after receiving clearance to cross overhead the Gatwick Airport runway the aircraft will continue to leave controlled airspace to the South.
- (e) **After Landing**
  - (i) After landing, helicopters will ground taxi or air taxi under Leader vehicle follow me escort to an allocated parking area (usually an adjacent stand);
  - (ii) While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip/rotorblade clearance and turbulence.
- (f) **Departure**
  - (i) GMC will position the aircraft to the HAP and instruct the pilot to contact Tower.

## 6 Use of Runways

- (a) Special runway utilisation procedures are detailed at GEN 3.3.5.

### (b) Departure Wake Vortex Separations

The following pairs of holding points for Runways 26L/08R are considered to be the same point for the purposes of departure wake vortex separation:

| Runway 26L                            | Runway 08R                              |
|---------------------------------------|-----------------------------------------|
| Holding points Mike 1/3 and Alpha 2/3 | Holding points Juliet 1/3 and Hotel 1/3 |
| Holding points Mike 1/3 and Bravo 1   | Holding points Juliet 1/3 and Golf 1    |
| Holding points Alpha 2/3 and Bravo 1  | Holding points Hotel 1/3 and Golf 1     |
| Holding points Bravo 1 and Charlie 1  |                                         |
| Holding points Bravo 1 and Yankee 1/2 |                                         |

- (c) Runway 08L/26R is a non-instrument runway and will only be used when Runway 08R/26L is temporarily non-operational by reason of maintenance or incident. Runway 08R/26L is closed regularly to allow maintenance to take place. Dates and times are subject to change, latest details are advised by NOTAM and airport notices.
- (d) **Use of Runway 08L/26R**

Runway 08L/26R cannot be used simultaneously with Runway 08R/26L because of insufficient separation between the two. For this reason also, extensive safeguarding procedures are required (see d ii) before Runway 08L/26R can be activated and the runway is not available on request by pilots.

Lighting for the closed runway and parallel taxiway will not be visible on approach.
- (e) **Restriction of Operation**
  - (i) During Runway 08L/26R operations, delays may occur to aircraft taxiing on the aerodrome due to the following:
    - (1) Taxiway Juliet, between Juliet 8 and Taxiway Sierra is limited to use by aircraft of wingspan of 36 m or below during actual take-offs or landings on Runway 08L/26R. Taxiway Juliet, between Taxiway Sierra and Juliet 5 is limited to use by aircraft of wingspan of 50 m or below during actual take-offs or landings on Runway 08L/26R.

**EGKK AD 2.22 FLIGHT PROCEDURES (continued)**

- (i) Light aircraft which cannot comply with full IFR requirements and wish to proceed to or from London Gatwick Airport;
- (ii) light aircraft which cannot comply with full IFR requirements and wish to transit the Gatwick CTR.
- (c) Special VFR clearances to operate within the Gatwick CTR for the purpose of proceedings to or from London Gatwick Airport will not be granted to fixed-wing aircraft if the reported visibility at the Airport is less than 3 km or the reported cloud ceiling is less than 1000 ft
- (d) Aircraft may be given a radar service whilst within the zone if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with the relevant low flying restrictions of SERA and the Rules of the Air Regulations 2015, with particular regard to SERA.3105 Minimum Heights, pilots must inform the radar controller if compliance entails a change of heading or height.
- (e) Special VFR flights may be subject to delay when parts of their route are outside radar cover or when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.

**13 Visual Reference Points (VRP)**

- (a) For the benefit of pilots on VFR flights who prefer to determine their position by radio navigation aids, rather than by visual pin-points, suitably defined VRPs for London Gatwick are given below:

| VRP                                 | VOR/VOR                      | VOR/DME FIX                      |
|-------------------------------------|------------------------------|----------------------------------|
| Billingshurst<br>510054N 0002700W   | MID RDL 110°<br>GWC RDL 051° | MID 110°/7 nm                    |
| Dorking<br>511337N 0002006W         | BIG RDL 246°<br>LON RDL 163° | BIG 246°/15 nm<br>LON 163°/16 nm |
| Guildford<br>511422N 0003506W       | MID RDL 009°<br>BIG RDL 257° | MID 009°/11 nm                   |
| Handcross<br>510310N 0001208W       | MID RDL 091°<br>SFD RDL 326° | MID 091°/16 nm<br>MAY 281°/12 nm |
| Haywards Heath<br>510027N 0000546W  | MID RDL 099°<br>SFD RDL 332° | MID 099°/20 nm<br>MAY 266°/8 nm  |
| Tunbridge Wells<br>510800N 0001554E | BIG RDL 144°<br>DET RDL 232° | BIG 144°/15 nm<br>MAY 039°/9 nm  |

**EGKK AD 2.23 ADDITIONAL INFORMATION****1 Mode S Barometric Pressure Setting Data**

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

## EGKK AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGKK-2-1

Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2-EGKK-2-2

Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING STAND COORDINATES

AD 2-EGKK-2-3

Figure: TAXIWAY HOLDING POINTS CHART

AD 2-EGKK-2-4

Figure: AERODROME CHART A380 GROUND MOVEMENT - ICAO

AD 2-EGKK-2-5

Figure: NOISE PREFERENTIAL ROUTINGS CHART

AD 2-EGKK-3-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART

AD 2-EGKK-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R LAM 4M 4V 5P 5W - ICAO

AD 2-EGKK-6-1

Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R LAM 1Z - ICAO

AD 2-EGKK-6-2

Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L LAM 2X - ICAO

AD 2-EGKK-6-3

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R BIG 7M 7V 3P 3W - ICAO

AD 2-EGKK-6-4

Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R BIG 2Z - ICAO

AD 2-EGKK-6-5

Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L BIG 2X - ICAO

AD 2-EGKK-6-6

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R CLN 8M 8V 5P 5W - ICAO

AD 2-EGKK-6-7

Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R CLN 2Z - ICAO

AD 2-EGKK-6-8

Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L CLN 4X - ICAO

AD 2-EGKK-6-9

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R HARDY 5M 5V BOGNA 1M 1V - ICAO

AD 2-EGKK-6-10

Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L BOGNA 1X HARDY 1X - ICAO

AD 2-EGKK-6-11

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R KENET 2M 2V 3P 3W - ICAO

AD 2-EGKK-6-12

Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R KENET 1Z - ICAO

AD 2-EGKK-6-13

Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L KENET 1X - ICAO

AD 2-EGKK-6-14

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R SAM 2M 2V 3P 3W - ICAO

AD 2-EGKK-6-15



**EGKK AD 2.24 CHARTS RELATED TO AN AERODROME (continued)**

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L SAM 3Z 1X - ICAO*

AD 2-EGKK-6-16

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R SFD 5M 5V 9W 9P - ICAO*

AD 2-EGKK-6-17

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L SFD 4Z 1X - ICAO*

AD 2-EGKK-6-18

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R WIZAD 4M 4V - ICAO*

AD 2-EGKK-6-19

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L WIZAD 1X - ICAO*

AD 2-EGKK-6-20

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R DVR 8M 8V 2P 2W - ICAO*

AD 2-EGKK-6-21

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R ODVIK 2Z - ICAO*

AD 2-EGKK-6-22

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L ADMAG 2X - ICAO*

AD 2-EGKK-6-23

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R TIGER 3M 3V DAGGA 1M 1V - ICAO*

AD 2-EGKK-6-24

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L TIGER 1X DAGGA 1X - ICAO*

AD 2-EGKK-6-25

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R LAM 1Z RWY 26L LAM 2X*

AD 2-EGKK-6-26

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R BIG 2Z RWY 26L BIG 2X*

AD 2-EGKK-6-27

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R CLN 2Z RWY 26L CLN 4X*

AD 2-EGKK-6-28

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26L BOGNA 1X RWT 26L HARDY 1X*

AD 2-EGKK-6-29

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R KENET 1Z RWY 26L KENET 1X*

AD 2-EGKK-6-30

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R SAM 3Z RWY 26L SAM 1X*

AD 2-EGKK-6-31

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R SFD 4Z RWY 26L SFD 1X*

AD 2-EGKK-6-32

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26L WIZAD 1X*

AD 2-EGKK-6-33

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R ODVIK 2Z*

AD 2-EGKK-6-34

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26L ADMAG 2X*

AD 2-EGKK-6-35

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26L TIGER 1X RWY 26L DAGGA 1X*

AD 2-EGKK-6-36

*Figure: RNAV5 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT TIMBA 1J, 1K, 3F - ICAO*



## EGKK AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGKK-7-1

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA TIMBA 1C, 1D - ICAO*

AD 2-EGKK-7-2

*Figure: RNAV5 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT TIMBA 2G, 4B - ICAO*

AD 2-EGKK-7-3

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA ASTRA 2B, 1F, 2H - ICAO*

AD 2-EGKK-7-4

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA ASTRA 3A, 4C, 4D, 3J - ICAO*

AD 2-EGKK-7-5

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA WILLO 3B, 1F, 2H - ICAO*

AD 2-EGKK-7-6

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA WILLO 3A, 4C, 3D, 3J - ICAO*

AD 2-EGKK-7-7

*Figure: STANDARD INSTRUMENT ARRIVAL CODING TABLES TIMBA 1J, 1K, 3F*

AD 2-EGKK-7-8

*Figure: STANDARD INSTRUMENT ARRIVAL CODING TABLES TIMBA 2G, 4B*

AD 2-EGKK-7-9

*Figure: RNAV HOLD CODING TABLES TIMBA, ARNUN, AMDUT*

AD 2-EGKK-7-10

*Figure: INITIAL APPROACH PROCEDURES ILS RWY 08R WITHOUT RADAR CONTROL*

AD 2-EGKK-7-11

*Figure: INITIAL APPROACH PROCEDURES ILS RWY 26L WITHOUT RADAR CONTROL*

AD 2-EGKK-7-12

*Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 08R - ICAO*

AD 2-EGKK-8-1

*Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 08R - ICAO*

AD 2-EGKK-8-2

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08R - ICAO*

AD 2-EGKK-8-3

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 08R - ICAO*

AD 2-EGKK-8-4

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08L - ICAO*

AD 2-EGKK-8-5

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 08L - ICAO*

AD 2-EGKK-8-6

*Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 26L - ICAO*

AD 2-EGKK-8-7

*Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 26L - ICAO*

AD 2-EGKK-8-8

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26L - ICAO*

AD 2-EGKK-8-9

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 26L - ICAO*

AD 2-EGKK-8-10

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26R - ICAO*

AD 2-EGKK-8-11

**EGGW AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)**

QDM. All other helicopters are required to land or take-off using the runway, for which ATC may issue modified circuit joining and leaving instructions.

- (d) Helicopters arriving and departing at night or during Low Visibility Procedures must use the runway in use. After arrival, helicopters will taxi to the parking area as directed by ATC. Helicopters parking on the main apron may be provided with guidance by a marshaller.
- (e) Helicopters inbound from the south may be cleared by ATC to hold at the aerodrome boundary to await onward clearance to cross the runway after departing or landing fixed-wing aircraft. In such circumstances, to avoid interference to ground-based navigation equipment, such helicopters must remain at or south of the aerodrome boundary until able to cross the runway without further holding, and must not hover below 100 ft aal over the grass area between the southern aerodrome boundary and the runway.
- (f) Helicopters, except when air taxiing or in the service of a police or health authority and authorised by ATC, must not operate over any apron below a height of 500 ft or fly closer than 500 ft to any associated buildings, vehicle or aircraft.

**6 Use of Runways**

- (a) Minimum Runway Occupancy Time - Departing Aircraft.
  - (i) On receipt of back-track/line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are able to taxi into the correct position if not already at the hold, and back-track/line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or completed its landing run and has passed the holding point. The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to enter the runway for take-off.
  - (ii) Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
  - (iii) Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Luton Tower frequency.
  - (iv) Pilots are not to cross any illuminated Holding Point Red Stop bars unless specifically instructed to do so by ATC.
- (b) Minimum Runway Occupancy Time - Arriving Aircraft.
  - (i) Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.
  - (ii) Aircraft vacating the runway via Taxiway Alpha must hold at Holding Point Alpha 4 until further instructed by Luton Ground.
  - (iii) Aircraft vacating the runway via Taxiway Bravo must hold at Holding Point Bravo 2 until further instructed by Luton Ground.
  - (iv) Turn-offs onto Taxiway Charlie are prohibited except when authorised by ATC.

**7 Training**

- (a) Conditions of Use
  - (i) Daily: Available for training 0800-2000 local time.
  - (ii) Use of the aerodrome for training purposes is subject to prior permission from London Luton Airport Operations Ltd and acceptance by Air Traffic Control having regard to tactical traffic situation.
  - (iii) All visiting and Luton based operators and aircrew requesting to undertake training flights at Luton whether landing or not, must contact Airport Operations by telephone: 01582-395525. The filing of a flight plan for a training flight does not in itself imply permission or ATC acceptance.
  - (iv) Training aircraft using Runway 26 must climb straight ahead to 500 ft (AAL), must track 215°M until reaching height 1500 ft; aircraft using Runway 08 must not turn crosswind until reaching height 1500 ft (AAL), unless otherwise instructed by ATC.
  - (v) The simulation of engine failures is not permitted.
- (b) Circuits
  - (i) Circuits by propeller-driven aircraft whose Maximum Take Off Mass exceeds 5700 kg and by all jet aircraft on training flights will be carried out at the minimum circuit height of 2500 ft QFE, unless otherwise instructed by ATC. Runway 08 – right hand circuits Runway 26 – left hand circuits.
  - (ii) Circuits by propeller-driven aircraft whose MTOM does not exceed 5700 kg shall be carried out at the minimum circuit height of 1000 ft QFE.

## EGGW AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound or outbound from this aerodrome are required to conform to the following procedures, for more details please refer to Aircraft Noise Control at LLA available on: <http://www.london-luton.co.uk/corporate/community/noise/minimising-noise>. Notwithstanding that these may at any time be deviated from to the extent necessary for avoiding immediate danger.

### 1 General

- (a) Every operator of aircraft whilst within or directly above the aerodrome shall ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- (b) Unless on radar vectors, aircraft shall avoid any populated areas.
- (c) Any aircraft shall, after take-off, be operated in such a way that it will not cause more than 82 dBA by day (0700-2300 hours local time) or 80 dBA by night (2300-0700 hours local time) at any noise monitoring terminal at any of the sites referred to in the table below:

| Description                           | Postcode | OS Co-ordinates | Latitude (DMS) | Longitude (DMS) |
|---------------------------------------|----------|-----------------|----------------|-----------------|
| NMT1: Frogmore, Stagenhoe Bottom Farm | SG4 8NG  | TL 1759 2260    | 51°53'22N      | 0°17'33W        |
| NMT2: Grove Farm, Slip End            | LU1 4DB  | TL 0766 1774    | 51°50'52N      | 0°26'18W        |
| NMT3: Pepsal End Farm, Pepperstock    | LU1 4LH  | TL 0861 1727    | 51°50'36N      | 0°25'29W        |

### 2 Take-off and Missed Approach

- (a) Every jet aircraft using the aerodrome shall, after take-off or 'go-around' attain as soon as safety permits, a rate of climb of at least 500 feet per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

### 3 Continuous Decent Approaches

- (a) All jet aircraft and all propeller-driven aircraft whose MTOM exceeds 5700 kg, are expected to apply Continuous Descent Approach (CDA) procedures to all approaches to Runway 08 and Runway 26. Subject to ATC clearance, inbound aircraft are to minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.
- (b) Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown.
- (c) In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a clean aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
- (d) CDA will commence from 5000 ft QNH and will be deemed to have been continuous provided that no segment of level flight longer than 2.5 nautical miles.

### 4 Visual Circuits/Approaches

- (a) Aircraft approaching without assistance from ILS or radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.
- (b) With the exception of training aircraft as described in Local Traffic Regulations, paragraph 7 'Training' above, propeller-driven aircraft whose MTOM exceeds 5700 kg and all jet aircraft carrying out visual circuits/approaches to Runways 26 and 08 shall establish on final approach no closer than 7 nm from touchdown. Additionally, such aircraft shall not, unless otherwise instructed by ATC, descend below 2500 ft (Luton QNH) before commencing final approach.
- (c) Aircraft must not join the final approach track to any runway at a height of less than 2500 ft (Luton QNH), orbits on final approach will not be authorised by ATC, except when the safety of an aircraft would be compromised.

### 5 Noise Preferential Routings

- (a) The Noise Preferential Routings and Procedures specified in the table below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 kg unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The radius of turn of aircraft following the routes and procedures specified in the following table shall be adjusted to conform with the tracks shown on the diagram on page AD 2-EGGW-3-1.
- (b) The obligations of Noise Preferential Routings for conventional SIDs cease when a height of 3000 ft QNH (between 0700 and 2300) and 4000 ft QNH (during night time, 2300-0700) has been reached. The obligations of Noise Preferential Routings for the RNAV1 SIDs cease when a height of 4000 ft QNH has been reached.
- (c) A departure will be deemed to have complied with the Noise Preferential Routing if, in the portion of flight below the appropriate vectoring altitude (see 5 (b) above), it is properly recorded by the airport's noise and track monitoring system

## EGSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                                                                                                                                                                                                                                                                                                                        |
|----|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                               | MET OFFICE EXETER.                                                                                                                                                                                                                                                                                                                                     |
| 2  | Hours of service<br>MET Office outside hours                        | H24                                                                                                                                                                                                                                                                                                                                                    |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE EXETER.<br>30 hours                                                                                                                                                                                                                                                                                                                         |
| 4  | Trend forecast<br>Interval of issuance                              |                                                                                                                                                                                                                                                                                                                                                        |
| 5  | Briefing/consultation provided                                      | Self briefing/telephone.                                                                                                                                                                                                                                                                                                                               |
| 6  | Flight documentation<br>Language(s) used                            | Charts abbreviated plain language text. TAFs/METARs.<br>English.                                                                                                                                                                                                                                                                                       |
| 7  | Charts and other information available for briefing or consultation |                                                                                                                                                                                                                                                                                                                                                        |
| 8  | Supplementary equipment available for providing information         | Self briefing terminal (Bytron)                                                                                                                                                                                                                                                                                                                        |
| 9  | ATS units provided with information                                 | LONDON STANSTED.                                                                                                                                                                                                                                                                                                                                       |
| 10 | Additional information (limitation of service, etc.)                | Automated weather reports only available for part of the period between 0001 and 0600. Occasional unverified met reports. Surface wind data (2 minute average) is available for both ends of the runway. Normally, only touchdown surface wind will be passed. Stopend surface wind and instantaneous surface wind available on request for both ends. |

## EGSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN)         | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|---------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                                 | 5                                         | 6                                                                     |
| 04                      | 042.90°      | 3049 x 46 m       | RWY surface: Asphalt, grooved.<br>PCN 117/F/D/W/T | 515237.35N<br>0001322.30E<br>150 ft       | THR 332 ft                                                            |
| 22                      | 222.90°      | 3049 x 46 m       | RWY surface: Asphalt, grooved.<br>PCN 117/F/D/W/T | 515342.57N<br>0001500.16E<br>150 ft       | THR 348 ft                                                            |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                                                                                                         |
|----------------------|----------------|---------------------|------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                                                                                              |
|                      |                |                     | 3168 x 300 m     |     | RWY 04<br><br>Paved shoulders extend for 7.6 m either side of the declared runway width, which is denoted by white side stripes.<br>Landing threshold is displaced by 300 m.<br>A stabilised grass outer shoulder is prepared to a width of 7.5m along the full length of the runway beyond the hard shoulders. |
|                      |                |                     | 3168 x 300 m     |     | RWY 22<br><br>Paved shoulders extend for 7.6 m either side of the declared runway width, which is denoted by white side stripes.<br>A stabilised grass outer shoulder is prepared to a width of 7.5m along the full length of the runway beyond the hard shoulders.                                             |

## EGSS AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks                                      |
|-------------------|--------|--------|--------|--------|----------------------------------------------|
| 1                 | 2      | 3      | 4      | 5      | 6                                            |
| 04                | 3046 m | 3338 m | 3046 m | 2748 m |                                              |
| 22                | 3049 m | 3316 m | 3049 m | 3049 m |                                              |
| 04                | 2820 m | 3113 m | 2820 m |        | Take-off from intersection of Hold Kilo 1.   |
| 04                | 2405 m | 2698 m | 2405 m |        | Take-off from intersection of Hold Lima 1.   |
| 04                | 1834 m | 2127 m | 1834 m |        | Take-off from intersection of Hold Victor 1. |
| 22                | 2343 m | 2610 m | 2343 m |        | Take-off from intersection of Hold P3.       |
| 22                | 1852 m | 2119 m | 1852 m |        | Take-off from intersection of Hold U.        |
| 22                | 2687 m | 2954 m | 2687 m |        | Take-off from intersection of Hold Q1.       |

## EGSS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/Length/Intensity | Threshold lighting Colour/Wing bars | VASIS/MEHT/PAPI  | TDZ lighting Length | Runway Centre Line lighting Length/Spacing/Colour/Intensity | Runway edge lighting Length/Spacing/Colour/Intensity | Runway end lighting Colour/Wing bars | Stopway lighting Length/Colour | Remarks                                                                                                                                                                                                                                                                   |
|-----|-----------------------------------------|-------------------------------------|------------------|---------------------|-------------------------------------------------------------|------------------------------------------------------|--------------------------------------|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | 2                                       | 3                                   | 4                | 5                   | 6                                                           | 7                                                    | 8                                    | 9                              | 10                                                                                                                                                                                                                                                                        |
| 04  | 780 m<br>Light intensity high.          | HI Green with Green wingbars        | PAPI/3°<br>66 ft | 900 M               | Bi-directional<br>15 m spacing<br><br>Light intensity high. | HI flush 60 m spacing                                | Red.                                 |                                | <b>Approach lighting Type:</b><br>Coded centre-line with five crossbars. Supplementary lighting inner 300 m.<br><br><b>PAPI Dist from Threshold:</b><br>390.5 m<br><br>Runway 04 edge lighting:<br>First 300 m from runway end showing red to displaced landing threshold |
| 22  | 900 m<br>Light intensity high.          | HI Green with Green wingbars        | PAPI/3°<br>67 ft | 900 M               | Bi-directional<br>15 m spacing<br><br>Light intensity high. | HI flush 60 m spacing                                | Red.                                 |                                | <b>Approach lighting Type:</b><br>Coded centre-line with five crossbars. Supplementary lighting inner 300 m.<br><br><b>PAPI Dist from Threshold:</b><br>465m                                                                                                              |

## EGSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                                                                                                                                                   |
|---|---------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      |                                                                                                                                                   |
| 2 | LDI location and lighting<br>Anemometer location and lighting | LDI: Adjacent to glidepath array, lit.                                                                                                            |
| 3 | TWY edge and centre line lighting                             | Taxiway: . Edge. Blue edge lights on Foxtrot, Foxtrot Alpha and Western apron.<br><br>Taxiway: . Centre line. Green centre-line (not on Foxtrot). |
| 4 | Secondary power supply/switch-over time                       | Yes. 1 second for CAT II/III/15 seconds for CAT I.                                                                                                |
| 5 | Remarks                                                       | Obstacle lighting. Illuminated wind direction indicators at holding point Hotel 3 and holding point Romeo 3.                                      |

## EGSS AD 2.16 HELICOPTER LANDING AREA

|   |                                                     |                                         |
|---|-----------------------------------------------------|-----------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation | FATO : 515313.96N 0001303.22E<br>150 ft |
| 2 | TLOF and/ or FATO elevation                         | FATO : 329 ft                           |

**EGSS AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)**

- (d) Helicopters landing from or departing to the west are requested to avoid overflight of Birchanger, Stansted Mountfitchet and Bishops Stortford where possible.
- (e) Helicopters alighting or departing to/from the area marked as 'H' on Taxiway Foxtrot must ground or air taxi as instructed by ATC.
- (f) Helicopters landing at or departing from the 'H' on Taxiway Foxtrot are reminded that the area is located on an active taxiway and should exercise caution at all times. Air Traffic Control will issue a landing or departure clearance 'at your discretion'.
- (g) If the forecast or actual meteorological reports indicate that Stansted might be/is experiencing visibility less than 1500 m and/or a cloud ceiling below 300 ft, pilots of inbound helicopters should contact the Terminal Control Group Supervisor (North) on 023-8048 1103 before departure to obtain an indication of likely delays and if necessary to obtain an EAT. Pilots of all inbound helicopters should note that if the visibility is less than 1500 m and/or the cloud ceiling below 300 ft, they may be required to hold outside CAS until they can be integrated into the traffic sequence and that in the event of a high controller workload such holding may have to be carried out without radar service.

**6 Use of Runways**

- (a) Special runway utilisation procedures are detailed at GEN 3.3.3.
- (b) When Runway 04 is in use a right hand circuit is in force.
- (c) Wake Turbulence – Departures
  - (i) Runway 04 holding points H1/H3, K1/K3 and L1/L3 are considered to be the same point for the purposes of departure wake turbulence separation. Runway 22 holding points Q1/Q3 and R1/R3, S1/S3 and P3 are considered to be the same point for the purposes of departure wake turbulence separation.
  - (ii) On departure, when in receipt of a line up clearance, the pilot must inform ATC before entering the runway, if greater wake turbulence separation will be required behind preceding aircraft than that laid down in UK AIC P 001/2015. Failure to do so may result in additional delay.

**(d) Wake Turbulence – Arrivals**

For the purposes of spacing in the approach phase the following aircraft types are classified as Upper Medium for Wake Turbulence separation: B707, B757, DC-8 and IL62. All other 'Medium' aircraft types are classified as Lower Medium. Wake turbulence separations are in accordance with the 5 Group Scheme and are detailed in UK AIC P 001/2015.

**(e) Minimum Runway Occupancy – Departures**

- (i) On receipt of line up clearance, pilots should ensure commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced either its take off roll or landing run.
- (ii) Whenever possible cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll as soon as clearance is issued
- (iii) Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Stansted Tower frequency.
- (iv) Pilots of aircraft with wingspan greater than 36 m should not proceed beyond the Cat III holding points G3 and W3 unless instructed to do so by ATC. This may result in fluctuations in the glidepath signal and, subject to weather conditions, inbound traffic established on the ILS may be asked to make a visual approach or localiser only approach whilst the restricted area is infringed.
- (v) Pilots should never cross Holding Point Red Stop bars.

**(f) Minimum Runway Occupancy – Arrivals**

| Runway 04                   | Taxiway PR | Taxiway QR | Taxiway Q |
|-----------------------------|------------|------------|-----------|
| Distance from threshold (m) | 1566       | 1844       | 2240      |
| Design exit speed (kt)      | 52         | 52         | N/A       |

| Runway 22                   | Taxiway NR | Taxiway LR | Taxiway L |
|-----------------------------|------------|------------|-----------|
| Distance from threshold (m) | 1276       | 1891       | 2336      |
| Design exit speed (kt)      | 52         | 52         | N/A       |

- (i) Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach and will minimise the risk of 'go-arounds'.
- (ii) Commensurate with safety, pilots should expedite their landing roll to vacate via the first available RET at the design exit speed.
- (iii) Where possible, pilots should exit at PR during Runway 04 operations. Tactical extension to the landing roll of any distance is prohibited unless authorised by ATC. Pilots are not to vacate at Q1.

## EGSS AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (iv) Aircraft expecting to park on the north side of the airfield may be required to vacate via a RET to the south side during high intensity operations. ATC will advise the pilot accordingly on final approach.
- (v) Alternative vacating preferences may only be given at the discretion of ATC.

### (g) Runway Vacation Guidelines

- (i) Due to high intensity Runway Operations at Stansted it is necessary to ensure Pilots adhere to the following guidelines:

**Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control.** If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and taxi into the first available taxiway block. The pilot should then hold position until contact with GMC can be established.

### (h) Runway Crossing Procedure

- (i) Aircraft and vehicles which are required to cross active runways will be issued instructions by the Ground Movement Controller, which will include a holding point as a clearance limit, at which the aircraft or vehicle will be required to hold short of the active runway.
- (ii) When reaching the clearance limit specified in the taxiing instructions, the aircraft or vehicle will be instructed to change frequency to that of the Air Controller of the appropriate runway.
- (iii) After crossing the runway and having reported 'Runway Vacated' with the Air Controller, the aircraft or vehicle will be instructed to contact the GMC frequency for further clearance. In the absence of further clearance it is essential that the aircraft or vehicle HOLD position when clear of the runway.

## 7 Training

- (a) The use of this aerodrome for training is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the aerodrome. It is not permitted to fly an approach to the aerodrome with the intention to execute a missed approach from training purposes.

## EGSS AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Stansted Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Stansted Airport – London

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1 This notice may be cited as the Stansted Airport – London (Noise Abatement Requirements) Notice 2007 and shall come into operation on 20 December 2007.

2 The Stansed Airport – London (Noise Abatement Requirements) Notice 2005 (d) is hereby revoked.

3 It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Stansted Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 ft aal at 6.5 km from start of roll as measured along the departure track of that aircraft.

2. The sites of the noise monitoring terminals relating to Stansted Airport – London are:

| Description                                  | OS<br>Co-ordinates | Elevation<br>above<br>aerodrome | Latitude | Longitude |
|----------------------------------------------|--------------------|---------------------------------|----------|-----------|
| Site 11: Chickney Hall Villas, Broxted       | TL 5743 2767       | -15 m                           | *515531N | 0001718E  |
| Site 10: Goodacres, Broxted                  | TL 5758 2696       | 9 m                             | *515508N | 0001724E  |
| Site 8: Anglian Water, Broxted               | TL 5772 2652       | -16 m                           | *515453N | 0001730E  |
| Site 9: Moor End Farm, Broxted               | TL 5819 2595       | -16 m                           | *515434N | 0001754E  |
| Site 3: Howe Green School, Great Hallingbury | TL 5106 1874       | -21 m                           | *515048N | 0001130E  |
| Site 4: Thames Water, Bishop's Stortford     | TL 5015 1965       | -36 m                           | *515119N | 0001044E  |



## EGSS AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

| Description                                    | OS<br>Co-ordinates | Elevation<br>above<br>aerodrome | Latitude | Longitude |
|------------------------------------------------|--------------------|---------------------------------|----------|-----------|
| Site 5: Woolcott Restaurant, Great Hallingbury | TL 5035 1885       | -26 m                           | *515053N | 0001053E  |
| Site 6: Morley, Woodside Green                 | TL 5155 1866       | -26 m                           | *515045N | 0001155E  |

3. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA L<sub>max</sub> by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

4. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA L<sub>max</sub> by night (from 2300 to 0700 hours local time) **and** that it will not cause more than 87 dBA L<sub>max</sub> during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

5. The limits specified in sub-paragraphs (3) and (4) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation

| Description                                    | Adjustment<br>dBA |
|------------------------------------------------|-------------------|
| Site 11: Chickney Hall Villas, Broxton         | minus 1.3         |
| Site 10: Goodacres, Broxton                    | plus 0.2          |
| Site 8: Anglian Water, Broxton                 | minus 0.6         |
| Site 9: Moor End Farm, Broxton                 | minus 0.8         |
| Site 3: Howe Green School, Great Hallingbury   | minus 1.0         |
| Site 4: Thames Water, Bishop's Stortford       | minus 1.4         |
| Site 5: Woolcott Restaurant, Great Hallingbury | minus 1.4         |
| Site 6: Morley, Woodside Green                 | minus 1.1         |

6. For the purpose of determining an infringement of the limits specified in sub-paragraphs (3) and (4) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

- 0.4 dB for a tailwind of up to 1 knot
- 0.8 dB for a tailwind exceeding 1 knot but not exceeding 2 knots
- 1.2 dB for a tailwind exceeding 2 knots but not exceeding 3 knots
- 1.6 dB for a tailwind exceeding 3 knots but not exceeding 4 knots
- 2.0 dB for a tailwind exceeding 4 knots.

For this purpose, tailwind is to be calculated from the wind data measured in the on-air field anemometers and wind vanes according to the formula:

$$(\text{windspeed} \times \cos(\text{runway heading} - \text{wind direction})) \times -1.$$

7. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall.

- between the hours of 0600 and 2330 local time maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 ft., unless it has been cleared via Barkway, in which case it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 ft.
- between the hours of 2330 and 0600 local time maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 ft.

The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

8.

- This sub-paragraph applies to aircraft other than any propeller driven aircraft whose MTWA does not exceed 5700 kg:
- Subject to sub-paragraph (8) (c) below, after any aircraft to which sub-paragraph (8) applies takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC.
- Where any aircraft to which this sub-paragraph (8) applies has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.



## EGSS AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

| Take-off Runway | ATC Clearance                                                          | Procedure                                                                                                                                                                                                                                                       |
|-----------------|------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 04              | Via Barkway                                                            | Straight ahead to I SED DME 2 (BKY VOR RDL 119) then turn left onto BKY VOR RDL 102 by BKY DME 7 to BKY VOR.                                                                                                                                                    |
|                 | Via Clacton                                                            | Straight ahead to I SED DME 1 (BKY VOR RDL 125) then turn right onto BKY VOR RDL 117 to intercept CLN VOR RDL 268 to CLN VOR.                                                                                                                                   |
|                 | Via Lambourne                                                          | Straight ahead to I SED DME 0.8 (BKY VOR RDL 126) then turn right onto LAM VOR RDL 027 to LAM DME 9.                                                                                                                                                            |
|                 | Aircraft taking off from 04 and positioning for Heathrow (LAM 2S SID). | Straight ahead to I SED DME 0.8 (BKY VOR RDL 126) then turn right onto LAM VOR RDL 027 to LAM VOR. Cross LAM DME 9 at 3000 ft or above; LAM VOR at 5000 ft.                                                                                                     |
| Take-off Runway | ATC Clearance                                                          | Procedure                                                                                                                                                                                                                                                       |
| 22              | Via Barkway                                                            | Straight ahead to I SX DME 3.1 then turn right onto BKY VOR RDL 172 by BKY DME 8.                                                                                                                                                                               |
|                 | Via Clacton                                                            | Straight ahead to I SX DME 1.2 (BKY VOR RDL 147) then turn left to intercept CLN VOR RDL 268 by CLN DME 33 (XIGAR) to CLN VOR.<br><i>Note: (Aircraft operating at speeds below 195 kt should turn no further east than 140° MAG to intercept CLN VOR R268).</i> |
|                 | Via Detling                                                            | Straight ahead to I SX DME 1.2 (BKY VOR RDL 147) then turn left onto DET VOR RDL 336 (BKY VOR RDL 156) to DET VOR.                                                                                                                                              |
|                 | Aircraft taking off from 22 and positioning for Heathrow (LAM 3R SID)  | Straight ahead to I SX DME 1.2 (BKY VOR RDL 147) then turn left onto BKY VOR RDL 156 to ROWAN (BKY DME 16). At ROWAN turn right onto LAM VOR RDL 036 to LAM VOR. Cross ROWAN at 3000 ft or above; LAM VOR.                                                      |

9. Aircraft using this aerodrome shall maintain as high an altitude as practicable, shall avoid flying over Bishop's Stortford and shall avoid flying over Sawbridgeworth and Stansted Mountfitchet at an altitude of less than 2500 ft and shall avoid flying over St Elizabeth's Home (\*514949N 0000523E) at an altitude of less than 4000 ft (Stansted QNH).

10. Where the aircraft is approaching the aerodrome to land on Runway 22 it shall commensurate with its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2-EGSS-1-13 of the UK AIP). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.

11.

- Where the aircraft approaching Runway 22 or Runway 04 is using the ILS in IMC or VMC it shall not descend below 2000 ft (Stansted QNH) before intercepting the glidepath nor thereafter fly below the glidepath; and
- an aircraft approaching Runway 22 or Runway 04 without assistance from the ILS shall not join the final approach to either runway at a height of less than 1500 ft aal (unless they are propeller-driven aircraft whose MTWA does not exceed 5700 kg when the minimum height shall be 1000 ft aal) and thereafter shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

12.

- No aircraft which is to land at Stansted Airport – London between the hours of 2330 and 0600 (local time), other than a relevant propeller driven aircraft, shall descend below 3000 ft (Stansted QNH) until it is established on final approach and is less than 10 nm from touchdown.
- No relevant propeller driven aircraft which is to land at Stansted Airport – London between the hours of 2330 and 0600 (local time) shall descend below 3000 ft (Stansted QNH) until it is established on final approach or thereafter fly below the approach path indicated by the PAPI

13. Where the aircraft is flying on visual circuits of the aerodrome for missed approach purposes;

- it shall not descend below 2000 ft (Stansted QNH) on the downwind leg;
- it shall avoid flying over Great Dunmow or Takeley;
- it shall as far as possible commence its final approach to the aerodrome after visual circuit at a distance of 3 nm from the landing threshold and at a height of 1000 ft aal so as to avoid flying over Thaxted if making its final approach to Runway 22, and to avoid flying over Sawbridgeworth if making its final approach to Runway 04

14. Without prejudice to the provisions of sub-paragraphs (1)-(13) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

15. The requirements set out in sub-paragraphs (1)-(14) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

4 In this notice, except where the context otherwise requires:

## EGSS AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

relevant propeller driven aircraft' means a propeller driven aircraft whose MTWA does not exceed 25000 kg and which has ATC clearance to make a visual approach for the purpose of landing at Stansted Airport – London;

other abbreviations used are defined in GEN 2.2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

**M Capstick**

**Divisional Manager**

**Aviation Environmental Division**

**Department for Transport**

**16 October 2007**

- (a) S.I. 1981/651.
- (b) 1982 c.16.
- (c) S.I. 1978/1303.
- (d) The Stansted Airport - London (Noise Abatement Requirements) Notice 2005 signed by C Capstick on 17 February 2005.
- (e) 1972 c.6 as amended by S.I 2002/262.

Notes

(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbofan aircraft.

2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.

3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Stansted Airport Limited.

4. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, from 2330 hours to 0600 hours (local time).

5. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.

6. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 nautical miles (nm) occurs below 6000 ft QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 ft over a track distance of 2 nm or more, as recorded in the airport Noise and track-keeping system.

7. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 m from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5km either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

8. Aircraft which have attained an altitude of 4000ft (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing. This applies:

- (a) between 2330 and 0600 hours (local time) to all take-offs, and
- (b) between 0600 and 2330 hours (local time) to all take-offs other than those cleared via Barkway.

Between 0600 and 2330 hours (local time) aircraft which have taken off cleared via Barkway and which have attained an altitude of 3000 ft (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing

## EGSS AD 2.22 FLIGHT PROCEDURES

### 1 Procedures for Inbound Aircraft under IFR

- (a) Inbound via the Airways System
  - (i) The Standard Arrival Routes (STAR) for aircraft inbound to London Stansted are shown at AD 2-EGSS-7-1 to AD 2-EGSS-7-6.
  - (ii) The Terminal Holding facility at LOREL/ASKEY and at ABBOT/CASEY is shared with arrivals to both London Luton and Cambridge airports and therefore some STAR designators are shared.
  - (iii) Aircraft may be vectored off the routes for separation purposes. When separation has been achieved ATC will give an approximate track to resume the STAR via the appropriate VOR radial or fix.
- (b) Inbound other than on Airways
  - (i) Aircraft wishing to enter the London Stansted CTR/CTA direct from the London Flight Information Region are required to obtain ATC clearance at least 10 minutes before reaching the CTR or CTA boundary, when they will be advised of the route to be followed consistent with the current traffic situation.
  - (ii) Except where required by the Instrument Approach Procedures, inbound aircraft to London Stansted, whether in VMC or IMC, should comply with the Noise Abatement procedures for arriving aircraft as detailed in Section AD 2.21.
- (c) Approach Procedures - with Radar Control
  - (i) When inbound traffic is being sequenced by Radar, the Approach procedure will be flown under directions from the appropriate Radar Controller, and will consist of that part of the approach between the holding pattern and the Final Approach Track.
  - (ii) Once the aircraft is under Approach Radar Control changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller, except in the case of radio communications failure in the aircraft or at the Radar Unit
  - (iii) Headings and Flight Levels/Altitudes to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
  - (iv) Procedures specific to Runway 22 arrivals via LOREL and ABBOT STARs.  
Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.
  - (v) Pilots should typically expect the following speed restrictions to be enforced: 220 kt from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160 – 180 kt; when established on the ILS and thereafter until 4DME, 165 kt with a tolerance of +/- 5kt.  
  
These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.
  - (vi) The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
  - (vii) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for Approach without radar control, will be put into effect.
  - (viii) In the event of radio communications failure at the Radar Unit, pilots should contact Aerodrome Control for further instructions.
- (d) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Holding Fix to carry out the appropriate Instrument Approach procedure detailed at AD 2-EGSS-7-7/7-8.

### 2 Procedures for Outbound Aircraft

- (a) Standard Instrument Departure Procedures are detailed at AD 2-EGSS-6-1 to AD 2-EGSS-6-5.
- (b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 kt IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.

## EGSS AD 2.22 FLIGHT PROCEDURES (continued)

- (c) If for any reason pilots are unable to comply with the 250 kt IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
- (d) Flights via airways to Luton are to file a BKY SID as far as BKY and route BKY-BUSTA-LOREL.

### 3 Radio Communications Failure Procedures

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures notified in ENR 1.1.3, with the exceptions described below:

- (a) Aircraft inbound to London Stansted or Cambridge via LOREL † or ABBOT ‡
- (i) When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:
- (1) continue to the appropriate holding point LOREL † or ABBOT ‡ as detailed at AD 2-EGSS-7-1 to 7-6;
  - (2) hold until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
  - (3) then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
- (ii) If complete radio failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:
- (1) Maintain the last assigned level at LOREL † or ABBOT ‡ until:
    - aa ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or
    - bb EAT when this has been received and acknowledged.
  - (2) then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
- (iii) Radio failure during a Radar Directed Initial Approach to London Stansted
- If complete radio failure occurs after clearance to descend to an altitude has been given during a radar directed initial approach, the following procedure should be adopted:
- (1) continue visually or by means of an appropriate final approach aid;
  - (2) if not possible, maintain 3000 ft ALT or last assigned altitude if higher and proceed to BKY VOR, then;
  - (3) hold at BKY VOR for 5 minutes (Holding axis 270° MAG inbound track (BKY RDL 090°), turning left at the facility, Max IAS 220 kt), then;
  - (4) descend in the holding pattern if necessary to 3000 ft ALT, then;
  - (5) leave BKY VOR on RDL 197 (Runway 04) or RDL 070 (Runway 22) to join the Initial Approach Procedure detailed at AD 2-EGSS-7-7 or 7-8;
  - (6) in the event of a missed approach, follow the Missed Approach Procedure to BKY VOR and adopt the basic radio failure procedure detailed at ENR 1.1.3
- (iv) The route and level to be used when leaving Controlled Airspace in accordance with the procedures given at ENR 1.1.3 is as follows:

| Position at time of decision                                                        | Route                                                   |
|-------------------------------------------------------------------------------------|---------------------------------------------------------|
| ABBOT/CASEY                                                                         | Turn right onto track 360°M at last assigned level.     |
| LOREL                                                                               | Turn left onto BPK VOR RDL 030° at last assigned level. |
| ASKEY                                                                               | Turn left onto LAM VOR RDL 360° at last assigned level. |
| BKY VOR                                                                             | BKY VOR RDL 360° at 3000 ft ALT.                        |
| † ASKEY when BPK VOR is out of service      ‡ CASEY when BKY VOR is out of service. |                                                         |

(b) Outbound Aircraft

- (i) All outbound traffic except those operating on NUGBO 1R/1S: Comply with the route and altitude limitations detailed in the allocated Stansted Instrument Departure Procedure detailed at AD 2-EGSS-6 or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.
- (ii) Outbound traffic operating on NUGBO 1R/1S: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Stansted Instrument Departure Procedure detailed at AD 2-EGSS-6-1/6-2, then route via M183 to SILVA; at SILVA, commence climb to flight planned level.

## EGSS AD 2.22 FLIGHT PROCEDURES (continued)

### 4 Special VFR Flight

- (a) Clearance may be requested for Special VFR flight within the London Stansted CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down at ENR 1.4

**Note:** *Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4, para 2.4.1.1 note 4 (j).*

- (b) Aircraft may be subject to radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that they must at all times when operating on a Special VFR Clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and remain clear of obstacles. Pilots **must** inform the radar controller if compliance with these requirements entails a change of heading or level.
- (c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace of the London TMA or London Luton airspace
- (d) In order to reduce conflict with IFR flights, Special VFR arriving and departing flights will normally be cleared not above 1500 ft ALT via the following routes.
- (i) Audley End Railway Station VRP via M11 Motorway;
  - (ii) Great Dunmow VRP via B1256 (old A120) and Takeley Village;
  - (iii) Puckeridge VRP via A120 Trunk road **avoiding Bishops Stortford** .
  - (iv) Nuthampsted VRP.

### 5 VFR Flights

- (a) VFR flights inbound to London Stansted or transiting the Stansted CTR/CTA should contact Essex Radar at least five minutes prior to the CTR/CTA boundary and must not enter the CTR/CTA unless clearance has been given.
- (b) VFR flights will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic. Clearance may be subject to delay or re-routeing. Pilots should anticipate clearance with reference to the Visual Reference Points detailed below.
- (c) In order to reduce conflict with IFR flights, VFR arriving and departing flights will normally be cleared not above 2000 ft ALT via the routes detailed in paragraph 4 d.
- (d) Pilots are reminded of the Stansted Transponder Mandatory Zones and of the close proximity of busy minor aerodromes.
- (e) Visual Reference Points (VRP) detailed below are established to facilitate the routes detailed in paragraphs 4d and 5b and to enable pilots of transit flights to plan alternative routes around the CTR/CTA when traffic conditions require.

| VRP                                                    | VOR/VOR                      | VOR/DME FIX    |
|--------------------------------------------------------|------------------------------|----------------|
| Audley End Railway Station<br>520015N 0001225E         | BKY RDL 082°<br>LAM RDL 006° | BKY 082°/5 nm  |
| Braintree<br>515242N 0003314E                          | BKY RDL 111°<br>LAM RDL 047° | LAM 047°/20 nm |
| Chelmsford<br>514400N 0002824E                         | BKY RDL 136°<br>LAM RDL 066° | LAM 066°/13 nm |
| Epping<br>514200N 0000640E                             | BKY RDL 175°<br>BNN RDL 095° | BNN 095°/25 nm |
| Great Dunmow<br>515218N 0002145E                       | BKY RDL 124°<br>LAM RDL 030° | BKY 124°/13 nm |
| Haverhill<br>520457N 0002604E                          | BKY RDL 069°<br>LAM RDL 022° | LAM 022°/28 nm |
| Nuthampstead AD<br>515924N 0000343E                    | BKY VOR 007°                 | LAM 351°/21 nm |
| Puckeridge (A10/A120 Intersection)<br>515306N 0000016E | BKY RDL 200°<br>LAM RDL 339° | BKY 200°/7 nm  |
| Ware<br>514842N 0000136W                               | BKY RDL 198°<br>LAM RDL 326° | LAM 326°/12 nm |

### 6 Helicopters

- (a) Helicopters inbound to or overflying London Stansted Airport may be required to hold at the following additional VRPs within the aerodrome boundary for integration with arriving and departing flights:

- **From the North:**  
North end of Hangar 7 †.
- **From the South:**

**EGSS AD 2.22 FLIGHT PROCEDURES (continued)**

Hangar 8 (clear of the airside road) (515240N 0001409E).

† See AD 2-EGSS-2-1 for aerodrome chart

- (b) Helicopters positioning from the VRPs to either the Helicopter Aiming Point or the runway shall maintain at least 500 ft agl until aligned with the let down point.

**7 Transponder Mandatory Zone Access**

- (a) Suitably equipped aircraft may access a Stansted TMZ without ATC approval although such traffic is strongly recommended to afford itself of either an ATSOCA service or make use of an appropriate Monitoring Code (see ENR 1.6, para 2.2.5) if available.
- (b) The pilot of an aircraft that wishes to operate in a Stansted TMZ without serviceable transponder equipment as defined in GEN 1.5 para 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Farnborough Radar on frequency 132.800 during their hours of operation (0800-2000 Winter (Summer 1hr earlier)) or from Essex Radar on frequency 120.625, at other times.

**8 Fixed Wing, Gliding, Hang-Gliding, Paragliding and Microlight Activity - Stansted CTR/CTA**

- (a) Microlight and fixed wing activity takes place during daylight hours at Audley End. The Audley End Operating Area is delineated by reference to the eastern and southern boundaries of an easily identified forest area defined as the airspace from the surface to 1500 ft amsl including that portion of the Stansted CTR contained within the following positions: 520009N 0001341E (CTR boundary) then clockwise to 515937N 0001351E - 515926N 0001347E - 515920N 0001329E - 515919N 0001225E (CTR boundary).
- (b) Intense gliding activity within the Andrewsfield ATZ, a circle, 2 nm radius centred at 515342N 0002657E. Refer to AD 2 EGSL for more details.
- (c) Microlight activity takes place during daylight hours at Hunsdon Aerodrome and part of the Stansted CTR up to altitude 1000 ft within the area defined by straight lines joining successively the following points:  
514927N 0000226E - 515001N 0000415E - 514929N 0000537E - 514705N 0000357E - 514706N 0000157E - 514654N 0000123E - 514824N 0000051W - 514905N 0000030W - 514917N 0000127W - 515041N 0000039W - 514927N 0000226E.

**EGSS AD 2.23 ADDITIONAL INFORMATION**

- (a) Mode S Barometric Pressure Setting Data

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

**EGSS AD 2.24 CHARTS RELATED TO AN AERODROME**

*Figure: AERODROME CHART - ICAO*

AD 2-EGSS-2-1

*Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO*

AD 2-EGSS-2-2

*Figure: A380 GROUND MOVEMENT CHART - ICAO*

AD 2-EGSS-2-3

*Figure: AIRCRAFT DE-ICING PADS CHART - ICAO*

AD 2-EGSS-2-4

*Figure: NOISE PREFERENTIAL ROUTINGS*

AD 2-EGSS-3-1

*Figure: CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPS - TRANSPONDER MANDATORY ZONES*

AD 2-EGSS-4-1

*Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO*

AD 2-EGSS-5-1

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) UTAVA/NUGBO/BKY RWY 22 - ICAO*



## EGSS AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGSS-6-1

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) UTAVA/NUGBO/BKY RWY 04 - ICAO*

AD 2-EGSS-6-2

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) CLACTON - ICAO*

AD 2-EGSS-6-3

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) DETLING/LYDD - ICAO*

AD 2-EGSS-6-4

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) LAMBOURNE 3R 2S - ICAO*

AD 2-EGSS-6-5

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (north) - ICAO*

AD 2-EGSS-7-1

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (north) VOR BPK u/s - ICAO*

AD 2-EGSS-7-2

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (south) - ICAO*

AD 2-EGSS-7-3

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (south) VOR BPK u/s (4Q) - ICAO*

AD 2-EGSS-7-4

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (southwest) - ICAO*

AD 2-EGSS-7-5

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (southwest) VOR BPK u/s - ICAO*

AD 2-EGSS-7-6

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (south) - ICAO*

AD 2-EGSS-7-7

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (south) VOR BPK u/s (4C, 2D, 2S) - ICAO*

AD 2-EGSS-7-8

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ABBOT - ICAO*

AD 2-EGSS-7-9

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via CASEY VOR BKY u/s - ICAO*

AD 2-EGSS-7-10

*Figure: B-RNAV STAR via ABBOT (northeast) Chart*

AD 2-EGSS-7-11

*Figure: B-RNAV STAR via CASEY (northeast) VOR/DME BKY u/s Chart*

AD 2-EGSS-7-12

*Figure: INITIAL APPROACH PROCEDURES ILS RWY 04 Without Radar Control Chart*

AD 2-EGSS-7-13

*Figure: INITIAL APPROACH PROCEDURES ILS RWY 04 Without Radar Control VOR/DME BKY u/s Chart*

AD 2-EGSS-7-14

*Figure: INITIAL APPROACH PROCEDURES ILS RWY 22 Without Radar Control Chart*

AD 2-EGSS-7-15

*Figure: INITIAL APPROACH PROCEDURES ILS RWY 22 Without Radar Control VOR/DME BKY u/s Chart*

AD 2-EGSS-7-16

*Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 04 - ICAO*

AD 2-EGSS-8-1

*Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 04 - ICAO*

AD 2-EGSS-8-2

**EGSS AD 2.24 CHARTS RELATED TO AN AERODROME (continued)**

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 04 - ICAO*

AD 2-EGSS-8-3

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 04 - ICAO*

AD 2-EGSS-8-4

*Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 22 - ICAO*

AD 2-EGSS-8-5

*Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 22 - ICAO*

AD 2-EGSS-8-6

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 22 - ICAO*

AD 2-EGSS-8-7

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 22 - ICAO*

AD 2-EGSS-8-8

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 04 via EKVEG*

AD 2-EGSS-8-9

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 22 via TOTVO*

AD 2-EGSS-8-10



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**EGNF — NETHERTHORPE****EGNF AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGNF — NETHERTHORPE

**EGNF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

|   |                                                                                      |                                                                                                                                                                              |
|---|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 531900.96N Long: 0011146.33W<br>Mid Point of Runway 06/24                                                                                                               |
| 2 | Direction and distance from city                                                     | 2 nm W by N of Worksop.                                                                                                                                                      |
| 3 | Elevation / Reference temperature                                                    | 248.09 ft / 18 C                                                                                                                                                             |
| 4 | Geoid undulation at AD ELEV PSN                                                      |                                                                                                                                                                              |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.12°W (2017) / 0.16°                                                                                                                                                        |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | SHEFFIELD AERO CLUB.<br>Post: Netherthorpe Aerodrome, Thorpe Salvin, Worksop,<br>Nottinghamshire, S80 3JQ<br>Phone: 01909-475233<br>Phone: 01909-473428<br>Fax: 01909-532413 |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | VFR                                                                                                                                                                          |
| 8 | Remarks                                                                              |                                                                                                                                                                              |

**EGNF AD 2.3 OPERATIONAL HOURS**

|    |                            |                                                                                                                                                                                                                        |
|----|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | Winter: 0900-1700 or SS whichever is the earlier; and by arrangement<br>Summer: Mon 0930-1700 or SS whichever is the earlier; and by arrangement; Tue-Sun 0930-2000 or SS whichever is the earlier; and by arrangement |
| 2  | Customs and Immigration    | By arrangement.                                                                                                                                                                                                        |
| 3  | Health and sanitation      |                                                                                                                                                                                                                        |
| 4  | AIS Briefing Office        |                                                                                                                                                                                                                        |
| 5  | ATS Reporting Office (ARO) |                                                                                                                                                                                                                        |
| 6  | MET Briefing Office        |                                                                                                                                                                                                                        |
| 7  | Air Traffic Service        | As AD Hours. See also AD 2.18                                                                                                                                                                                          |
| 8  | Fuelling                   | By arrangement.                                                                                                                                                                                                        |
| 9  | Handling                   |                                                                                                                                                                                                                        |
| 10 | Security                   |                                                                                                                                                                                                                        |
| 11 | De-icing                   |                                                                                                                                                                                                                        |
| 12 | Remarks                    | This aerodrome is strictly <b>PPR</b> by telephone.                                                                                                                                                                    |

**EGNF AD 2.4 HANDLING SERVICES AND FACILITIES**

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

## EGNF AD 2.5 PASSENGER FACILITIES

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

## EGNF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                       |
|---|---------------------------------------------|-----------------------|
| 1 | AD category for fire fighting               |                       |
| 2 | Rescue equipment                            |                       |
| 3 | Capability for removal of disabled aircraft |                       |
| 4 | Remarks                                     | RFF Category Special. |

## EGNF AD 2.7 SEASONAL AVAILABILITY - CLEARING

## EGNF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                             |  |
|---|---------------------------------------------|--|
| 1 | Apron surface and strength                  |  |
| 2 | Taxiway width, surface and strength         |  |
| 3 | Altimeter checkpoint location and elevation |  |
| 4 | VOR checkpoints                             |  |
| 5 | INS checkpoints                             |  |
| 6 | Remarks                                     |  |

## EGNF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |  |
|---|---------------------------------------------------------------------------------------------------------------|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands |  |
| 2 | Runway and taxiway markings and lighting                                                                      |  |
| 3 | Stop bars                                                                                                     |  |
| 4 | Remarks                                                                                                       |  |

## EGNF AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |                  |                           |                  |  |                                  |         |
|------------------------------------|------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type    | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2                | 3                         | 4                |  | 5                                | 6       |
| (EGNF1188) 24/APPROACH 06/TAKE-OFF | Tree             | 531909.29N<br>0011130.78W | 271.62 ft        |  | No                               |         |
| (EGNF1208) 06/APPROACH 24/TAKE-OFF | Tree             | 531857.06N<br>0011159.19W | 262.71 ft        |  | No                               |         |
| (EGNF1320) 06/APPROACH 24/TAKE-OFF | Vehicles on Road | 531854.49N<br>0011204.00W | 276.17 ft        |  | No                               |         |
| (EGNF1325) 06/APPROACH 24/TAKE-OFF | Vehicles on Road | 531854.02N<br>0011159.41W | 270.19 ft        |  | No                               |         |
| (EGNF1060) 18/APPROACH 36/TAKE-OFF | Tree             | 531924.26N<br>0011151.86W | 344.53 ft        |  | No                               |         |

## EGNF AD 2.10 AERODROME OBSTACLES (continued)

| In Approach/Take-off areas         |                  |                           |                  |    |                                  |
|------------------------------------|------------------|---------------------------|------------------|----|----------------------------------|
| Obstacle ID/Designation            | Obstacle Type    | Obstacle Position         | Elevation/Height |    | Obstruction Lighting Type/Colour |
| 1                                  | 2                | 3                         | 4                | 5  | 6                                |
| (EGNF1330) 36/APPROACH 18/TAKE-OFF | Vehicles on Road | 531853.62N<br>0011144.70W | 255.23 ft        | No |                                  |

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## EGNF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |  |
|----|---------------------------------------------------------------------|--|
| 1  | Associated MET Office                                               |  |
| 2  | Hours of service<br>MET Office outside hours                        |  |
| 3  | Office responsible for TAF preparation<br>Periods of validity       |  |
| 4  | Trend forecast<br>Interval of issuance                              |  |
| 5  | Briefing/consultation provided                                      |  |
| 6  | Flight documentation<br>Language(s) used                            |  |
| 7  | Charts and other information available for briefing or consultation |  |
| 8  | Supplementary equipment available for providing information         |  |
| 9  | ATS units provided with information                                 |  |
| 10 | Additional information (limitation of service, etc.)                |  |

## EGNF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN) | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|-------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                         | 5                                         | 6                                                                     |
| 06                      | 055.40°      | 553 x 36 m        | RWY surface: Grass.                       | 531857.45N<br>0011154.83W                 | THR 248.09 ft                                                         |
| 24                      | 235.41°      | 553 x 36 m        | RWY surface: Grass.                       | 531903.60N<br>0011139.94W                 | THR 223.56 ft                                                         |
| 18                      | 174.80°      | 382 x 18 m        | RWY surface: Grass.                       | 531906.08N<br>0011144.75W                 | THR 224.50 ft                                                         |
| 36                      | 354.80°      | 382 x 18 m        | RWY surface: Grass.                       | 531856.73N<br>0011143.33W                 | THR 233.68 ft                                                         |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                     |
|----------------------|----------------|---------------------|------------------|-----|---------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                          |
|                      |                |                     |                  |     | RWY 06<br><br>Threshold displaced by 92 m.  |
|                      |                |                     |                  |     | RWY 24<br><br>Threshold displaced by 120 m. |
|                      |                |                     |                  |     | RWY 18<br><br>Threshold displaced by 25 m.  |

## EGNF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                    |
|----------------------|----------------|---------------------|------------------|-----|--------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                         |
|                      |                |                     |                  |     | RWY 36<br><br>Threshold displaced by 73 m. |

## EGNF AD 2.13 DECLARED DISTANCES

| Runway design-<br>ator | TORA  | TODA  | ASDA  | LDA   | Remarks |
|------------------------|-------|-------|-------|-------|---------|
| 1                      | 2     | 3     | 4     | 5     | 6       |
| 06                     | 467 m | 467 m | 533 m | 401 m |         |
| 24                     | 441 m | 441 m | 536 m | 430 m |         |
| 18                     | 318 m | 318 m | 380 m | 353 m |         |
| 36                     | 361 m | 361 m | 378 m | 308 m |         |

## EGNF AD 2.14 APPROACH AND RUNWAY LIGHTING

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## EGNF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |  |
|---|---------------------------------------------------------------|--|
| 1 | ABN/IBN location, characteristics and hours of operation      |  |
| 2 | LDI location and lighting<br>Anemometer location and lighting |  |
| 3 | TWY edge and centre line lighting                             |  |
| 4 | Secondary power supply/switch-over time                       |  |
| 5 | Remarks                                                       |  |

## EGNF AD 2.16 HELICOPTER LANDING AREA

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## EGNF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and<br>lateral limits                                                                              | Vertical Limits                          | Airspace<br>Class | ATS unit callsign/<br>language | Transition<br>Altitude | Remarks                                                                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------|--------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                              | 2                                        | 3                 | 4                              | 5                      | 6                                                                                                                                                                                                               |
| NETHERTHORPE ATZ<br>A circle, 2 nm radius centred at<br>531901N 0011146W on longest<br>notified runway (06/24) | Upper limit: 2000 ft<br>Lower limit: SFC | D                 | NETHERTHORPE RADIO<br>English  | 5000 ft                | <b>Airspace Classification:</b> D<br>and G<br><br>ATZ is adjacent to the<br>Doncaster Sheffield CTR/<br>CTA (Class D). The upper<br>limit of the ATZ lies within<br>Class D CTA with a base of<br>2000 ft amsl. |

## EGNF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign           | Channel(s)                    | Hours of Operation                                                                                                                                                                                                                       | Remarks                                                             |
|---------------------|--------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| 1                   | 2                  | 3                             | 4                                                                                                                                                                                                                                        | 5                                                                   |
| Other               | NETHERTHORPE RADIO | 123.275 MHz<br>A/G frequency. | Winter: 0900-1700 or SS, whichever is earlier; and by arrangement. Summer: Mon 0930-1700 or SS, whichever is earlier; Tue-Thu 0930-1830 or SS, whichever is earlier; Sat, Sun 0930-1900 or SS, whichever is earlier; and by arrangement. | ATZ hours coincident with A/G hours, but <b>not</b> by arrangement. |

## EGNF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

## EGNF AD 2.20 LOCAL TRAFFIC REGULATIONS

**1 Airport Regulations**

- (a) Aerodrome is not available for public transport passenger flights required to use a licensed aerodrome.
- (b) PPR is strictly by telephone and may be refused to certain aircraft types. Inexperienced pilots are to phone for advice before arriving at Netherthorpe and are to contact a member of the flying staff for a short briefing before departure.

**2 Ground Movement**

Not applicable

**3 CAT II/III Operations**

Not applicable

**4 Warnings**

- (a) On Saturdays and Sundays when Runway 06/24 is in use, aircraft may be parked at the southern end of Runway 18/36
- (b) Runways 06, 24 and 36 have displaced thresholds due to the proximity of public roads. Any pilot whose approach would result in being below 20 ft crossing the road must initiate an immediate missed approach.
- (c) Overrun on Runways 18 and 36. Only 29 m of overrun strip are available on Runways 18 and 36 beyond the end of ASDA and LDA
- (d) Basis of Obstruction free Approach Surface Slopes on Runways 18 and 36. Runways 18 and 36 Obstruction free Approach Surface Slopes are based on threshold and not strip end.
- (e) Basis of Obstruction free Approach Surface Slopes on Runways 06 and 24. Runways 06 and 24 Obstruction free Approach Surface Slopes are based on threshold and not strip end.
- (f) ATZ is adjacent to the Doncaster Sheffield CTR/CTA (Class D). The upper limit of the ATZ lies within Class D CTA with a base of 2000 ft amsl. All arrivals and departures should contact Doncaster Radar on Frequency 126.225 MHz for clearance through the Doncaster Sheffield CTR/CTA
- (g) Telegraph poles 27 ft agl on the northern boundary.
- (h) Farm and trees 39 ft agl on the northeast boundary.
- (i) Hangar 20 ft agl on the Eastern boundary.
- (j) Farm 30 ft agl on the Southern boundary.
- (k) Road traffic immediately adjacent to the Eastern and Southern boundaries
- (l) Trees 45 ft agl on the Northwest boundary.
- (m) Overhead power line up to 35 ft aal runs Northeast/Southwest 0.24 nm and North-north-west
- (n) Three wind turbines on the northwest boundary up to 734 ft amsl (322 ft agl).

**5 Helicopter Operations**

Not applicable

## EGNF AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

### 6 Use of Runways

Not applicable

### 7 Training

Not applicable

## EGNF AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGNF AD 2.22 FLIGHT PROCEDURES

- (a) Circuit directions: Runways 06 and 36 - RH; Runways 18 and 24 - LH.
- (b) All Netherthorpe arrivals and departures should contact Doncaster Radar on Frequency 126.225 MHz for clearance through the Doncaster Sheffield CTR/CTA.

## EGNF AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGNF AD 2.24 CHARTS RELATED TO AN AERODROME

*Figure: Aerodrome Chart - ICAO*

AD 2-EGNF-2-1

## EGNT — NEWCASTLE

## EGNT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNT — NEWCASTLE

## EGNT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                                                   |
|---|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 550216.52N Long: 0014123.29W<br>On runway centre-line 1044 m from Runway 07 landing threshold                                                                                                                                |
| 2 | Direction and distance from city                                                     | 5 nm NW of Newcastle-upon-Tyne.                                                                                                                                                                                                   |
| 3 | Elevation / Reference temperature                                                    | 266 ft / 18 C                                                                                                                                                                                                                     |
| 4 | Geoid undulation at AD ELEV PSN                                                      | 162 FT                                                                                                                                                                                                                            |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.55°W (2017) / 0.16°                                                                                                                                                                                                             |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | NEWCASTLE INTERNATIONAL AIRPORT LIMITED.<br>Post: Newcastle Airport, Woolsington, Newcastle-Upon-Tyne NE13 8BZ.<br>Phone: 0191-214 3207 (Airport Authority)<br>Fax: 0191-214 3254 (ATC)<br>Fax: 0191-271 6080 (Airport Authority) |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | IFR/VFR                                                                                                                                                                                                                           |
| 8 | Remarks                                                                              |                                                                                                                                                                                                                                   |

## EGNT AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                                                                                                                 |
|----|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | H24                                                                                                                                                             |
| 2  | Customs and Immigration    | 1 May-31 October H24. 1 November-30 April; Mon-Sat 0700-2300, Sun 0730-2330. Christmas day by arrangement. Outside these hours on prior notice.                 |
| 3  | Health and sanitation      |                                                                                                                                                                 |
| 4  | AIS Briefing Office        | H24<br>Self-briefing.                                                                                                                                           |
| 5  | ATS Reporting Office (ARO) | H24<br>Self-briefing.                                                                                                                                           |
| 6  | MET Briefing Office        | H24<br>Self-briefing.                                                                                                                                           |
| 7  | Air Traffic Service        | H24<br>See also AD 2.18.                                                                                                                                        |
| 8  | Fuelling                   | Winter: 0800 - 1900 Daily and by arrangement (Samson) H24 (Swissport Fuelling). Summer: 0700 - 1800 Daily and by arrangement (Samson) H24 (Swissport Fuelling). |
| 9  | Handling                   | Winter: 0800 - 1900 Daily and by arrangement (Samson) Summer: 0700 - 1800 Daily and by arrangement (Samson)                                                     |
| 10 | Security                   | H24                                                                                                                                                             |
| 11 | De-icing                   | H24                                                                                                                                                             |
| 12 | Remarks                    | This aerodrome is <b>PPR</b> .                                                                                                                                  |

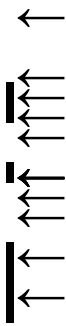
## EGNT AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                                                                                                                                      |
|---|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities               | Normal. Nearest railway siding: Newcastle 5.2 nm.                                                                                                                    |
| 2 | Fuel and oil types                      | AVTUR JET A-1<br>AVGAS 100LL<br>80, 2050 plus various turbine oils.<br>W80,W100                                                                                      |
| 3 | Fuelling facilities/capacity            | Max 33 Litres/Second.                                                                                                                                                |
| 4 | De-icing facilities                     | Mobile rigs operated by handling agents.                                                                                                                             |
| 5 | Hangar space for visiting aircraft      | Limited.                                                                                                                                                             |
| 6 | Repair facilities for visiting aircraft | Major.                                                                                                                                                               |
| 7 | Remarks                                 | AVGAS 100LL, AVTUR JET A-1 (without FS11 additive) and oil grades are available from Samson Jet Centre, Tel: 0191-286 4156 or 0191-214 4114. Out of hours surcharge. |





## EGNT AD 2.4 HANDLING SERVICES AND FACILITIES (continued)



|  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |  | <p>All operators, except those listed in AD 2.20 must make prior arrangements with a handling agent for ground handling of all flights.</p> <p>AVTUR JET A-1 available from Swissport Fuelling Ltd, Tel: 0191-214 4562; Fax: 0191-214 4561. Samson Jet Centre for GA apron only.</p> <p>Handling on the main apron is provided by:<br/>Swissport, Tel: 0191-271 2225; Fax: 0191-214 4383.</p> <p>The General Aviation Centre on the South side is operated by Samson Jet Centre.<br/>Samson Jet Centre: Frequency 130.650 MHz, callsign 'Samson Operations';<br/>Tel: 0191-286 4156; 0191-214 5916 (out of hours); Fax: 0191-286 5347;<br/>e-mail: ops@samsonaviation.com</p> |
|--|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## EGNT AD 2.5 PASSENGER FACILITIES

|   |                      |                                                                                                        |
|---|----------------------|--------------------------------------------------------------------------------------------------------|
| 1 | Hotels               | Available.                                                                                             |
| 2 | Restaurants          | Restaurant.                                                                                            |
| 3 | Transportation       | Buses and Taxis, Hire Cars. Train link to Newcastle Central station. Nearest railway station: Terminal |
| 4 | Medical facilities   | First aid treatment.                                                                                   |
| 5 | Bank and Post Office | Bank.                                                                                                  |
| 6 | Tourist Office       | Tourist information desk.                                                                              |
| 7 | Remarks              |                                                                                                        |

## EGNT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                                                                                                                                                     |
|---|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | RFF Category A8                                                                                                                                                     |
| 2 | Rescue equipment                            |                                                                                                                                                                     |
| 3 | Capability for removal of disabled aircraft | By arrangement with nominated recovery company. Light aircraft removal possible if required.                                                                        |
| 4 | Remarks                                     | <b>RFF Category 8</b> (0630-1830). <b>Category 9</b> available by arrangement. <b>RFF Category 7</b> (1830-0630). <b>Category 8 and 9</b> available by arrangement. |

## EGNT AD 2.7 SEASONAL AVAILABILITY - CLEARING

|   |                            |                                                                                     |
|---|----------------------------|-------------------------------------------------------------------------------------|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing.                                                      |
| 2 | Clearance priorities       | Standard. See AD 1.2.2.                                                             |
| 3 | Remarks                    | Latest information from Snow State/Clearance Programme<br>Tel: 0191-214 3254 (ATC). |

## EGNT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                     |                                                                                                                                                                                 |
|---|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength          | <p>MAIN APRON<br/>Surface: Asphalt.<br/>PCN 73/F/C/W/T</p> <p>GA APRON<br/>Surface: Asphalt.<br/>PCN 15/F/C/Y/T</p> <p>GOLF APRON<br/>Surface: Concrete.<br/>PCN 65/F/C/W/T</p> |
| 2 | Taxiway width, surface and strength | <p>Taxiway A: 23 m. Surface: Asphalt.<br/>PCN 73/F/C/W/T</p> <p>Taxiway B: 23 m. Surface: Asphalt.<br/>PCN 73/F/C/W/T</p>                                                       |

## EGNT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

|   |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |                                             | <p>Taxiway C: 23 m. Surface: Asphalt.<br/>PCN 73/F/C/W/T</p> <p>Taxiway D: 23 m. Surface: Asphalt.<br/>PCN 73/F/C/W/T</p> <p>Taxiway E: 15 m. Surface: Asphalt.<br/>PCN 73/F/C/W/T</p> <p>Taxiway F: 23 m. Surface: Asphalt.<br/>PCN 73/F/C/W/T</p> <p>Taxiway G: 23 m. Surface: Asphalt.<br/>PCN 22/F/C/W/T</p>                                                                                                                                                                                                                                |
| 3 | Altimeter checkpoint location and elevation | Apron 258 FT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4 | VOR checkpoints                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5 | INS checkpoints                             | See Parking/Docking Chart                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6 | Remarks                                     | <p>The portion of <b>Taxiway E</b> to the west of the Belman hangar affords taxiing clearance to a maximum wingspan of 17 m only. Aircraft larger than this should be towed with caution.</p> <p>Taxiway guidance from hold F to the GA centre affords necessary wingtip clearance for wingspans up to 16 m only. Within the extension that figure is reduced to 12 m wingspan.</p> <p>Taxiway F is available to aircraft with wingspans of 27.5 m. Aircraft visiting the GA centre with a wingspan of over 16 m will park on Stands 53/54.</p> |

## EGNT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | <p>Stands 1 to 12 inclusive around the pier and 13 to 25 are marked in nose-in/push-back configuration, excluding certain large wide bodied aircraft which will be marshalled into position within an area comprising of stands 16-18 or 19-25. Stand 25 has additional centre-lines designated 25L and 25R.</p> <p>Parking on these stands is under marshaller's instructions. No stands are marked for self-maneuvring operations, and availability of self-maneuvring stands will be at the discretion of Airside Operations and will require a vacant stand on both sides of the aircraft wishing to self-maneuvre, aircraft will be marshalled off stand. If the adjacent stands are occupied aircraft MUST push-back.</p> <p>All nose-in stands are marked with a yellow centre-line and stopbar for self-positioning onto stand. Aircraft alignment is achieved when the stop bar is visible over the left shoulder of the pilot in the left hand seat.</p> <p>All stand boxes that do not have parallel sides, i.e. Stands 6-9, 13, 16 and parallel sided stands 2, 4 and 11 are marked with a stop short stop bar and is to be used as advised by ATC. Stands 3, 9/30 and 10 served by APIS linked to Airbridge operations. Stands 1, 2, 4, 5, 6, 7, 8, 11 and 12 also served by APIS to provide Stand Entry Guidance, if not available then markings guidance provided as per above, marshalling assistance available on request.</p> <p>Supplementary parking positions 30 and 31: Stand 30 is a parking position diagonally across Stand 9 for B747, A330-300 and B777-300 aircraft, and Stand 31 is a parking position diagonally across Stand 1 for B737-700 or A319 aircraft. Stand 30 accessible with APIS/Marshalling assistance. Stand 31 with marshalling assistance.</p> <p>Supplementary parking positions 32L/32R: Stands 32L/32R are located west of Stand 13 and are available for 2 Jetstream aircraft under marshalling guidance. ATC will give directions if required</p> <p>Push-back from Stand 12 will be via specific instructions from ATC.</p> |
| 2 | Runway and taxiway markings and lighting                                                                      | <p><b>Runway marking aid(s):</b><br/>: Permanently displaced thresholds designators and centre-line, with fixed distance and touchdown zone markings for Runways 07 and 25.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 3 | Stop bars                                                                                                     | Runway: 'A2', 'B', 'CE', 'CW', 'D1', 'D2', 'D3', 'E', 'F', 'G'. Taxiway: 'D4', 'D5', 'D8'.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4 | Remarks                                                                                                       | <p><b>Taxiway Marking and Lighting:</b><br/>Taxiway: Runway guard lights, switchable centre-line and stop bars, spacing 7.5 m for CAT III routes ('A' and 'D'), 15 m for other routes. Illuminated holding point signs, illuminated taxi signs, CAT II/III holding points. Taxiway centre-line and holding positions. Visual holds: Runway 'A1'. Taxiway 'D6', 'D7'.</p> <p>Obstacle, boundary markers.</p> <p>Illuminated windsocks at both ends of the aerodrome.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

## EGNT AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |                  |                           |                  |  |                                  |         |
|------------------------------------|------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type    | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2                | 3                         | 4                |  | 5                                | 6       |
| (EGNT5519) 07/APPROACH 25/TAKE-OFF | Road             | 550158.18N<br>0014226.38W | 281 ft           |  | No                               |         |
| (EGNT9583) 07/APPROACH 25/TAKE-OFF | Tree             | 550146.50N<br>0014253.94W | 325.55 ft        |  | No                               |         |
| (EGNT5240) 07/APPROACH 25/TAKE-OFF | Tree             | 550130.08N<br>0014403.03W | 399 ft           |  | No                               |         |
| (EGNT5218) 07/APPROACH 25/TAKE-OFF | Tree             | 550119.95N<br>0014535.51W | 525 ft           |  | No                               |         |
| (EGNT5253) 07/APPROACH 25/TAKE-OFF | Tree             | 550116.33N<br>0014429.08W | 434 ft           |  | No                               |         |
| (EGNT5047) 07/APPROACH 25/TAKE-OFF | Pylon            | 550033.68N<br>0014813.93W | 640.19 ft        |  | No                               |         |
| (EGNT9612) 25/APPROACH 07/TAKE-OFF | Electricity Pole | 550241.44N<br>0013935.13W | 296.51 ft        |  | No                               |         |
| (EGNT5077) 25/APPROACH 07/TAKE-OFF | Telegraph Pole   | 550236.70N<br>0013936.02W | 302.10 ft        |  | No                               |         |
| (EGNT5714) 25/APPROACH 07/TAKE-OFF | Road             | 550233.43N<br>0014011.81W | 258 ft           |  | No                               |         |
| (EGNT6100) 25/APPROACH 07/TAKE-OFF | Approach Light   | 550232.95N<br>0014019.54W | 244 ft           |  | No                               |         |

| In circling area and at aerodrome  |               |                           |                  |  |                                  |         |
|------------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2             | 3                         | 4                |  | 5                                | 6       |
| (EGNT9002)                         | Wind Turbine  | 550613.38N<br>0013725.31W | 620 ft           |  | No                               |         |
| (EGNT9000)                         | Wind Turbines | 550605.19N<br>0013728.05W | 621 ft           |  | No                               |         |
| (EGNT9500)                         | Wind Turbine  | 550457.47N<br>0015233.46W | 713 ft           |  | No                               |         |
| (EGNT9632)                         | Wind Turbine  | 550349.20N<br>0015202.15W | 563.31 ft        |  | No                               |         |
| (EGNT8735)                         | ATC Antenna   | 550229.77N<br>0014138.36W | 388 ft           |  | Yes                              |         |
| (EGNT5873)                         | Pylon         | 550220.55N<br>0013747.70W | 364.60 ft        |  | No                               |         |
| (EGNT9623)                         | Floodlight    | 550205.50N<br>0013642.28W | 387.00 ft        |  | No                               |         |
| (EGNT5047) 07/APPROACH 25/TAKE-OFF | Pylon         | 550033.68N<br>0014813.93W | 640.19 ft        |  | No                               |         |
| (EGNT5026)                         | Pylon         | 550026.41N<br>0014241.34W | 448 ft           |  | No                               |         |
| (EGNT5024)                         | Pylon         | 550013.40N<br>0014310.76W | 496 ft           |  | No                               |         |
| (EGNT8776)                         | Aerial        | 545935.06N<br>0014206.28W | 522 ft           |  | No                               |         |
| (EGNT5191)                         | Mast          | 545550.47N<br>0014858.93W | 1015 ft          |  | No                               |         |

## EGNT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                               |
|----|---------------------------------------------------------------------|---------------------------------------------------------------|
| 1  | Associated MET Office                                               | MET OFFICE ABERDEEN.                                          |
| 2  | Hours of service<br>MET Office outside hours                        | H24                                                           |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE ABERDEEN.<br>24 Hours.                             |
| 4  | Trend forecast<br>Interval of issuance                              |                                                               |
| 5  | Briefing/consultation provided                                      | Self briefing/telephone. Unattended between 2000-0600 (Local) |
| 6  | Flight documentation<br>Language(s) used                            | TAFs/METARs<br>English                                        |
| 7  | Charts and other information available for briefing or consultation |                                                               |
| 8  | Supplementary equipment available for providing information         |                                                               |
| 9  | ATS units provided with information                                 | NEWCASTLE.                                                    |
| 10 | Additional information (limitation of service, etc.)                |                                                               |

## EGNT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN)                        | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                                                | 5                                         | 6                                                                     |
| 07                      | 065.19°      | 2329 x 46 m       | RWY surface: Asphalt.<br>PCN 65/F/B/W/T<br>SWY surface: Asphalt. | 550202.35N<br>0014216.68W<br>162 ft       | THR 263 ft                                                            |
| 25                      | 245.21°      | 2329 x 46 m       | RWY surface: Asphalt.<br>PCN 65/F/B/W/T                          | 550230.46N<br>0014030.76W<br>162 ft       | THR 239 ft                                                            |

| Slope of RWY/<br>SWY                 | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                                                                                                               |
|--------------------------------------|----------------|---------------------|------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                                    | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                                                                                                    |
| RWY 07 0.35% down<br>RWY 25 0.35% up | 15 x 46 m      | 75 x 180 m          | 2397 x 300 m     |     | RWY 07<br><br>Ends of runways available for take-off.<br>Runway 07 threshold displaced by 120 m.<br>Runway grooved for its full length.<br>The downslope gradient over the first 400 m of LDA, Runway 07 is 0.57%.<br>RESA: Runway 07 – 90 x 150 m.                                                                   |
| RWY 07 0.35% down<br>RWY 25 0.35% up |                | 124 x 180 m         | 2397 x 300 m     |     | RWY 25<br><br>Ends of runways available for take-off.<br>Runway 25 threshold displaced by 137 m.<br>Runway grooved for its full length.<br>RESA: Runway 25 – 90 x 92 m.<br>50 m before 25 threshold, a small turning D is available for use by aircraft back tracking Runway 25.<br><b>Use with caution at night.</b> |

## EGNT AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks                                             |
|-------------------|--------|--------|--------|--------|-----------------------------------------------------|
| 1                 | 2      | 3      | 4      | 5      | 6                                                   |
| 07                | 2329 m | 2404 m | 2344 m | 2209 m | 0.35%D                                              |
| 25                | 2262 m | 2386 m | 2262 m | 2125 m | 0.35%U                                              |
| 07                | 1405 m | 1480 m | 1420 m |        | Take-off from intersection with Taxiway G - 0.23%D. |
| 07                | 1745 m | 1820 m | 1760 m |        | Take-off from intersection with Taxiway F - 0.26%D  |
| 07                | 1557 m | 1633 m | 1572 m |        | Take-off from intersection with Taxiway E - 0.25%D  |
| 07                | 1799 m | 1874 m | 1814 m |        | Take-off from intersection with Taxiway B - 0.26%D. |
| 25                | 878 m  | 1002 m | 878 m  |        | Take-off from intersection with Taxiway G - 0.49%U. |
| 25                | 720 m  | 844 m  | 720 m  |        | Take-off from intersection with Taxiway E - 0.58%U  |
| 25                | 1552 m | 1676 m | 1552 m |        | Take-off from intersection with Taxiway C - 0.63%U. |

## EGNT AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/ Wing bars                    | VASIS/ MEHT/ PAPI   | TDZ lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity                | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour  | Remarks                                                                                                                                                                                                      |
|-----|-------------------------------------------|---------------------------------------------------------|---------------------|---------------------|----------------------------------------------------------------|------------------------------------------------------------------------|---------------------------------------|----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | 2                                         | 3                                                       | 4                   | 5                   | 6                                                              | 7                                                                      | 8                                     | 9                                | 10                                                                                                                                                                                                           |
| 07  | 914 m Light intensity high.               | Flush HI uni-directional Green with Elev Green wingbars | PAPI Right/3° 51 ft | 900 m               | Colour coded 15 m spacing HI                                   | HI bi-directional edge with LI omni-directional component 60 m spacing | Red.                                  | Ends 148 m from 25 THR 15 M Red. | <b>Approach lighting:</b><br>Coded centre-line with five crossbars<br>Supplementary lighting inner 300 m<br>Last approach light 30 m from displaced landing threshold<br><b>PAPI Dist from Thr:</b><br>356 m |
| 25  | 914 m Light intensity high.               | Flush HI uni-directional Green with Elev Green wingbars | PAPI Left/3° 60 ft  | 900 m               | Colour coded 15 m spacing HI                                   | HI bi-directional edge with LI omni-directional component 60 m spacing | Red.                                  |                                  | <b>Approach lighting:</b><br>Coded centre-line with five crossbars<br>Supplementary lighting inner 300 m<br>Last approach light 30 m from displaced landing threshold<br><b>PAPI Dist from Thr:</b><br>415 m |

## EGNT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                                                             |
|---|---------------------------------------------------------------|-------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      |                                                             |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 550156.03N 0014213.08W. 550219.62N 0014046.93W. |
| 3 | TWY edge and centre line lighting                             | Taxiway: . Edge. Yes.<br>Taxiway: . Centre line. Yes.       |
| 4 | Secondary power supply/switch-over time                       | Yes - UPS/1 second, Standby diesels/15 seconds              |
| 5 | Remarks                                                       | Apron floodlights. Obstacle lighting.                       |

**EGBK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |                                                               |                                                                                                                                                                          |
|---|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      | IBN: 521807.35N 0004726.65W<br>Flashing Green 'NN' IBN on top of AFISU Tower.                                                                                            |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 521807.38N 0004726.66W                                                                                                                                       |
| 3 | TWY edge and centre line lighting                             | Taxiway: . Portable Taxiway Alpha LI blue edge and Lit hold board at A1 (available on request 48 hours notice). Apron lighting on Corporate Hangar (adjacent to hold C). |
| 4 | Secondary power supply/switch-over time                       |                                                                                                                                                                          |
| 5 | Remarks                                                       | All lighting, except corporate apron, portable on request H48.                                                                                                           |

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

| Designation and lateral limits                                                                                         | Vertical Limits                          | Airspace Class | ATS unit callsign/ language   | Transition Altitude | Remarks |
|------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|-------------------------------|---------------------|---------|
| 1                                                                                                                      | 2                                        | 3              | 4                             | 5                   | 6       |
| NORTHAMPTON/SYWELL ATZ<br>A circle, 2 nm radius centred at<br>521822N 0004732W on longest<br>notified runway (03L/21R) | Upper limit: 2000 ft<br>Lower limit: SFC | G              | SYWELL INFORMATION<br>English | 6000 ft             |         |

**EGBK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES**

| Service Designation | Callsign           | Channel(s)                       | Hours of Operation                                                                                                      | Remarks                                                               |
|---------------------|--------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| 1                   | 2                  | 3                                | 4                                                                                                                       | 5                                                                     |
| AFIS                | SYWELL INFORMATION | 122.700 MHz<br>DOC 10 nm/3000 ft | Winter: 0900-1700 or SS, and<br>by arrangement. Summer:<br>0800-1700 or SS whichever is<br>earlier, and by arrangement. | ATZ hours coincident with<br>AFIS hours, but not by ar-<br>rangement. |

**EGBK AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | Ident | Frequency   | Hours of<br>Operation                                                                                            | Position of<br>transmitting<br>antenna co-<br>ordinates | Elevation of DME<br>transmitting<br>antenna | Remarks                                   |
|-----------------------------------------------------------------|-------|-------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------|-------------------------------------------|
| 1                                                               | 2     | 3           | 4                                                                                                                | 5                                                       | 6                                           | 7                                         |
| NDB                                                             | NN    | 378.500 kHz | Winter: 0900-1700<br>or SS Sat 0800-<br>1400 Summer:<br>0800-1700 or SS<br>whichever is earlier<br>Sat 0700-1300 | 521755.89N<br>0004751.15W                               |                                             | Range 15 nm.<br>Normally radiates<br>H24. |

**EGBK AD 2.20 LOCAL TRAFFIC REGULATIONS****1 Airport Regulations**

- (a) Aerodrome strictly PPR by telephone 01604-644917.
- (b) All helicopters visiting Sloane Helicopters require additional PPR through Sloane Operations, Tel: 01604-817146.

**2 Ground Movement**

- (a) No apron markings, caution when parking to ensure adequate wing tip clearance. Aircraft should not block access to the refuelling area and hangar access gate when parking on the concrete apron.

## EGBK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (b) All parking self-maneuvring, assistance available on request.
- (c) Aircraft commanders requested to use minimum power on the hard apron/refuelling area due to possible proximity of microlights.
- (d) Start up and taxi clearance must be received from AFIS.
- (e) Helicopters requiring AVGAS should park on the circled 'H' at the fuel apron adjacent to the fuel pumps.

### 3 CAT II/III Operations

Not applicable

### 4 Warnings

- (a) Public roads run along the east, south and southwest boundaries.
- (b) The aerodrome is used by significant numbers of light helicopters in the training role. Helicopter circuit flying takes place on the 'dead-side' and parallel to the active runway up to 800 ft agl.
- (c) All grass runways are marked by non-standard white chalk centre-line markings.
- (d) Formation Aerobatic Team resident at Northampton/Sywell. Practice and corporate displays take place throughout the year, during licensed aerodrome hours. 3 nm radius ARP up to 5000 ft agl. No movements permitted during displays. Aerodrome strictly PPR during which details of any displays can be obtained.
- (e) A small arms range exists approximately 1000 m north north west of the ARP to the right of the Runway 21R approach.
- (f) Intense bird activity at times, mainly Gulls and Corvids.

### 5 Helicopter Operations

- (a) Helicopter circuits opposite direction to fixed wings 800 ft QFE.
- (b) No overhead or crosswind joins for helicopters.
- (c) Strict Helicopter Noise Abatement procedures. No approaches to Runway 03 or runway heading departures off Runway 21 permitted. The area to the immediate south of the aerodrome is to be avoided at all times.

### 6 Use of Runways

- (a) Parallel usage of Runways 03L/03R and 21L/21R not permitted.
- (b) When Runway 03 or 21 is in use pilots to advise AFIS of intention to using either hard or grass runway.
- (c) When grass runways unusable expect lengthy backtracking of Runway 03L/21R.

### 7 Training

- (a) Training slots available for non-based aircraft PPR through Sywell AFIS.

## EGBK AD 2.21 NOISE ABATEMENT PROCEDURES

- (a) The following villages are all particularly noise sensitive and should be avoided where possible: Earls Barton, Ecton, Hannington, Hardwick, Mears Ashby, Overstone, Sywell.
- (b) Helicopter Noise Abatement see AD 2.20 para 5(c).
- (c) Runway 21 and 23 departures requested to maintain runway track until passing 500 ft before turning to avoid Sywell Village School.

## EGBK AD 2.22 FLIGHT PROCEDURES

### 1 Circuits

- (a) Fixed wing circuits 1000 ft QFE Left Hand Runways 03 and 23; Right Hand Runways 05 and 21. Helicopter circuits 800 ft QFE opposite direction to fixed wing circuits.
- (b) Non radio and aircraft experiencing radio failure to join via the overhead to observe the signal square for active runway and fit into the traffic pattern.
- (c) Standard fixed wing join is via the overhead not below 1500 ft QFE, helicopters may be operating up to 800 ft QFE deadside. Straight-in, baseleg or downwind joins subject to traffic.
- (d) Visiting helicopters are requested to join via the western or eastern boundaries avoiding the noise abatement area to the south of the aerodrome. Other methods of joining on request are subject to traffic.

## EGEO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                 |
|---|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Self parking. Marshaller on request.                                                                                                                                            |
| 2 | Runway and taxiway markings and lighting                                                                      | <b>Taxiway marking aid(s):</b><br>: Yellow centre-line markings.<br><br><b>Taxiway light(s):</b><br>: Blue edge lights on Taxiway C and main apron. Runway Guard lights Hold C. |
| 3 | Stop bars                                                                                                     |                                                                                                                                                                                 |
| 4 | Remarks                                                                                                       | <b>Runway:</b><br>Centre-line, edge, threshold markings. Runway edge lights, threshold lights, end lights and stopway lights.<br><br>Illuminated windsleeve.                    |

## EGEO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |               |                           |                  |  |                                  |         |
|------------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2             | 3                         | 4                |  | 5                                | 6       |
| (EGEO4573) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562913.14N<br>0052349.02W | 647 ft           |  | No                               |         |
| (EGEO2571) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562912.72N<br>0052346.91W | 733 ft           |  | No                               |         |
| (EGEO3095) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562910.72N<br>0052354.84W | 595 ft           |  | No                               |         |
| (EGEO3094) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562909.49N<br>0052357.60W | 544 ft           |  | No                               |         |
| (EGEO1141) 01/APPROACH 19/TAKE-OFF | Terrain       | 562853.46N<br>0052352.18W | 307 ft           |  | No                               |         |
| (EGEO4155) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562659.66N<br>0052407.16W | 167 ft           |  | No                               |         |
| (EGEO4156) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562658.86N<br>0052405.92W | 173 ft           |  | No                               |         |
| (EGEO2408) 01/APPROACH 19/TAKE-OFF | Terrain       | 562649.08N<br>0052403.51W | 219 ft           |  | No                               |         |

| In circling area and at aerodrome  |               |                           |                  |  |                                  |         |
|------------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2             | 3                         | 4                |  | 5                                | 6       |
| (EGEO4573) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562913.14N<br>0052349.02W | 647 ft           |  | No                               |         |
| (EGEO2571) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562912.72N<br>0052346.91W | 733 ft           |  | No                               |         |
| (EGEO3103)                         | Terrain/ Tree | 562912.51N<br>0052323.42W | 821 ft           |  | No                               |         |
| (EGEO2570)                         | Terrain/ Tree | 562912.35N<br>0052348.75W | 720 ft           |  | No                               |         |
| (EGEO3095) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562910.72N<br>0052354.84W | 595 ft           |  | No                               |         |
| (EGEO3094) 01/APPROACH 19/TAKE-OFF | Terrain/ Tree | 562909.49N<br>0052357.60W | 544 ft           |  | No                               |         |
| (EGEO4514)                         | Terrain/ Tree | 562909.21N<br>0052403.55W | 465 ft           |  | No                               |         |
| (EGEO1052)                         | Terrain       | 562908.55N<br>0052312.02W | 767 ft           |  | No                               |         |
| (EGEO1050)                         | Terrain       | 562906.31N<br>0052301.11W | 903 ft           |  | No                               |         |
| (EGEO1051)                         | Terrain       | 562904.75N<br>0052310.17W | 779 ft           |  | No                               |         |
| (EGEO3104)                         | Terrain       | 562904.17N<br>0052253.31W | 999 ft           |  | No                               |         |



## EGEO AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |                   |                           |                  |  |                                  |         |
|-----------------------------------|-------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type     | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2                 | 3                         | 4                |  | 5                                | 6       |
| (EGEO3108)                        | Terrain           | 562900.44N<br>0052312.64W | 738 ft           |  | No                               |         |
| (EGEO4526)                        | Terrain/<br>Tree  | 562859.29N<br>0052346.94W | 606 ft           |  | No                               |         |
| (EGEO3105)                        | Terrain           | 562858.33N<br>0052246.09W | 924 ft           |  | No                               |         |
| (EGEO3106)                        | Terrain           | 562855.48N<br>0052234.06W | 903 ft           |  | No                               |         |
| (EGEO2406)                        | Terrain           | 562649.73N<br>0052359.12W | 257 ft           |  | No                               |         |
| (EGEO5036)                        | Wind Tur-<br>bine | 562533.08N<br>0052515.92W | 544 ft           |  | Yes<br>Red                       |         |
| (EGEO4774)                        | Wind Tur-<br>bine | 562529.38N<br>0052506.53W | 504 ft           |  | Yes<br>Red                       |         |

## EGEO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                       |
|----|------------------------------------------------------------------------|---------------------------------------|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                  |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 Hours       |
| 4  | Trend forecast<br>Interval of issuance                                 |                                       |
| 5  | Briefing/consultation provided                                         | Self briefing.                        |
| 6  | Flight documentation<br>Language(s) used                               | English.                              |
| 7  | Charts and other information available for briefing or<br>consultation | 215 Low Level SIG WX. 214 Spot Winds. |
| 8  | Supplementary equipment available for providing infor-<br>mation       | Internet access to MET Office.        |
| 9  | ATS units provided with information                                    |                                       |
| 10 | Additional information (limitation of service, etc.)                   |                                       |

## EGEO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY<br>Number | True bearing   | Dimensions of RWY   | Surface of RWY/<br>SWY/<br>Strength (PCN)                        | THR co-ordinates/<br>THR Geoid undu-<br>lation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|----------------------------|----------------|---------------------|------------------------------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------|
| 1                          | 2              | 3                   | 4                                                                | 5                                              | 6                                                                     |
| 01                         | 005.59°        | 1264 x 30 m         | RWY surface: Asphalt.<br>PCN 11/F/C/Y/T<br>SWY surface: Asphalt. | 562732.99N<br>0052402.41W<br>180 ft            | THR 23 ft                                                             |
| 19                         | 185.60°        | 1264 x 30 m         | RWY surface: Asphalt.<br>PCN 11/F/C/Y/T<br>SWY surface: Asphalt. | 562803.30N<br>0052357.06W<br>180 ft            | THR 23 ft                                                             |
| Slope of RWY/<br>SWY       | SWY dimensions | Clearway dimensions | Strip Dimensions                                                 | OFZ                                            | Remarks                                                               |
| 7                          | 8              | 9                   | 10                                                               | 11                                             | 12                                                                    |
|                            | 135 x 30 m     |                     | x 80 m                                                           |                                                | RWY 01<br><br>Runway 01 threshold<br>displaced by 122 m.              |

## EGPK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                             |                                                                                                                                                                                                                                                                                                                                                                                             |
|---|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength                  | <p>A<br/>Surface: Concrete and asphalt.<br/>PCN 100/R/C/W/T</p> <p>B<br/>Surface: Concrete and asphalt.<br/>PCN 100/R/C/W/T</p> <p>C<br/>Surface: Concrete and asphalt.<br/>PCN 50/R/A/X/U</p> <p>F<br/>Surface: Concrete and asphalt.<br/>PCN 50/R/A/X/U</p> <p>G<br/>Surface: Concrete and asphalt.<br/>PCN 30/R/B/X/U</p> <p>H<br/>Surface: Concrete and asphalt.<br/>PCN 50/R/A/X/U</p> |
| 2 | Taxiway width, surface and strength         | <p>Taxiway J: 23 m. Surface: Concrete and asphalt.<br/>PCN 65/R/C/W/T</p> <p>Taxiway R: 23 m. Surface: Concrete and asphalt.<br/>PCN 65/R/C/W/T</p> <p>Taxiway S: 23 m. Surface: Asphalt.<br/>PCN 60/F/B/X/U</p>                                                                                                                                                                            |
| 3 | Altimeter checkpoint location and elevation | Apron 30 FT amsl                                                                                                                                                                                                                                                                                                                                                                            |
| 4 | VOR checkpoints                             |                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 | INS checkpoints                             | See Aircraft Parking/Docking Chart.                                                                                                                                                                                                                                                                                                                                                         |
| 6 | Remarks                                     |                                                                                                                                                                                                                                                                                                                                                                                             |

## EGPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | AGNIS, PAPA on stands 1A-4, 7 and 8. Stands 5, 6, 9, 10 and 11 under marshaller's instructions. Aircrews are to note that the Stand Entry Guidance (SEG) is activated by Airline and Handling Agent staff. Aircrew should not enter the stand unless the AGNIS is illuminated or if advised that it is unserviceable, under marshaller's guidance only. An emergency stop sign has also been installed on all SEG equipped stands. When activated an electronic flashing 'STOP' warning sign is illuminated. Aircraft must not enter the stand under any circumstances until the sign has been switched off.                                                                                                                                                                                                                                                                                                                                                         |
| 2 | Runway and taxiway markings and lighting                                                                      | <p><b>Runway marking aid(s):</b><br/>12/30: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings.<br/>03/21: Runway 03: Runway designation, runway threshold, runway centre-line and strip markings. Runway 21: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings.</p> <p><b>Runway light(s):</b><br/>: 12/30: Runway guard lights (LED), colour coded runway centre-line, runway edge, threshold and wing bars, runway end (LED).<br/>: 03: Runway guard lights, runway edge, threshold and wing bars, runway end.<br/>: 21: Runway guard lights, runway edge, threshold and wing bars, runway end, stopway.</p> <p><b>Taxiway marking aid(s):</b><br/>: Yellow taxiway centre-line, taxiway holding position, runway ahead markings. Enhanced taxiway centre-line markings approaching Romeo 1.</p> |
| 3 | Stop bars                                                                                                     | At Holds; J, K, Q (LED), R1 (LED), S, W and Y.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4 | Remarks                                                                                                       | Illuminated wind direction indicators. Standard apron markings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## EGPK AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |                         |                           |                  |  |                                  |         |
|----------------------------|-------------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type           | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2                       | 3                         | 4                |  | 5                                | 6       |
| 12/APPROACH 30/TAKE-OFF    | Runway Observation Post | 553046.18N<br>0043629.87W | 48 ft            |  | Yes                              |         |
| 30/APPROACH 12/TAKE-OFF    | Runway Observation Post | 553009.19N<br>0043442.11W | 65 ft            |  | Yes                              |         |
| 03/APPROACH 21/TAKE-OFF    | Fence                   | 552908.15N<br>0043519.95W | 60 ft            |  | No                               |         |
| 21/APPROACH 03/TAKE-OFF    | Fence                   | 553012.80N<br>0043423.66W | 81 ft            |  | No                               |         |

| In circling area and at aerodrome |               |                           |                  |        |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--------|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |        | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |        | 5                                | 6       |
|                                   | Mast          | 553331.01N<br>0043605.39W | 671 ft           |        | Yes                              |         |
|                                   | Radio Masts   | 553136.93N<br>0043137.28W | 569 ft           |        | Yes                              |         |
|                                   | Crane         | 552812N<br>0043821W       | 197 ft           | 197 ft | No                               |         |
|                                   | Radio Mast    | 552433.85N<br>0044202.47W | 1054 ft          |        | Yes                              |         |

## EGPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                                 |
|----|---------------------------------------------------------------------|-----------------------------------------------------------------|
| 1  | Associated MET Office                                               | MET OFFICE ABERDEEN.                                            |
| 2  | Hours of service<br>MET Office outside hours                        | H24                                                             |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE ABERDEEN.<br>24 hours                                |
| 4  | Trend forecast<br>Interval of issuance                              |                                                                 |
| 5  | Briefing/consultation provided                                      | Self briefing/telephone.                                        |
| 6  | Flight documentation<br>Language(s) used                            | Charts abbreviated plain language text. TAFs/METARs.<br>English |
| 7  | Charts and other information available for briefing or consultation | Via Handling Agent.                                             |
| 8  | Supplementary equipment available for providing information         | Via Handling Agent.                                             |
| 9  | ATS units provided with information                                 | PRESTWICK.                                                      |
| 10 | Additional information (limitation of service, etc.)                |                                                                 |

## EGKR — REDHILL

## EGKR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKR — REDHILL

## EGKR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                               |
|---|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 511249N Long: 0000819W<br>Mid point of Runway 08R/26L.                                                                                                                                                                                                                                                                                                                                                   |
| 2 | Direction and distance from city                                                     | 1.5 nm SE of Redhill.                                                                                                                                                                                                                                                                                                                                                                                         |
| 3 | Elevation / Reference temperature                                                    | 222 ft / 20 C                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4 | Geoid undulation at AD ELEV PSN                                                      |                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5 | Magnetic Variation/ Annual Change                                                    | 0.48°W (2017) / 0.15°                                                                                                                                                                                                                                                                                                                                                                                         |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | REDHILL AERODROME LTD<br>Post: Terminal Building, Redhill Aerodrome, Surrey, RH1 5YP.<br>Phone: 01737-821801 (Administration)<br>Phone: 01737-821802 (ATC)<br>Phone: 01737-821805 (Fuel)<br>Phone: 01737-822947 (ATIS available H24)<br>Fax: 01737-823640<br>Email: accounts@redhillaerodrome.com (Administration)<br>Email: atc@redhillaerodrome.com (ATC)<br>Email: arffs@redhillaerodrome.com (ARFFS/Fuel) |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | VFR                                                                                                                                                                                                                                                                                                                                                                                                           |
| 8 | Remarks                                                                              | ATC telephone calls are recorded.                                                                                                                                                                                                                                                                                                                                                                             |

## EGKR AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                                                                  |
|----|----------------------------|------------------------------------------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | Winter: 0900-1700. Summer: 0800-1800. (0700-0800 and 1800-1900 is PPR 24 hours notice required)                  |
| 2  | Customs and Immigration    | By arrangement.                                                                                                  |
| 3  | Health and sanitation      |                                                                                                                  |
| 4  | AIS Briefing Office        |                                                                                                                  |
| 5  | ATS Reporting Office (ARO) |                                                                                                                  |
| 6  | MET Briefing Office        |                                                                                                                  |
| 7  | Air Traffic Service        | Winter: 0845-1715. See also AD 2.18 Summer: 0645-1915. (0645-0745 and 1815-1915 is PPR 24 hours notice required) |
| 8  | Fuelling                   | Winter: 0900-1645 and by arrangement. Summer: 0800-1745 and by arrangement..                                     |
| 9  | Handling                   |                                                                                                                  |
| 10 | Security                   |                                                                                                                  |
| 11 | De-icing                   |                                                                                                                  |
| 12 | Remarks                    | This aerodrome is <b>PPR</b> .                                                                                   |

## EGKR AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                                                                         |
|---|-----------------------------------------|---------------------------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities               |                                                                                                         |
| 2 | Fuel and oil types                      | AVGAS 100LL<br>AVTUR JET A-1 (with AL48)<br>W80, W100                                                   |
| 3 | Fuelling facilities/capacity            | AVTUR JET A-1 fixed installation 60,000 lt. Bowser 12,000 lt. AVGAS 100LL fixed installation 25,000 lt. |
| 4 | De-icing facilities                     |                                                                                                         |
| 5 | Hangar space for visiting aircraft      |                                                                                                         |
| 6 | Repair facilities for visiting aircraft |                                                                                                         |
| 7 | Remarks                                 |                                                                                                         |



## EGKR AD 2.5 PASSENGER FACILITIES

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

## EGKR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                      |
|---|---------------------------------------------|----------------------|
| 1 | AD category for fire fighting               | RFF Category A2      |
| 2 | Rescue equipment                            |                      |
| 3 | Capability for removal of disabled aircraft |                      |
| 4 | Remarks                                     | RFFS Category A2/H2. |

## EGKR AD 2.7 SEASONAL AVAILABILITY - CLEARING

## EGKR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2 | Taxiway width, surface and strength         | <p>Taxiway A: 10 m. Surface: Asphalt.</p> <p>Taxiway B: 10 m. Surface: Asphalt.</p> <p>Taxiway C: 10 m. Surface: Asphalt.<br/>Taxiway C has a width of 10 m, except section marked as unlicensed Runway 07/25, which has a width of 14 m.</p> <p>Taxiway D: 10 m. Surface: Asphalt.</p> <p>Taxiway E: 10 m. Surface: Asphalt.</p> <p>Taxiway F: 7.5 m. Surface: Concrete.</p> <p>Taxiway G: Surface: Grass.</p> <p>Taxiway H: 10 m. Surface: Asphalt.</p> |
| 3 | Altimeter checkpoint location and elevation |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4 | VOR checkpoints                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5 | INS checkpoints                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6 | Remarks                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

## EGKR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                  |
|---|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands |                                                                                                                                                                                                                  |
| 2 | Runway and taxiway markings and lighting                                                                      | <p><b>Taxiway marking aid(s):</b><br/>: Painted centre-line and hold markings on Taxiways A, B, C, D, E, F and H.</p> <p><b>Taxiway light(s):</b><br/>: Runway Guard Lights at Holding Points A1, A2 and B1.</p> |
| 3 | Stop bars                                                                                                     |                                                                                                                                                                                                                  |
| 4 | Remarks                                                                                                       |                                                                                                                                                                                                                  |

## EGPM AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |  |                                  |                              |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|------------------------------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks                      |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6                            |
| 06/APPROACH 24/TAKE-OFF    | Rising Ground | 602533.45N<br>0011955.45W | 273 ft           |  | No                               |                              |
| 24/APPROACH 06/TAKE-OFF    | Rising Ground | 602710.89N<br>0011432.96W | 270 ft           |  | No                               |                              |
| 24/APPROACH 06/TAKE-OFF    | Mast          | 602623.97N<br>0011613.47W | 105 ft           |  | Yes                              | 90 ft above runway threshold |

| In circling area and at aerodrome |                            |                           |                  |  |                                  |         |
|-----------------------------------|----------------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type              | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2                          | 3                         | 4                |  | 5                                | 6       |
|                                   | Radio Mast                 | 602755.59N<br>0011735.80W | 290 ft           |  | No                               |         |
|                                   | Hill                       | 602752.87N<br>0011423.79W | 367 ft           |  | No                               |         |
|                                   | 2 Flare Stacks             | 602751.79N<br>0011720.27W | 379 ft           |  | Yes                              |         |
|                                   | Flare Stack (3 flare tips) | 602739.98N<br>0011521.69W | 489 ft           |  | Yes                              |         |
|                                   | Radio Mast                 | 602628.74N<br>0011049.50W | 463 ft           |  | No                               |         |
|                                   | Radio Mast                 | 602608.62N<br>0011207.56W | 554 ft           |  | Yes                              |         |
|                                   | Hill                       | 602549.89N<br>0011837.18W | 191 ft           |  | Yes                              |         |
|                                   | Hill                       | 602453.93N<br>0011546.00W | 597 ft           |  | No                               |         |
|                                   | Hill                       | 602353.69N<br>0011719.23W | 820 ft           |  | No                               |         |

## EGPM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                     |   |
|----|---------------------------------------------------------------------|-----------------------------------------------------|---|
| 1  | Associated MET Office                                               | MET OFFICE ABERDEEN.                                | → |
| 2  | Hours of service<br>MET Office outside hours                        | H24                                                 | → |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE ABERDEEN.<br>9 hours                     | → |
| 4  | Trend forecast<br>Interval of issuance                              | TREND<br>30 minutes.                                | → |
| 5  | Briefing/consultation provided                                      | Self briefing/telephone.                            | → |
| 6  | Flight documentation<br>Language(s) used                            | Charts abbreviated plain language text.<br>English. | → |
| 7  | Charts and other information available for briefing or consultation |                                                     |   |
| 8  | Supplementary equipment available for providing information         |                                                     |   |
| 9  | ATS units provided with information                                 |                                                     |   |
| 10 | Additional information (limitation of service, etc.)                |                                                     |   |

## EGPM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN)     | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|-----------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                       | 5                                      | 6                                                            |
| 06                      | 055.29°      | 1360 x 31 m       | RWY surface: Macadam.<br>PCN 32/F/B/Y/T | 602547.15N<br>0011816.35W<br>163 ft    | THR 75 ft                                                    |
| 24                      | 235.31°      | 1360 x 31 m       | RWY surface: Macadam.<br>PCN 32/F/B/Y/T | 602608.05N<br>0011715.28W<br>163 ft    | THR 15 ft                                                    |

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                  |
|-------------------|----------------|---------------------|------------------|-----|----------------------------------------------------------------------------------------------------------|
| 7                 | 8              | 9                   | 10               | 11  | 12                                                                                                       |
|                   |                |                     |                  |     | RWY 06<br><br>Runway 06 threshold displaced by 115 m to provide 60 m strip-end, plus RESA.               |
|                   |                |                     |                  |     | RWY 24<br><br>Runway 24 threshold displaced by 94 m to provide 60 m strip-end, plus 70 m undershoot RESA |

## EGPM AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks |
|-------------------|--------|--------|--------|--------|---------|
| 1                 | 2      | 3      | 4      | 5      | 6       |
| 06                | 1253 m | 1319 m | 1253 m | 1138 m |         |
| 24                | 1262 m | 1319 m | 1262 m | 1155 m |         |

## EGPM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/ Wing bars | VASIS/ MEHT/ PAPI     | TDZ lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity                                              | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks                                                                                                                        |
|-----|-------------------------------------------|--------------------------------------|-----------------------|---------------------|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| 1   | 2                                         | 3                                    | 4                     | 5                   | 6                                                              | 7                                                                                                    | 8                                     | 9                               | 10                                                                                                                             |
| 06  | 426 m                                     | HI wingbars                          | PAPI Left/4°<br>26 ft |                     |                                                                | HI Bi-directional coded and LI omnidirectional edge lights Incorporating a yellow 300 m caution zone | Red                                   |                                 | <b>Approach Lighting:</b><br>One crossbar.<br><br>Strobe lights at 600 m and 900 m.<br><br><b>PAPI dist from THR:</b><br>165 m |
| 24  | 426 m                                     | HI wingbars                          | PAPI Left/4°<br>29 ft |                     |                                                                | HI Bi-directional coded and LI omnidirectional edge lights Incorporating a yellow 300 m caution zone | Red                                   |                                 | <b>Approach Lighting:</b><br>One crossbar<br><br><b>PAPI dist from THR:</b><br>118 m                                           |

## EGKA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign                  | Channel(s)                                         | Hours of Operation                                                                           | Remarks                                                                                                                                                                |
|---------------------|---------------------------|----------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                   | 2                         | 3                                                  | 4                                                                                            | 5                                                                                                                                                                      |
| APP                 | SHOREHAM AP-PROACH        | 123.150 MHz<br>DOC 25 nm/10,000 ft                 | Winter: Mon-Sat 0900-2000;<br>Sun 0900-1900. Summer:<br>Mon-Sat 0800-1900; Sun<br>0800-1800. | <b>VDF<br/>505009.73N 0001736.59W<br/>On AD.</b><br><br>ATZ hours coincident with Ap-<br>proach/Tower/A/G hours.<br>Approach Service subject to<br>staff availability. |
| TWR                 | SHOREHAM TOWER            | 123.150 MHz                                        | Winter: Mon-Sat 0900-2000;<br>Sun 0900-1900 Summer: Mon-<br>Sat 0800-1900; Sun 0800-<br>1800 | <b>VDF<br/>505009.73N 0001736.59W<br/>On AD.</b>                                                                                                                       |
|                     | SHOREHAM TOWER            | 125.400 MHz<br>DOC 25 nm/4000 ft.                  | As directed by ATC                                                                           |                                                                                                                                                                        |
| Other               | SHOREHAM RADIO            | 123.150 MHz<br>A/G frequency<br>DOC 10 nm/3000 ft. | Winter: Mon-Fri 0800-0900.<br>Summer: Mon-Fri 0700-0800.                                     | <b>VDF<br/>505009.73N 0001736.59W<br/>On AD.</b>                                                                                                                       |
| ATIS                | SHOREHAM INFOR-<br>MATION | 130.975 MHz<br>DOC 25 nm/10,000 ft.                | Winter: 0800-2000 Summer:<br>0700-1900                                                       |                                                                                                                                                                        |

## EGKA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | Ident | Frequency          | Hours of<br>Operation                      | Position of<br>transmitting<br>antenna co-<br>ordinates | Elevation of DME<br>transmitting<br>antenna | Remarks                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------|-------|--------------------|--------------------------------------------|---------------------------------------------------------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                               | 2     | 3                  | 4                                          | 5                                                       | 6                                           | 7                                                                                                                                                                                                                                                                                                                                                           |
| DME                                                             | SRH   | 36Y<br>109.950 MHz |                                            | 505009.96N<br>0001736.54W                               | 44 ft                                       | On AD.<br>DME DOC 10 nm/<br>5000 ft.<br>Any ILS indications<br>should be ignored.<br>DME related freq<br>109.950 MHz.<br>Normally radiates<br>H24.<br>Zero range indi-<br>cated at THR of<br>Runway 20.<br>0.1 nm indicated at<br>THR of Runway 02.<br>DME range errors in<br>excess of 0.03 nm<br>may be experienced<br>between R293<br>clockwise to R302. |
| NDB (L)                                                         | SHM   | 332.000 kHz        | Winter: 0800-2000<br>Summer: 0700-<br>1900 | 505007.84N<br>0001743.39W                               |                                             | On AD.<br>Range 10 nm.<br><br>Normally radiates<br>H24.                                                                                                                                                                                                                                                                                                     |

## EGKA AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1 Airport Regulations

- (a) Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission.
- (b) Standard light signals should be followed.
- (c) High visibility clothing is mandatory airside. Groups of two or more people can be escorted by one wearer of high-visibility clothing (tabard/jacket) if kept together.
- (d) Local council by-laws prohibit dogs airside. Pilots wishing to fly in/out with dogs to call Fire Crew to arrange transport to/ from aircraft prior to flight. Dogs will be expected to be in suitable dog-carriers or carried by handler/owner.
- (e) While airside, each aircraft commander is responsible for the safety of their passengers and other crew members. Passengers are at all times to be escorted by a person who is known to be competent to ensure both his/her and the passenger's safety.



## EGKA AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (f) The parking rows numbered 70, 71, etc, must only be accessed by persons attending the aircraft for flight purposes. No visitors or sightseers are permitted.
- (g) When taxiing on the grass, keep to cut grass taxiways. The longer (uncut) grass areas are not inspected and are unfit for manoeuvring of any type.
- (h) Maintenance is prohibited in all parking areas and main concrete apron without the express prior permission of ATS.
- (i) Out of hours movements (fixed-wing and rotary) are strictly prohibited without an agreed extension to services. All prior agreements, authorizations and permits are withdrawn and are void.
- (j) All visiting aircraft report to the Airport RFFS office 'C'.
- (k) The carriage of dangerous goods into or out of EGKA, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is strictly prohibited.
- (l) Use of this aerodrome is subject to the published schedule of fees, charges, terms and conditions. Copies are available from Airport administration.
- (m) Aircraft engines shall not be run outside of notified operating hours without prior management approval via ATS or Fire Crew. An outside operational hours charge may be applied.

### 2 Ground Movement

Not applicable

### 3 CAT II/III Operations

Not applicable

### 4 Warnings

- (a) Aircraft approaching Runway 02 are reminded of displaced threshold and should NOT attempt to touch down on the numbers or the threshold line. Pilots to follow PAPIs (MEHT 16 ft) in order to safely overfly trains and railway line embankment on very short final.
- (b) Caution soft ground either side of Taxiway Kilo. Enter and exit on marked points only.
- (c) Caution should be used when taxiing on Taxiway A to ensure adequate wing-tip separation from aircraft holding at Hold C.
- (d) After heavy rain, standing water may persist on grass areas.
- (e) Caution, model aircraft fly adjacent to Runway 20 approach on the hills at approximately 1 nm from the threshold up to 700 ft amsl.
- (f) Caution, kite flying along the coast and on other areas within the ATZ up to 100 ft agl.
- (g) Caution, turbulence may be encountered on final approach Runway 24 over the river, especially when the tide is out.
- (h) Runway 06/24 is uneven and bumpy in areas.
- (i) HT Cables to the north east of aerodrome, running north east – south west, 585 ft amsl at 2 nm. South Downs to the north of the aerodrome, rising to 783 ft amsl at 4 nm.
- (j) Caution, reduced wing tip clearance between taxiing and parked aircraft on main concrete apron. Marshalling guidance can be provided via ATC/RFFS.
- (k) Caution, flocks of birds can descend on the aerodrome quickly. Pilots may face delays if birds are difficult to disperse.
- (l) Grass cutting will take place on the aerodrome daily between April and October. Large grass bales will be present during major cutting operations in July/August.
- (m) Restrictions to operations may be applied for any special event taking place on the aerodrome. See NOTAM as issued.
- (n) Restrictions to operations will be applied during LVPs. Only the hard runway and Taxiway Alpha will be in use.
- (o) Wind information passed by ATS is given as Degrees True. Pilots are to allow for current magnetic variation.

### 5 Helicopter Operations

- (a) Helicopter circuits from HTAs 'W' and 'X' are frequently active below the fixed-wing 'dead-side' and 'live-side' circuit patterns subject to the runway(s) in use. All helicopter circuits shall be not above 600 ft QNH (unless otherwise authorised) and negative RTF but maintaining a listening watch:
  - (i) HTA 'W' - Runway 02 in use - Left hand circuit, remain west of 02/20 runway strip.
  - (ii) HTA 'W' - Runway 20 in use - Right hand circuit, remain west of 02/20 runway strip.
  - (iii) HTA 'X' - Runway 06 in use - Left hand circuit, remain north of Runway 06/24 strip and cross Runway 02/20 strip as required.

**EGKA AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)**

- (iv) HTA 'X' - Runway 24 in use - Right hand circuit, remain north of Runway 06/24 strip and cross Runway 02/20 strip as required.
- (b) A sloping ground training area is situated adjacent to the northern windsock on the northwestern side of the aerodrome.
- (c) All helicopter arrivals and departures shall enter/depart the ATZ not above 600 ft QNH unless otherwise authorised and request specific clearance to cross any runway strip.
- (d) Helicopters should avoid overflying built up areas that are adjacent to the arrival/departure routes and should not fly along the river from the harbour entrance, but shall remain on the coast to the southeastern corner entry route of the aerodrome.
- (e) Confined helicopter training area (HTA 'Q') is situated NNW of HTA 'W'. Not to be used by solo/student pilots.

**6 Use of Runways**

- (a) More than one runway may be in use at any one time.
- (b) Runway 02/20 will always be preferred subject to operational limitations. Aircraft departing Runway 20 should avoid overflying as much of the built up areas to the south as is practical.
- (c) Circuit heights are 1100 ft aal for all runways.
- (d) Variable circuits at discretion of ATC.
- (e) Unless otherwise instructed aircraft joining the circuit will overfly the aerodrome maintaining 2000 ft aal, until instructed to descend to circuit height on the inactive (dead) side of the runway in use and join the circuit by crossing the upwind end. Pilots should note that there would frequently be helicopters operating both 'liveside' and 'deadside' in the ATZ up to 600 ft.
- (f) Aircraft joining direct to the crosswind leg should arrange their flight to track over the upwind end of the runway-in-use, ie in the same position as if approaching it from the 'deadside'. Unless otherwise instructed, this should be at circuit height.
- (g) Departing aircraft shall not turn on course below 600 ft QNH unless approved by ATC.
- (h) All fixed wing aircraft should be aware of helicopters operating live side and dead side beneath the fixed wing circuit patterns.
- (i) Departing aircraft, and aircraft going around, should be aware of the possibility of aircraft on the crosswind leg at 1100 ft QFE.
- (j) PAPIs are to be used for Runway 02/20 asphalt only, not for grass 02/20.
- (k) The Runways 02/20 asphalt and 02/20 grass are operated as a single runway strip. No simultaneous parallel approaches or departures are permitted.

**7 Training**

- (a) Circuit training (fixed-wing and rotary) is not permitted Sundays. It is permitted Mondays 1000-Closing time (local) and Tuesday-Saturday 1000-1800 (local).
- (b) Runway 13/31 is not available for touch and go landing.
- (c) Only Runways 02 and 31 may be used for practice engine failure after take-off.
- (d) Instrument training for residents and visitors is strictly PPR.
- (e) Qualifying cross country flights are strictly PPR.

**EGKA AD 2.21 NOISE ABATEMENT PROCEDURES**

- (a) Noise abatement techniques should be practiced at all times, the area to the east and west being particularly sensitive.
- (b) Aircraft departing Runway 20 should make a 10 degree turn to the right on reaching the railway line. This track should be maintained until reaching the coast before turning left or right on course.
- (c) Runway 02/20 will be the preferred runway for noise abatement purposes.
- (d) Ground engine runs should not be performed adjacent to buildings, re-fuelling areas or on the concrete apron. These will normally be performed on Taxiway B, 'C' Loop or the Northern Loop. All ground runs are logged for noise abatement purposes by ATS.
- (e) Extensive helicopter tracking details should not be completed adjacent to buildings.
- (f) Extended helicopter operations at Runway 24 numbers and HTA 'E' are to be avoided unless a strong easterly wind prevails.



## EGKA AD 2.22 FLIGHT PROCEDURES

### 1 Radio Communication Failure Procedures

- (a) In the event of an aircraft experiencing a radio failure during daytime, an aircraft should join overhead the aerodrome, fit into the traffic pattern and overfly the runway in use at 500 ft before positioning for landing.

### 2 Instrument Approach Procedures

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

### 3 ATS Services

- (a) Approach service may not be available every day.

### 4 Visual Reference Points (VRP)

- (a) Visual Reference Points are established for use by aerodrome and enroute traffic as follows:

| VRP                                | Co-ordinates     |
|------------------------------------|------------------|
| Brighton Marina                    | 504839N 0000603W |
| Lewes Intersection (A27(T)/A26)    | 505152N 0000127E |
| Littlehampton                      | 504846N 0003247W |
| Washington Intersection (A24/A283) | 505434N 0002428W |

## EGKA AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGKA AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGKA-2-1

Figure: HELICOPTER ROUTES AND CIRCUIT PATTERNS

AD 2-EGKA-4-1

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 02 (ACFT CAT A,B) - ICAO

AD 2-EGKA-8-1

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 02 (ACFT CAT A,B) - ICAO

AD 2-EGKA-8-2

Figure: INSTRUMENT APPROACH CHART VDF RWY 02 (ACFT CAT A,B) - ICAO

AD 2-EGKA-8-3

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 20 (ACFT CAT A,B) - ICAO

AD 2-EGKA-8-4

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 (ACFT CAT A,B) - ICAO

AD 2-EGKA-8-5

Figure: RNAV (GNSS) INSTRUMENT APPROACH PROCEDURE CODING TABLES RWY 02

AD 2-EGKA-8-7

Figure: RNAV (GNSS) INSTRUMENT APPROACH PROCEDURE CODING TABLES RWY 20

AD 2-EGKA-8-8

## EGPO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                                                         |
|---|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Marshalling provided for all stands.                                                                                                                                                                                                                                    |
| 2 | Runway and taxiway markings and lighting                                                                      | <b>Runway marking aid(s):</b><br>: Runway designators and centre-line markings. Edge lines, TDZ markings on Runway 18/36. Yellow lead on/off lines to all runways.<br><br><b>Taxiway marking aid(s):</b><br>: Yellow centre-line markings. Taxi holding point markings. |
| 3 | Stop bars                                                                                                     | A1, B1, C1, F1                                                                                                                                                                                                                                                          |
| 4 | Remarks                                                                                                       | 2 illuminated wind direction indicators                                                                                                                                                                                                                                 |

## EGPO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| 36/APPROACH 18/TAKE-OFF    | Vehicles      | 581212.26N<br>0061943.98W | 38 ft            |  | No                               |         |
| 36/APPROACH 18/TAKE-OFF    | Vehicles      | 581211.68N<br>0061953.34W | 48 ft            |  | No                               |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | Mast          | 581323.09N<br>0062905.52W | 666 ft           |  | No                               |         |
|                                   | Mast          | 581322.19N<br>0062543.63W | 418 ft           |  | No                               |         |
|                                   | Monument      | 581318.72N<br>0062401.19W | 332 ft           |  | No                               |         |
|                                   | NDB           | 581255.73N<br>0061944.69W | 44 ft            |  | Yes                              |         |
|                                   | Building      | 581249.15N<br>0062006.90W | 52 ft            |  | No                               |         |
|                                   | DF Aerial     | 581247.96N<br>0061936.05W | 27 ft            |  | Yes                              |         |
|                                   | Buildings     | 581233.05N<br>0062101.96W | 109 ft           |  | No                               |         |
|                                   | Hill          | 580918.64N<br>0062226.96W | 348 ft           |  | No                               |         |

## EGPO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                                                      |
|----|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                                                                 |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                                                  |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 hours                                                                      |
| 4  | Trend forecast<br>Interval of issuance                                 |                                                                                                      |
| 5  | Briefing/consultation provided                                         | Self briefing provided by ATS.                                                                       |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text. TAFs/METARs.<br>English                                      |
| 7  | Charts and other information available for briefing or<br>consultation | Available on request from ATC.                                                                       |
| 8  | Supplementary equipment available for providing infor-<br>mation       | Tel: ATIS (01851-707444 – H24).                                                                      |
| 9  | ATS units provided with information                                    | STORNOWAY.                                                                                           |
| 10 | Additional information (limitation of service, etc.)                   | Outside aerodrome hours unverified automatic observations via ATIS on<br>the telephone (see item 8). |

## EGPO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY<br>Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN)           | THR co-ordinates/<br>THR Geoid undu-<br>lation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|----------------------------|--------------|-------------------|-----------------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------|
| 1                          | 2            | 3                 | 4                                                   | 5                                              | 6                                                                     |
| 18                         | 174.28°      | 2315 x 46 m       | RWY surface: Asphalt,<br>grooved.<br>PCN 47/F/A/W/T | 581327.78N<br>0061957.85W<br>184 ft            | THR 16 ft                                                             |
| 36                         | 354.28°      | 2315 x 46 m       | RWY surface: Asphalt,<br>grooved.<br>PCN 47/F/A/W/T | 581220.66N<br>0061945.11W<br>184 ft            | THR 15 ft                                                             |
| 06                         | 059.87°      | 1000 x 23 m       | RWY surface: Asphalt.<br>PCN 9/F/B/Y/U              | 581242.81N<br>0062012.82W<br>184 ft            | THR 26 ft                                                             |
| 24                         | 239.88°      | 1000 x 23 m       | RWY surface: Asphalt.<br>PCN 9/F/B/Y/U              | 581259.02N<br>0061919.88W<br>184 ft            | THR 21 ft                                                             |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                |
|----------------------|----------------|---------------------|------------------|-----|--------------------------------------------------------------------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                                                                                     |
|                      |                |                     |                  |     | RWY 18<br><br>Threshold displaced by<br>120 m.                                                         |
|                      |                |                     |                  |     | RWY 36<br><br>The 120 m of asphalt<br>south of Runway 36<br>threshold is unfit for<br>use by aircraft. |
|                      |                |                     |                  |     | RWY 06                                                                                                 |
|                      |                |                     |                  |     | RWY 24                                                                                                 |

## EGPB AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |               |                           |                  |   |                                  |
|-----------------------------------|---------------|---------------------------|------------------|---|----------------------------------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |   | Obstruction Lighting Type/Colour |
| 1                                 | 2             | 3                         | 4                | 5 | 6                                |
| (EGPB3215)                        | Aerial        | 595114.10N<br>0011630.01W | 346 ft           |   | No                               |

## EGPB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                                                                                    |   |
|----|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|---|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.                                                                               | → |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                                                |   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 hours.                                                                   | ⇒ |
| 4  | Trend forecast<br>Interval of issuance                                 | TREND<br>30 minutes.                                                                               | → |
| 5  | Briefing/consultation provided                                         | Self briefing/telephone.                                                                           |   |
| 6  | Flight documentation<br>Language(s) used                               | Charts abbreviated plain language text<br>English                                                  |   |
| 7  | Charts and other information available for briefing or<br>consultation |                                                                                                    |   |
| 8  | Supplementary equipment available for providing infor-<br>mation       |                                                                                                    |   |
| 9  | ATS units provided with information                                    | SUMBURGH.                                                                                          |   |
| 10 | Additional information (limitation of service, etc.)                   | Outside aerodrome hours unverified automatic observation via ATIS is<br>available on 01950-461037. |   |

## EGPB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN)              | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|--------------------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                                | 5                                      | 6                                                            |
| 09                      | 083.56°      | 1500 x 45 m       | RWY surface: Asphalt, grooved.<br>PCN 20/F/B/W/T | 595250.97N<br>0011819.03W<br>161 ft    | THR 20 ft                                                    |
| 27                      | 263.58°      | 1500 x 45 m       | RWY surface: Asphalt, grooved.<br>PCN 20/F/B/W/T | 595255.70N<br>0011655.59W<br>161 ft    | THR 21 ft                                                    |
| 15                      | 143.41°      | 1426 x 46 m       | RWY surface: Asphalt, grooved.<br>PCN 31/F/B/X/T | 595249.87N<br>0011754.57W<br>161 ft    | THR 7 ft                                                     |
| 33                      | 323.42°      | 1426 x 46 m       | RWY surface: Asphalt, grooved.<br>PCN 31/F/B/X/T | 595222.58N<br>0011714.28W<br>161 ft    | THR 8 ft                                                     |
| 06                      | 053.44°      | 550 x 45 m        | RWY surface: Asphalt.<br>PCN 31/F/B/X/T          | 595229.15N<br>0011725.70W<br>161 ft    | THR 8 ft                                                     |
| 24                      | 233.45°      | 550 x 45 m        | RWY surface: Asphalt.<br>PCN 31/F/B/X/T          | 595239.61N<br>0011657.64W<br>161 ft    | THR 20 ft                                                    |

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                            |
|-------------------|----------------|---------------------|------------------|-----|--------------------------------------------------------------------|
| 7                 | 8              | 9                   | 10               | 11  | 12                                                                 |
|                   |                |                     |                  |     | RWY 09<br>Runway 09 undershoot<br>RESA is limited to 75<br>m only. |
|                   |                |                     |                  |     | RWY 27<br>Runway 27 undershoot<br>RESA is limited to 60<br>m only. |
|                   |                |                     |                  |     | RWY 15                                                             |
|                   |                |                     |                  |     | RWY 33                                                             |
|                   |                |                     |                  |     | RWY 06<br>Helicopter runway                                        |
|                   |                |                     |                  |     | RWY 24<br>Helicopter runway                                        |

## EGPU — TIREE

## EGPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPU — TIREE

## EGPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                            |
|---|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 562957N Long: 0065209W<br>Mid point of Runway 05/23.                                                  |
| 2 | Direction and distance from city                                                     | 2.5 nm NNE Balemartine.                                                                                    |
| 3 | Elevation / Reference temperature                                                    | 38 ft / 14 C                                                                                               |
| 4 | Geoid undulation at AD ELEV PSN                                                      | 186 FT                                                                                                     |
| 5 | Magnetic Variation/ Annual Change                                                    | 3.98°W (2017) / 0.18°                                                                                      |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | HAL<br>Post: Tiree Aerodrome, Isle of Tiree, Argyll, PA77 6UW.<br>Phone: 01879-220456<br>Fax: 01879-220714 |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | VFR                                                                                                        |
| 8 | Remarks                                                                              |                                                                                                            |

## EGPU AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                                     |
|----|----------------------------|-------------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | Winter: Mon-Sat 0930-1800; Sun 1500-1615. Summer: Mon-Sat 0830-1700; Sun 1400-1515. |
| 2  | Customs and Immigration    |                                                                                     |
| 3  | Health and sanitation      |                                                                                     |
| 4  | AIS Briefing Office        |                                                                                     |
| 5  | ATS Reporting Office (ARO) |                                                                                     |
| 6  | MET Briefing Office        |                                                                                     |
| 7  | Air Traffic Service        | As AD hours. See also AD 2.18                                                       |
| 8  | Fuelling                   | Not applicable.                                                                     |
| 9  | Handling                   | By arrangement with HAL                                                             |
| 10 | Security                   | On request                                                                          |
| 11 | De-icing                   |                                                                                     |
| 12 | Remarks                    | This aerodrome is strictly <b>PPR</b> and arrival/departure times may be allocated. |

## EGPU AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |  |
|---|-----------------------------------------|--|
| 1 | Cargo handling facilities               |  |
| 2 | Fuel and oil types                      |  |
| 3 | Fuelling facilities/capacity            |  |
| 4 | De-icing facilities                     |  |
| 5 | Hangar space for visiting aircraft      |  |
| 6 | Repair facilities for visiting aircraft |  |
| 7 | Remarks                                 |  |



## EGPU AD 2.5 PASSENGER FACILITIES

|   |                      |                                                                                  |
|---|----------------------|----------------------------------------------------------------------------------|
| 1 | Hotels               |                                                                                  |
| 2 | Restaurants          |                                                                                  |
| 3 | Transportation       |                                                                                  |
| 4 | Medical facilities   | Limited first aid available.                                                     |
| 5 | Bank and Post Office |                                                                                  |
| 6 | Tourist Office       |                                                                                  |
| 7 | Remarks              | Disabled passenger handling and wheelchair facilities available during AD hours. |

## EGPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                       |
|---|---------------------------------------------|---------------------------------------|
| 1 | AD category for fire fighting               | RFF Category A3                       |
| 2 | Rescue equipment                            |                                       |
| 3 | Capability for removal of disabled aircraft | Limited                               |
| 4 | Remarks                                     | <b>RFF Category 4</b> by arrangement. |

## EGPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

|   |                            |                                               |
|---|----------------------------|-----------------------------------------------|
| 1 | Type of clearing equipment | Mechanical, chemical de-icing.                |
| 2 | Clearance priorities       | R/W's, Taxiway, Apron, Airport Domestic Area. |
| 3 | Remarks                    | Latest Information from - 01879 220456.       |

## EGPU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                             |                                                                          |
|---|---------------------------------------------|--------------------------------------------------------------------------|
| 1 | Apron surface and strength                  | MAIN APRON<br>Surface: Asphalt.                                          |
| 2 | Taxiway width, surface and strength         | Taxiway A: 13 m. Surface: Asphalt.<br>Taxiway C: 14 m. Surface: Asphalt. |
| 3 | Altimeter checkpoint location and elevation | Apron 34 FT                                                              |
| 4 | VOR checkpoints                             |                                                                          |
| 5 | INS checkpoints                             |                                                                          |
| 6 | Remarks                                     |                                                                          |

## EGPU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                 |
|---|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands |                                                                                 |
| 2 | Runway and taxiway markings and lighting                                                                      | <b>Runway marking aid(s):</b><br>: Runway designators and centre-line markings. |
| 3 | Stop bars                                                                                                     | A11, B1, C                                                                      |
| 4 | Remarks                                                                                                       | Three wind direction indicators, two illuminated at Runways 05 and 23.          |

## EGPU AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |               |                           |                  |  |                                  |         |
|----------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2             | 3                         | 4                |  | 5                                | 6       |
| 05/APPROACH 23/TAKE-OFF    | Building      | 562933.24N<br>0065259.52W | 61 ft            |  | No                               |         |
| 05/APPROACH 23/TAKE-OFF    | Building      | 562926.36N<br>0065259.12W | 68 ft            |  | No                               |         |
| 23/APPROACH 05/TAKE-OFF    | Building      | 563215.84N<br>0064818.54W | 84 ft            |  | No                               |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | Hill          | 563121.24N<br>0065119.53W | 112 ft           |  | No                               |         |
|                                   | Hill          | 563032.14N<br>0065744.06W | 389 ft           |  | No                               |         |
|                                   | Building      | 563028.46N<br>0064917.76W | 134 ft           |  | No                               |         |
|                                   | Hill          | 563017.43N<br>0065355.01W | 104 ft           |  | No                               |         |
|                                   | Mast          | 563013.20N<br>0065751.14W | 423 ft           |  | No                               |         |
|                                   | Mast          | 562959.57N<br>0064825.38W | 127 ft           |  | No                               |         |
|                                   | Dome          | 562719.74N<br>0065522.98W | 530 ft           |  | No                               |         |
|                                   | Hill          | 562719.10N<br>0065524.24W | 462 ft           |  | No                               |         |

## EGPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |                                 |   |
|----|------------------------------------------------------------------------|---------------------------------|---|
| 1  | Associated MET Office                                                  | MET OFFICE ABERDEEN.            | → |
| 2  | Hours of service<br>MET Office outside hours                           | H24                             |   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | MET OFFICE ABERDEEN.<br>9 Hours | → |
| 4  | Trend forecast<br>Interval of issuance                                 |                                 |   |
| 5  | Briefing/consultation provided                                         |                                 |   |
| 6  | Flight documentation<br>Language(s) used                               | TAF/METAR<br>English            |   |
| 7  | Charts and other information available for briefing or<br>consultation | Available on request from ATS.  |   |
| 8  | Supplementary equipment available for providing infor-<br>mation       |                                 |   |
| 9  | ATS units provided with information                                    | TIREE.                          |   |
| 10 | Additional information (limitation of service, etc.)                   |                                 |   |

## EGPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN) | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|-------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                   | 5                                      | 6                                                            |
| 05                      | 047.10°      | 1472 x 30 m       | RWY surface: Asphalt.               | 562940.97N<br>0065240.34W<br>186 ft    | THR 30 ft                                                    |
| 23                      | 227.11°      | 1472 x 30 m       | RWY surface: Asphalt.               | 563010.89N<br>0065142.11W<br>186 ft    | THR 20 ft                                                    |
| 11                      | 107.06°      | 799 x 19 m        | RWY surface: Asphalt.               | 563007.77N<br>0065245.48W<br>186 ft    | THR 38 ft                                                    |
| 29                      | 287.07°      | 799 x 19 m        | RWY surface: Asphalt.               | 563000.10N<br>0065200.31W<br>186 ft    | THR 25 ft                                                    |
| 17                      | 167.13°      | 792 x 18 m        | RWY surface: Concrete.              | 563025.29N<br>0065239.06W<br>186 ft    | THR 32 ft                                                    |
| 35                      | 347.13°      | 792 x 18 m        | RWY surface: Concrete.              | 563000.32N<br>0065228.75W<br>186 ft    | THR 31 ft                                                    |

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                              |
|-------------------|----------------|---------------------|------------------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                 | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                   |
|                   |                |                     |                  |     | RWY 05<br><br>Runway is not available for taxiing, take-off or landing to aircraft with MTWA in excess of 13000 kg with the exception of SAAB 340 and Dornier 328.                                                                   |
|                   |                |                     |                  |     | RWY 23<br><br>Runway is not available for taxiing, take-off or landing to aircraft with MTWA in excess of 13000 kg with the exception of SAAB 340 and Dornier 328. Threshold displaced by 122 m to provide 1:50 over boundary fence. |
|                   |                |                     |                  |     | RWY 11                                                                                                                                                                                                                               |
|                   |                |                     |                  |     | RWY 29                                                                                                                                                                                                                               |
|                   |                |                     |                  |     | RWY 17                                                                                                                                                                                                                               |
|                   |                |                     |                  |     | RWY 35                                                                                                                                                                                                                               |

## EGPU AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks |
|-------------------|--------|--------|--------|--------|---------|
| 1                 | 2      | 3      | 4      | 5      | 6       |
| 05                | 1402 m | 1472 m | 1402 m | 1402 m |         |
| 23                | 1402 m | 1472 m | 1472 m | 1350 m |         |
| 11                | 799 m  | 799 m  | 799 m  | 799 m  |         |
| 29                | 799 m  | 799 m  | 799 m  | 799 m  |         |
| 17                | 792 m  | 792 m  | 792 m  | 792 m  |         |
| 35                | 792 m  | 792 m  | 792 m  | 792 m  |         |

## EGNO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                         |
|---|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands |                                                                                         |
| 2 | Runway and taxiway markings and lighting                                                                      |                                                                                         |
| 3 | Stop bars                                                                                                     | Stopbars at Runway Entrance Points are in operation during all Aerodrome opening hours. |
| 4 | Remarks                                                                                                       |                                                                                         |

## EGNO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |                  |                           |                  |                                  |         |
|------------------------------------|------------------|---------------------------|------------------|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type    | Obstacle Position         | Elevation/Height | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2                | 3                         | 4                | 5                                | 6       |
| (EGNO8254) 07/TAKE-OFF             | Tree             | 534502.43N<br>0025136.63W | 81.31 ft         | No                               |         |
| (EGNO8253) 07/TAKE-OFF             | Tree             | 534501.40N<br>0025138.62W | 75.48 ft         | No                               |         |
| (EGNO7290) 07/TAKE-OFF             | Tree             | 534501.31N<br>0025137.82W | 76.08 ft         | No                               |         |
| (EGNO7298) 07/TAKE-OFF             | Tree             | 534459.85N<br>0025135.94W | 79.92 ft         | No                               |         |
| (EGNO7104) 07/APPROACH 25/TAKE-OFF | Tree             | 534429.65N<br>0025421.67W | 67.19 ft         | No                               |         |
| (EGNO6553) 07/APPROACH 25/TAKE-OFF | Tree             | 534425.89N<br>0025406.96W | 46.82 ft         | No                               |         |
| 07/APPROACH 25/TAKE-OFF            | Crash Gate       | 534425.86N<br>0025406.72W | 42.03 ft         | No                               |         |
| (EGNO8201) 07/APPROACH 25/TAKE-OFF | Tree             | 534424.05N<br>0025412.18W | 48.73 ft         | No                               |         |
| (EGNO8238) 07/APPROACH 25/TAKE-OFF | Tree             | 534423.59N<br>0025416.59W | 53.59 ft         | No                               |         |
| (EGNO8241) 07/APPROACH 25/TAKE-OFF | Tree             | 534423.42N<br>0025417.51W | 55.86 ft         | No                               |         |
| (EGNO7287) 25/APPROACH 07/TAKE-OFF | Tree             | 534502.99N<br>0025136.43W | 96.88 ft         | No                               |         |
| (EGNO7288) 25/APPROACH 07/TAKE-OFF | Tree             | 534502.85N<br>0025136.35W | 91.54 ft         | No                               |         |
| 25/APPROACH 07/TAKE-OFF            | Vehicles on Road | 534501.10N<br>0025138.83W | 67.78 ft         | No                               |         |
| 25/APPROACH 07/TAKE-OFF            | Fence            | 534500.51N<br>0025144.64W | 67.62 ft         | No                               |         |

| In circling area and at aerodrome |               |                           |                  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                | 5                                | 6       |
|                                   | Pylon         | 534723.96N<br>0025040.13W | 256.53 ft        | No                               |         |
|                                   | Pylon         | 534604.94N<br>0025358.93W | 217.49 ft        | No                               |         |
|                                   | Pylon         | 534515.61N<br>0024555.21W | 304.23 ft        | No                               |         |
|                                   | Building      | 534456.52N<br>0025211.37W | 82.91 ft         | No                               |         |
|                                   | Fence         | 534454.86N<br>0025211.49W | 64.14 ft         | No                               |         |
|                                   | GP Mast       | 534448.80N<br>0025214.04W | 95.34 ft         | No                               |         |
|                                   | Tower         | 534448.66N<br>0025324.68W | 116.40 ft        | No                               |         |
|                                   | Aerial        | 534444.71N<br>0025334.30W | 94.42 ft         | No                               |         |

## EGNO AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
|                                   | ATC Aerial    | 534444.30N<br>0025320.11W | 86.25 ft         |  | No                               |         |
|                                   | Aerial        | 534444.30N<br>0025349.94W | 127.52 ft        |  | No                               |         |
|                                   | Mast          | 534443.84N<br>0025333.24W | 75.49 ft         |  | Yes                              |         |
|                                   | Tacan Tower   | 534430.29N<br>0025306.56W | 108.50 ft        |  | Yes                              |         |
|                                   | Radar         | 534420.18N<br>0025337.31W | 150.79 ft        |  | Yes                              |         |
|                                   | Pylon         | 534348.07N<br>0024829.82W | 177.92 ft        |  | No                               |         |

## EGNO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                                                      |
|----|---------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                               | MET OFFICE ABERDEEN.                                                                 |
| 2  | Hours of service<br>MET Office outside hours                        | H24                                                                                  |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE ABERDEEN.<br>9 hours                                                      |
| 4  | Trend forecast<br>Interval of issuance                              |                                                                                      |
| 5  | Briefing/consultation provided                                      | Self-briefing in BAES Corporate Air Travel Ops Room.                                 |
| 6  | Flight documentation<br>Language(s) used                            | Charts available. TAFs/METARs.<br>English.                                           |
| 7  | Charts and other information available for briefing or consultation | Data available in BAES Corporate Air Travel Ops room.                                |
| 8  | Supplementary equipment available for providing information         | Copperchase PC based information system for aerodrome weather and NOTAM information. |
| 9  | ATS units provided with information                                 | WARTON.                                                                              |
| 10 | Additional information (limitation of service, etc.)                | Warton provides Met observations half hourly during aerodrome operating hours.       |

## EGNO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing   | Dimensions of RWY   | Surface of RWY/<br>SWY/<br>Strength (PCN)        | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY                                                                                           |
|-------------------------|----------------|---------------------|--------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                       | 2              | 3                   | 4                                                | 5                                         | 6                                                                                                                                                               |
| 07                      | 071.15°        | 2422 x 46 m         | RWY surface: Asphalt, grooved.<br>PCN 47/F/C/W/T | 534429.77N<br>0025401.23W<br>171 ft       | THR 30 ft                                                                                                                                                       |
| 25                      | 251.18°        | 2422 x 46 m         | RWY surface: Asphalt, grooved.<br>PCN 47/F/C/W/T | 534454.40N<br>0025159.43W<br>171 ft       | THR 55 ft                                                                                                                                                       |
| Slope of RWY/<br>SWY    | SWY dimensions | Clearway dimensions | Strip Dimensions                                 | OFZ                                       | Remarks                                                                                                                                                         |
| 7                       | 8              | 9                   | 10                                               | 11                                        | 12                                                                                                                                                              |
|                         |                |                     |                                                  |                                           | RWY 07<br>Landing threshold displaced by 64 m.<br><br><b>Over-run Areas.</b><br><br>Runway 07/25 threshold areas have yellow non-standard paint markings demon- |

## EGNO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                                                                                                                                                                          |
|----------------------|----------------|---------------------|------------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                                                                                                                                                                                                                                                                                               |
|                      |                |                     |                  |     | strating the nosewheel guidance for <b>trials aircraft only</b> .<br><br>The transverse gradient of the runway strip on the north side of Runway 07/25 is 3% for the first 500 m of Runway 25.                                                                                                                   |
|                      |                |                     |                  |     | RWY 25<br><b>Over-run Areas.</b><br><br>Runway 07/25 threshold areas have yellow non-standard paint markings demonstrating the nosewheel guidance for <b>trials aircraft only</b> .<br><br>The transverse gradient of the runway strip on the north side of Runway 07/25 is 3% for the first 500 m of Runway 25. |

## EGNO AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks |
|-------------------|--------|--------|--------|--------|---------|
| 1                 | 2      | 3      | 4      | 5      | 6       |
| 07                | 2422 m | 2697 m | 2422 m | 2358 m |         |
| 25                | 2341 m | 2491 m | 2341 m | 2341 m |         |

## EGNO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting<br>Type/<br>Length/<br>Intensity | Threshold lighting<br>Colour/<br>Wing bars | VASIS/<br>MEHT/<br>PAPI  | TDZ<br>lighting<br>Length | Runway<br>Centre Line<br>lighting<br>Length/<br>Spacing/<br>Colour/<br>Intensity | Runway<br>edge<br>lighting<br>Length/<br>Spacing/<br>Colour/<br>Intensity                                                      | Runway<br>end<br>lighting<br>Colour/<br>Wing bars        | Stopway<br>lighting<br>Length/<br>Colour | Remarks                                                                                                                                                                                                                                                         |
|-----|----------------------------------------------------|--------------------------------------------|--------------------------|---------------------------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | 2                                                  | 3                                          | 4                        | 5                         | 6                                                                                | 7                                                                                                                              | 8                                                        | 9                                        | 10                                                                                                                                                                                                                                                              |
| 07  |                                                    | HI flush Green elevated green wingbars     | PAPI Both sides/3° 32 ft |                           |                                                                                  | HI bi-directional with LI omni-directional component 200 ft intervals. RWY Edge lights - last third are uni-directional amber. | Blue. Red wingbars. End lights marked as a starter strip |                                          | <b>Approach Lighting:</b><br>HI (White) centre-line Uni-directional 2 crossbars extending 911 m from THR<br>LI (Red) omni-directional centre-line 2 crossbars extending 911 m from THR<br><br><b>PAPI Dist from Thr:</b><br>229 m                               |
| 25  | Light intensity high.                              | HI flush Green elevated green wingbars     | PAPI Both sides/3° 34 ft |                           |                                                                                  | HI bi-directional with LI omni-directional component 200 ft intervals. RWY Edge lights - last third are uni-directional amber. | Blue. Red wingbars. End lights marked as a starter strip |                                          | <b>Approach Lighting:</b><br>HI Modified Coded centre-line Uni-directional 5 crossbars 879 m<br>Red T bar 450 m omni-directional<br><br>RWY 25 Irregular spacing of centre-line lights between 3rd and 4th crossbar.<br><br><b>PAPI Dist from Thr:</b><br>284 m |

## EGNO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                                                                                                  |
|---|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      | IBN: 534420.89N 0025250.46W<br>'WQ'<br>H24                                                       |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 534448.15N 0025215.48W - 534436.66N 0025345.93W                                      |
| 3 | TWY edge and centre line lighting                             |                                                                                                  |
| 4 | Secondary power supply/switch-over time                       | Standby diesel generator which automatically operates within 3 seconds of a mains power failure. |
| 5 | Remarks                                                       |                                                                                                  |

## EGNO AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

## EGNO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits                                                                       | Vertical Limits                          | Airspace Class | ATS unit callsign/ language | Transition Altitude | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|-----------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                    | 2                                        | 3              | 4                           | 5                   | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| WARTON ATZ<br>A circle, 2.5 nm radius centred at 534442N 0025302W on longest notified runway (07/25) | Upper limit: 2000 ft<br>Lower limit: SFC | G              | WARTON APPROACH<br>English  | 3000 ft             | <b>Hours:</b> <ul style="list-style-type: none"> <li>(a) The ATZ is hereby notified as being active H24 for the purposes of Rule 11 of the Rules of the Air Regulations 2015. An exemption has been granted by the CAA to allow the actual hours of watch of the ATC service at the aerodrome to be less than 24 hours.</li> <li>(b) The actual hours of watch of the ATC service at the aerodrome are variable but will not be less than: Winter 0730-1830 Mon-Fri. Summer 0630-1730 Mon-Fri.</li> <li>(c) Pilots wishing permission to enter Warton ATZ should in the first instance attempt to obtain that permission from Warton ATC on 129.525 MHz. If no response is obtained from Warton ATC, pilots wishing permission to enter Warton ATZ must obtain permission from Blackpool ATC Unit on 119.950 MHz.</li> <li>(d) When flying within the Warton ATZ upon the basis of a permission obtained from Blackpool ATC Unit a continuous watch must be maintained on the Blackpool ATC frequency of 119.950 MHz. Pilots must communicate their position and height to Blackpool ATC on that frequency when entering the ATZ and immediately prior to leaving it.</li> <li>(e) Blackpool ATC is itself not manned H24. Accordingly, it may be that pilots will be unable to obtain positive flight information from either Warton ATC or Blackpool</li> </ul> |

## EGBW — WELLESBOURNE MOUNTFORD

### EGBW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBW — WELLESBOURNE MOUNTFORD

### EGBW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                                                                                         |
|---|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 521132N Long: 0013652W<br>Mid point of Runway 18/36.                                                                                                                                                                                                               |
| 2 | Direction and distance from city                                                     | 3.3 nm E from Stratford-on-Avon.                                                                                                                                                                                                                                        |
| 3 | Elevation / Reference temperature                                                    | 159 ft / 18 C                                                                                                                                                                                                                                                           |
| 4 | Geoid undulation at AD ELEV PSN                                                      |                                                                                                                                                                                                                                                                         |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.12°W (2017) / 0.15°                                                                                                                                                                                                                                                   |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | RADARMOOR LTD.<br>Post: Wellesbourne Mountford Aerodrome, Wellesbourne, Warwickshire, CV35 9EU.<br>Phone: 01789-842007 (Administration)<br>Phone: 01789-842000 (Tower)<br>Fax: 01789-470465<br>Email: tower@wellesbournearfield.com<br>URL: www.wellesbournearfield.com |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | VFR                                                                                                                                                                                                                                                                     |
| 8 | Remarks                                                                              |                                                                                                                                                                                                                                                                         |

### EGBW AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                                                                                 |
|----|----------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| 1  | Aerodrome Operator         | Winter: 0900-1730 or SS + 30 whichever is the earlier (and by arrangement). Summer: 0800-1630 (and by arrangement).             |
| 2  | Customs and Immigration    | By arrangement.                                                                                                                 |
| 3  | Health and sanitation      |                                                                                                                                 |
| 4  | AIS Briefing Office        |                                                                                                                                 |
| 5  | ATS Reporting Office (ARO) |                                                                                                                                 |
| 6  | MET Briefing Office        |                                                                                                                                 |
| 7  | Air Traffic Service        | As AD Hours (and by arrangement). See AD 2.18                                                                                   |
| 8  | Fuelling                   | As AD Hours minus 15 minutes.                                                                                                   |
| 9  | Handling                   |                                                                                                                                 |
| 10 | Security                   |                                                                                                                                 |
| 11 | De-icing                   |                                                                                                                                 |
| 12 | Remarks                    | This aerodrome is <b>PPR</b> (by telephone at weekends).<br>Out of hours movements, refuelling and night flying by arrangement. |

### EGBW AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                                                     |
|---|-----------------------------------------|-------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities               |                                                                                     |
| 2 | Fuel and oil types                      | AVTUR JET A-1<br>AVGAS 100LL<br>80, 100, W80, W100, 15W50, W100+<br>Helix, Turbine. |
| 3 | Fuelling facilities/capacity            |                                                                                     |
| 4 | De-icing facilities                     |                                                                                     |
| 5 | Hangar space for visiting aircraft      |                                                                                     |
| 6 | Repair facilities for visiting aircraft |                                                                                     |
| 7 | Remarks                                 |                                                                                     |



**EGBW AD 2.5 PASSENGER FACILITIES**

|   |                      |                                                                                                |
|---|----------------------|------------------------------------------------------------------------------------------------|
| 1 | Hotels               | Hotels available within 1 mile.                                                                |
| 2 | Restaurants          |                                                                                                |
| 3 | Transportation       | Taxis available on request. Nearest railway stations: Stratford-upon-Avon and Warwick Parkway. |
| 4 | Medical facilities   |                                                                                                |
| 5 | Bank and Post Office |                                                                                                |
| 6 | Tourist Office       |                                                                                                |
| 7 | Remarks              |                                                                                                |

**EGBW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |                                             |                 |
|---|---------------------------------------------|-----------------|
| 1 | AD category for fire fighting               | RFF Category A1 |
| 2 | Rescue equipment                            |                 |
| 3 | Capability for removal of disabled aircraft |                 |
| 4 | Remarks                                     |                 |

**EGBW AD 2.7 SEASONAL AVAILABILITY - CLEARING****EGBW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

|   |                                             |                                                                                                                                                              |
|---|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength                  | Surface: Asphalt.<br>Surface: Grass.                                                                                                                         |
| 2 | Taxiway width, surface and strength         | Taxiway A: Surface: Asphalt.<br>Taxiway B: Surface: Asphalt.<br>Taxiway C: Surface: Asphalt.<br>Taxiway D: Surface: Asphalt.<br>Taxiway E: Surface: Asphalt. |
| 3 | Altimeter checkpoint location and elevation |                                                                                                                                                              |
| 4 | VOR checkpoints                             |                                                                                                                                                              |
| 5 | INS checkpoints                             |                                                                                                                                                              |
| 6 | Remarks                                     |                                                                                                                                                              |

**EGBW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

|   |                                                                                                               |  |
|---|---------------------------------------------------------------------------------------------------------------|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands |  |
| 2 | Runway and taxiway markings and lighting                                                                      |  |
| 3 | Stop bars                                                                                                     |  |
| 4 | Remarks                                                                                                       |  |

## EGBW AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas |                  |                           |                  |  |                                  |         |
|----------------------------|------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation    | Obstacle Type    | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                          | 2                | 3                         | 4                |  | 5                                | 6       |
| 18/APPROACH 36/TAKE-OFF    | Vehicles on Road | 521152.99N<br>0013654.16W | 167 ft           |  | No                               |         |
| 36/APPROACH 18/TAKE-OFF    | Concrete Posts   | 521102.68N<br>0013647.62W | 160 ft           |  | No                               |         |
| 36/APPROACH 18/TAKE-OFF    | Tree             | 521057.73N<br>0013648.52W | 204 ft           |  | No                               |         |
| 05/APPROACH 23/TAKE-OFF    | Vehicles on Road | 521111.15N<br>0013708.04W | 175 ft           |  | No                               |         |
| 23/APPROACH 05/TAKE-OFF    | Storage Building | 521139.00N<br>0013621.00W | 198 ft           |  | No                               |         |
| 23/APPROACH 05/TAKE-OFF    | Trees            | 521127.13N<br>0013637.46W | 186 ft           |  | No                               |         |

| In circling area and at aerodrome |                  |                           |                  |  |                                  |         |
|-----------------------------------|------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type    | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2                | 3                         | 4                |  | 5                                | 6       |
|                                   | Wooded Hill      | 521030.73N<br>0013654.75W | 375 ft           |  | No                               |         |
|                                   | Storage Building | 521122.98N<br>0013641.87W | 198 ft           |  | No                               |         |

## EGBW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                                                                                                                  |
|----|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                               |                                                                                                                                                  |
| 2  | Hours of service<br>MET Office outside hours                        |                                                                                                                                                  |
| 3  | Office responsible for TAF preparation<br>Periods of validity       |                                                                                                                                                  |
| 4  | Trend forecast<br>Interval of issuance                              |                                                                                                                                                  |
| 5  | Briefing/consultation provided                                      |                                                                                                                                                  |
| 6  | Flight documentation<br>Language(s) used                            |                                                                                                                                                  |
| 7  | Charts and other information available for briefing or consultation |                                                                                                                                                  |
| 8  | Supplementary equipment available for providing information         |                                                                                                                                                  |
| 9  | ATS units provided with information                                 |                                                                                                                                                  |
| 10 | Additional information (limitation of service, etc.)                | Unofficial MET available: <a href="http://www.wellesbourneairfield.com/weatherdisplay.html">www.wellesbourneairfield.com/weatherdisplay.html</a> |

## EGBW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN) | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|-------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                         | 5                                         | 6                                                                     |
| 18                      | 175.90°      | 917 x 23 m        | RWY surface: Asphalt.                     | 521146.67N<br>0013653.47W                 | THR 152 ft                                                            |
| 36                      | 355.90°      | 917 x 23 m        | RWY surface: Asphalt.                     | 521117.22N<br>0013650.22W                 | THR 157 ft                                                            |
| 05                      | 045.90°      | 587 x 18 m        | RWY surface: Asphalt.                     | 521114.08N<br>0013703.20W                 | THR 159 ft                                                            |

**EGBW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)**

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN) | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|-------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                   | 5                                      | 6                                                            |
| 23                      | 225.90°      | 587 x 18 m        | RWY surface: Asphalt.               | 521127.34N<br>0013641.29W              | THR 156 ft                                                   |

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks |
|-------------------|----------------|---------------------|------------------|-----|---------|
| 7                 | 8              | 9                   | 10               | 11  | 12      |
|                   |                |                     |                  |     | RWY 18  |
|                   |                |                     |                  |     | RWY 36  |
|                   |                |                     |                  |     | RWY 05  |
|                   |                |                     |                  |     | RWY 23  |

**EGBW AD 2.13 DECLARED DISTANCES**

| Runway designator | TORA  | TODA  | ASDA  | LDA   | Remarks |
|-------------------|-------|-------|-------|-------|---------|
| 1                 | 2     | 3     | 4     | 5     | 6       |
| 05                | 587 m | 587 m | 587 m | 587 m |         |
| 23                | 587 m | 587 m | 587 m | 587 m |         |
| 18                | 917 m | 917 m | 917 m | 917 m |         |
| 36                | 917 m | 917 m | 917 m | 917 m |         |

**EGBW AD 2.14 APPROACH AND RUNWAY LIGHTING**

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/ Wing bars | VASIS/ MEHT/ PAPI     | TDZ lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks                   |
|-----|-------------------------------------------|--------------------------------------|-----------------------|---------------------|----------------------------------------------------------------|---------------------------------------------------------|---------------------------------------|---------------------------------|---------------------------|
| 1   | 2                                         | 3                                    | 4                     | 5                   | 6                                                              | 7                                                       | 8                                     | 9                               | 10                        |
| 18  |                                           | HI Green                             | APAPI/ 3°<br>12 ft    |                     |                                                                | HI on edge of paved area 60 m spacing                   | Red.                                  |                                 | APAPI Dist from THR: 88 m |
| 36  |                                           | HI Green                             | APAPI/ 4.25°<br>12 ft |                     |                                                                | HI on edge of paved area 60 m spacing                   | Red.                                  |                                 | APAPI Dist from THR: 66 m |

**EGBW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |                                                               |                                      |
|---|---------------------------------------------------------------|--------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      |                                      |
| 2 | LDI location and lighting<br>Anemometer location and lighting |                                      |
| 3 | TWY edge and centre line lighting                             |                                      |
| 4 | Secondary power supply/switch-over time                       | Manually operated standby generator. |
| 5 | Remarks                                                       |                                      |

**EGBW AD 2.16 HELICOPTER LANDING AREA****INTENTIONALLY BLANK**

## EGPC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                          |
|---|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands |                                                                                                                                                                                          |
| 2 | Runway and taxiway markings and lighting                                                                      | <b>Taxiway marking aid(s):</b><br>: Yellow centre-line.                                                                                                                                  |
| 3 | Stop bars                                                                                                     |                                                                                                                                                                                          |
| 4 | Remarks                                                                                                       | <b>Runway:</b><br>Runway designation, centre-line and threshold markings. On Runway 13/31 HI edge, threshold wingbar and stopend lighting.<br><br>Illuminated wind direction indicators. |

## EGPC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |                |                           |                  |  |                                  |         |
|------------------------------------|----------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type  | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2              | 3                         | 4                |  | 5                                | 6       |
| 13/APPROACH 31/TAKE-OFF            | Tree           | 582753.88N<br>0030630.12W | 123 ft           |  | No                               |         |
| 13/APPROACH 31/TAKE-OFF            | Telegraph Pole | 582752.83N<br>0030630.44W | 124 ft           |  | Yes                              |         |
| 13/APPROACH 31/TAKE-OFF            | Aerial         | 582752.70N<br>0030631.01W | 136 ft           |  | No                               |         |
| 13/APPROACH 31/TAKE-OFF            | Tree           | 582747.89N<br>0030636.45W | 133 ft           |  | No                               |         |
| (EGPC6045) 13/APPROACH 31/TAKE-OFF | Windsock       | 582739.89N<br>0030543.67W | 156 ft           |  | Yes                              |         |
| (EGPC7024) 13/APPROACH 31/TAKE-OFF | Anemometer     | 582735.76N<br>0030556.77W | 155 ft           |  | Yes                              |         |
| (EGPC6041) 31/APPROACH 13/TAKE-OFF | Windsock       | 582722.71N<br>0030526.06W | 150 ft           |  | Yes                              |         |
| (EGPC6017) 31/APPROACH 13/TAKE-OFF | Anemometer     | 582716.84N<br>0030508.90W | 149 ft           |  | Yes                              |         |
| 31/APPROACH 13/TAKE-OFF            | Aerial         | 582714.32N<br>0030503.46W | 131 ft           |  | Yes                              |         |

| In circling area and at aerodrome |                |                           |                  |  |                                  |         |
|-----------------------------------|----------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type  | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2              | 3                         | 4                |  | 5                                | 6       |
| (EGPC7049)                        | Wind Turbine   | 582927.79N<br>0030939.56W | 189 ft           |  | No                               |         |
| (EGPC6081)                        | Lighthouse     | 582844.51N<br>0030303.17W | 199 ft           |  | No                               |         |
| (EGPC6082)                        | Mast           | 582843.62N<br>0030302.25W | 202 ft           |  | No                               |         |
| (EGPC6086)                        | Telegraph Pole | 582817.98N<br>0030421.97W | 180 ft           |  | No                               |         |
| (EGPC6085)                        | Pole           | 582815.79N<br>0030424.65W | 176 ft           |  | No                               |         |
| (EGPC6084)                        | Building       | 582815.71N<br>0030423.54W | 178 ft           |  | No                               |         |
| (EGPC1314)                        | Telegraph Pole | 582803.74N<br>0030922.36W | 225 ft           |  | No                               |         |
|                                   | Tree           | 582710.85N<br>0030504.20W | 144 ft           |  | No                               |         |
|                                   | Wind Turbine   | 582620.95N<br>0031430.49W | 567 ft           |  | No                               |         |
| (EGPC6077)                        | Spotlamp       | 582614.48N<br>0030733.16W | 196 ft           |  | No                               |         |
| (EGPC6078)                        | Silo           | 582614.38N<br>0030730.39W | 199 ft           |  | No                               |         |

## EGPC AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
| (EGPC7004)                        | Turbine       | 582612.64N<br>0031154.21W | 505 ft           |  | No                               |         |
|                                   | Wind Turbine  | 582610.96N<br>0031413.45W | 575 ft           |  | No                               |         |
| (EGPC7005)                        | Turbine       | 582606.79N<br>0031222.95W | 513 ft           |  | No                               |         |
| (EGPC6313)                        | Mast          | 582601.81N<br>0030511.30W | 209 ft           |  | Yes                              |         |
| (EGPC1319)                        | Tree          | 582547.09N<br>0030710.85W | 224 ft           |  | No                               |         |
| (EGPC1316)                        | Wind Turbine  | 582507.41N<br>0030713.65W | 279 ft           |  | Yes                              |         |
| (EGPC6121)                        | Mast          | 582337.80N<br>0030727.59W | 634 ft           |  | No                               |         |

## EGPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |                                                                                              |
|----|---------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                               | MET OFFICE ABERDEEN.                                                                         |
| 2  | Hours of service<br>MET Office outside hours                        | H24                                                                                          |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | MET OFFICE ABERDEEN.<br>9 hours.                                                             |
| 4  | Trend forecast<br>Interval of issuance                              |                                                                                              |
| 5  | Briefing/consultation provided                                      | Self-briefing/Telephone provided by Far North Aviation or ATC.                               |
| 6  | Flight documentation<br>Language(s) used                            | Charts abbreviated plain language text. TAFs/METARs.<br>English.                             |
| 7  | Charts and other information available for briefing or consultation | Available on request from ATC.                                                               |
| 8  | Supplementary equipment available for providing information         | Fax. ATIS on 01955-607596 (H24).                                                             |
| 9  | ATS units provided with information                                 | WICK.                                                                                        |
| 10 | Additional information (limitation of service, etc.)                | Outside aerodrome hours unverified automatic observation via ATIS on telephone number above. |

## EGPC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing   | Dimensions of RWY   | Surface of RWY/<br>SWY/<br>Strength (PCN)           | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY                                   |
|-------------------------|----------------|---------------------|-----------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------|
| 1                       | 2              | 3                   | 4                                                   | 5                                         | 6                                                                                                       |
| 13                      | 126.97°        | 1825 x 45 m         | RWY surface: Asphalt,<br>grooved.<br>PCN 20/F/B/W/T | 582744.42N<br>0030607.37W<br>167 ft       | THR 114 ft                                                                                              |
| 31                      | 306.99°        | 1825 x 45 m         | RWY surface: Asphalt,<br>grooved.<br>PCN 20/F/B/W/T | 582719.74N<br>0030504.83W<br>167 ft       | THR 114 ft                                                                                              |
| Slope of RWY/<br>SWY    | SWY dimensions | Clearway dimensions | Strip Dimensions                                    | OFZ                                       | Remarks                                                                                                 |
| 7                       | 8              | 9                   | 10                                                  | 11                                        | 12                                                                                                      |
|                         |                |                     |                                                     |                                           | RWY 13<br><br>Threshold displaced by<br>250 m.<br><br>Due to the runway profile,<br>the end of the Run- |

## EGBO — WOLVERHAMPTON/HALFPENNY GREEN

### EGBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBO — WOLVERHAMPTON/HALFPENNY GREEN

### EGBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                       | Lat: 523103.77N Long: 0021535.22W<br>Mid point of Runway 16/34.                                                                                                                                                                                                                                                                                                                                                                             |
| 2 | Direction and distance from city                                                     | 5 nm E by S of Bridgnorth                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 3 | Elevation / Reference temperature                                                    | 283 ft / 18 C                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4 | Geoid undulation at AD ELEV PSN                                                      | 166 FT                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.4°W (2017) / 0.15°                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | WOLVERHAMPTON AIRPORT LTD.<br>Post: Wolverhampton/Halfpenny Green Airport, Stourbridge, West Midlands, DY7 5DY.<br>Phone: 01384-221350 (Airport Administrator)<br>Phone: 01384-221378 (ATC)<br>Phone: 0808-100 3362 (ATC)<br>Fax: 01384-221514 (ATC)<br>Fax: 01384-221328 (Administration)<br>Email: info@wolverhamptonairport.co.uk (Administration)<br>Email: atc@wolverhamptonairport.co.uk (ATC)<br>URL: www.wolverhamptonairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | IFR/VFR                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 8 | Remarks                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                             |

### EGBO AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                |
|----|----------------------------|----------------------------------------------------------------|
| 1  | Aerodrome Operator         | Winter: 0900-1700 Summer: 0800-1700                            |
| 2  | Customs and Immigration    | By arrangement only via ATC Fax or e-mail.                     |
| 3  | Health and sanitation      |                                                                |
| 4  | AIS Briefing Office        |                                                                |
| 5  | ATS Reporting Office (ARO) |                                                                |
| 6  | MET Briefing Office        |                                                                |
| 7  | Air Traffic Service        | As AD Hours. See also AD 2.18                                  |
| 8  | Fuelling                   | From 15 minutes after opening until 15 minutes before closing. |
| 9  | Handling                   |                                                                |
| 10 | Security                   |                                                                |
| 11 | De-icing                   |                                                                |
| 12 | Remarks                    | This aerodrome is <b>PPR</b> .                                 |

### EGBO AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                                                                                        |
|---|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities               |                                                                                                                        |
| 2 | Fuel and oil types                      | AVTUR JET A-1 (with FS.II AL48 on request)<br>AVGAS 100LL<br>AVGAS UL91<br>W80, W100, 80,100, Shell 15/W50 multigrade. |
| 3 | Fuelling facilities/capacity            |                                                                                                                        |
| 4 | De-icing facilities                     |                                                                                                                        |
| 5 | Hangar space for visiting aircraft      | Limited.                                                                                                               |
| 6 | Repair facilities for visiting aircraft |                                                                                                                        |
| 7 | Remarks                                 |                                                                                                                        |

## EGBO AD 2.5 PASSENGER FACILITIES

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

## EGBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                          |
|---|---------------------------------------------|------------------------------------------|
| 1 | AD category for fire fighting               | RFF Category A1                          |
| 2 | Rescue equipment                            |                                          |
| 3 | Capability for removal of disabled aircraft |                                          |
| 4 | Remarks                                     | RFF Category 2 accepted under remission. |

## EGBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

## EGBO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                             |  |
|---|---------------------------------------------|--|
| 1 | Apron surface and strength                  |  |
| 2 | Taxiway width, surface and strength         |  |
| 3 | Altimeter checkpoint location and elevation |  |
| 4 | VOR checkpoints                             |  |
| 5 | INS checkpoints                             |  |
| 6 | Remarks                                     |  |

## EGBO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |  |
|---|---------------------------------------------------------------------------------------------------------------|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands |  |
| 2 | Runway and taxiway markings and lighting                                                                      |  |
| 3 | Stop bars                                                                                                     |  |
| 4 | Remarks                                                                                                       |  |

## EGBO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas         |                  |                           |                  |  |                                  |         |
|------------------------------------|------------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type    | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2                | 3                         | 4                |  | 5                                | 6       |
| (EGBO7166) 10/APPROACH 28/TAKE-OFF | Tree             | 523104.11N<br>0021614.39W | 303.40 ft        |  | No                               |         |
| (EGBO7164) 10/APPROACH 28/TAKE-OFF | Tree             | 523103.84N<br>0021614.62W | 299.63 ft        |  | No                               |         |
| (EGBO6808) 10/APPROACH 28/TAKE-OFF | Tree             | 523103.78N<br>0021610.09W | 283.53 ft        |  | No                               |         |
| (EGBO1567) 34/APPROACH 16/TAKE-OFF | Vehicles on Road | 523043.31N<br>0021521.70W | 296.52 ft        |  | No                               |         |
| (EGBO7025) 34/APPROACH 16/TAKE-OFF | Tree             | 523038.35N<br>0021518.07W | 324.02 ft        |  | No                               |         |

## EGBO AD 2.10 AERODROME OBSTACLES (continued)

| In Approach/Take-off areas         |               |                           |                  |  |                                  |         |
|------------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation            | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                  | 2             | 3                         | 4                |  | 5                                | 6       |
| (EGBO6036) 34/APPROACH 16/TAKE-OFF | Tree          | 523038.21N<br>0021516.50W | 325.69 ft        |  | No                               |         |
| (EGBO6040) 34/APPROACH 16/TAKE-OFF | Tree          | 523036.40N<br>0021520.81W | 316.7 ft         |  | No                               |         |

| In circling area and at aerodrome |               |                           |                  |  |                                  |         |
|-----------------------------------|---------------|---------------------------|------------------|--|----------------------------------|---------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |  | Obstruction Lighting Type/Colour | Remarks |
| 1                                 | 2             | 3                         | 4                |  | 5                                | 6       |
| (EGBO6239)                        | Pylon         | 523514.61N<br>0021433.01W | 548.85 ft        |  | No                               |         |
| (EGBO6248)                        | Pylon         | 523441.12N<br>0021520.85W | 537.89 ft        |  | No                               |         |
| (EGBO6136)                        | Tree          | 523308.30N<br>0021631.92W | 525.43 ft        |  | No                               |         |
| (EGBO6169)                        | Tree          | 523240.46N<br>0021540.81W | 515.98 ft        |  | No                               |         |
| (EGBO4114)                        | Tree          | 523236.35N<br>0021657.09W | 350.26 ft        |  | No                               |         |
| (EGBO5847)                        | Tree          | 523135.94N<br>0021611.99W | 354.86 ft        |  | No                               |         |
| (EGBO6325)                        | Tree          | 523125.48N<br>0022015.80W | 499.41 ft        |  | No                               |         |
| (EGBO5813)                        | Tree          | 523121.56N<br>0021422.07W | 532.25 ft        |  | No                               |         |
| (EGBO1039)                        | Mast          | 523118.25N<br>0021402.91W | 484.09 ft        |  | Yes                              |         |
| (EGBO6978)                        | Anem-ometer   | 523105.32N<br>0021544.28W | 310.15 ft        |  | Yes                              |         |
| (EGBO1049)                        | Tree          | 523053.62N<br>0021344.23W | 524.97 ft        |  | No                               |         |
| (EGBO6288)                        | Tree          | 523041.61N<br>0021840.31W | 493.24 ft        |  | No                               |         |
| (EGBO2005)                        | Tree          | 523035.31N<br>0021335.22W | 500.72 ft        |  | No                               |         |
| (EGBO1234)                        | Aerial        | 523030.52N<br>0021500.91W | 338.45 ft        |  | No                               |         |
| (EGBO5891)                        | Tree          | 523028.52N<br>0021443.48W | 408.6 ft         |  | No                               |         |
| (EGBO6405)                        | Tree          | 523004.40N<br>0021625.04W | 423.95 ft        |  | No                               |         |
| (EGBO6332)                        | Tree          | 522945.49N<br>0021750.62W | 488.16 ft        |  | No                               |         |
| (EGBO6353)                        | Tree          | 522921.77N<br>0021848.33W | 679.33 ft        |  | No                               |         |
| (EGBO1472)                        | Tree          | 522906.28N<br>0021842.75W | 677.33 ft        |  | No                               |         |
| (EGBO6457)                        | Tree          | 522856.79N<br>0021819.24W | 646.75 ft        |  | No                               |         |
| (EGBO6575)                        | Mast          | 522831.19N<br>0021318.54W | 519.88 ft        |  | Yes                              |         |
| (EGBO1356)                        | Tree          | 522803.90N<br>0021618.40W | 727.82 ft        |  | No                               |         |

## EGBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|   |                                              |  |
|---|----------------------------------------------|--|
| 1 | Associated MET Office                        |  |
| 2 | Hours of service<br>MET Office outside hours |  |



## EGBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

|    |                                                                     |  |
|----|---------------------------------------------------------------------|--|
| 3  | Office responsible for TAF preparation<br>Periods of validity       |  |
| 4  | Trend forecast<br>Interval of issuance                              |  |
| 5  | Briefing/consultation provided                                      |  |
| 6  | Flight documentation<br>Language(s) used                            |  |
| 7  | Charts and other information available for briefing or consultation |  |
| 8  | Supplementary equipment available for providing information         |  |
| 9  | ATS units provided with information                                 |  |
| 10 | Additional information (limitation of service, etc.)                |  |

## EGBO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/<br>SWY/<br>Strength (PCN) | THR co-ordinates/<br>THR Geoid undulation | THR elevation/<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
|-------------------------|--------------|-------------------|-------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                         | 5                                         | 6                                                                     |
| 16                      | 155.83°      | 1182 x 30 m       | RWY surface: Asphalt.                     | 523113.59N<br>0021542.44W<br>166 ft       | THR 277 ft                                                            |
| 34                      | 335.83°      | 1182 x 30 m       | RWY surface: Asphalt.                     | 523050.63N<br>0021525.55W<br>166 ft       | THR 278 ft                                                            |
| 10                      | 096.83°      | 1067 x 23 m       | RWY surface: Asphalt.                     | 523101.91N<br>0021602.14W<br>166 ft       | THR 257 ft                                                            |
| 28                      | 276.84°      | 1067 x 23 m       | RWY surface: Asphalt.                     | 523058.94N<br>0021521.53W<br>166 ft       | THR 274 ft                                                            |
| 04                      | 036.67°      | 646 x 18 m        | RWY surface: Asphalt.                     | 523059.14N<br>0021559.27W<br>166 ft       | THR 260 ft                                                            |
| 22                      | 216.67°      | 646 x 18 m        | RWY surface: Asphalt.                     | 523112.52N<br>0021542.94W<br>166 ft       | THR 277 ft                                                            |

| Slope of RWY/<br>SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                 |
|----------------------|----------------|---------------------|------------------|-----|-----------------------------------------|
| 7                    | 8              | 9                   | 10               | 11  | 12                                      |
|                      |                |                     |                  |     | RWY 16<br>Threshold displaced by 218 m. |
|                      |                |                     |                  |     | RWY 34<br>Threshold displaced by 186 m. |
|                      |                |                     |                  |     | RWY 10<br>Threshold displaced by 157 m. |
|                      |                |                     |                  |     | RWY 28<br>Threshold displaced by 139 m. |
|                      |                |                     |                  |     | RWY 04<br>Threshold displaced by 131 m. |
|                      |                |                     |                  |     | RWY 22                                  |

## EGBO AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA   | Remarks |
|-------------------|--------|--------|--------|-------|---------|
| 1                 | 2      | 3      | 4      | 5     | 6       |
| 04                | 646 m  | 646 m  | 646 m  | 515 m |         |
| 22                | 515 m  | 515 m  | 515 m  | 616 m |         |
| 10                | 799 m  | 799 m  | 799 m  | 771 m |         |
| 28                | 799 m  | 799 m  | 799 m  | 771 m |         |
| 16                | 1025 m | 1025 m | 1064 m | 858 m |         |
| 34                | 1096 m | 1096 m | 1096 m | 910 m |         |

## EGBO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/Length/Intensity | Threshold lighting Colour/Wing bars | VASIS/MEHT/PAPI         | TDZ lighting Length | Runway Centre Line lighting Length/Spacing/Colour/Intensity | Runway edge lighting Length/Spacing/Colour/Intensity      | Runway end lighting Colour/Wing bars | Stopway lighting Length/Colour | Remarks |
|-----|-----------------------------------------|-------------------------------------|-------------------------|---------------------|-------------------------------------------------------------|-----------------------------------------------------------|--------------------------------------|--------------------------------|---------|
| 1   | 2                                       | 3                                   | 4                       | 5                   | 6                                                           | 7                                                         | 8                                    | 9                              | 10      |
| 16  |                                         | HI Green wingbars                   | PAPI Left/3.5° 42.5 ft  |                     |                                                             | HI elev bi-directional with LI omni-directional component | Red.                                 |                                |         |
| 34  |                                         | HI Green wingbars                   | PAPI Left/3.5° 46.68 ft |                     |                                                             | HI elev bi-directional with LI omni-directional component | Red.                                 |                                |         |

## EGBO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                               |                                                     |
|---|---------------------------------------------------------------|-----------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      | IBN: 523055.92N 0021548.99W<br>Flashing Green 'WBA' |
| 2 | LDI location and lighting<br>Anemometer location and lighting |                                                     |
| 3 | TWY edge and centre line lighting                             |                                                     |
| 4 | Secondary power supply/switch-over time                       |                                                     |
| 5 | Remarks                                                       |                                                     |

## EGBO AD 2.16 HELICOPTER LANDING AREA

|   |                                                           |                                                         |
|---|-----------------------------------------------------------|---------------------------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation       |                                                         |
| 2 | TLOF and/ or FATO elevation                               |                                                         |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | FATO :                                                  |
| 4 | True bearing of FATO                                      |                                                         |
| 5 | Declared distance available                               |                                                         |
| 6 | Approach and FATO lighting                                |                                                         |
| 7 | Remarks                                                   | See aerodrome chart for named helicopter landing areas. |

## EGBO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits                                                                            | Vertical Limits                          | Airspace Class | ATS unit callsign/ language            | Transition Altitude | Remarks |
|-----------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|----------------------------------------|---------------------|---------|
| 1                                                                                                         | 2                                        | 3              | 4                                      | 5                   | 6       |
| WOLVERHAMPTON ATZ<br>A circle, 2 nm radius centred at 523103N 0021534W on longest notified runway (16/34) | Upper limit: 2000 ft<br>Lower limit: SFC | G              | HALFPENNY GREEN INFORMATION<br>English | 6000 ft             |         |

## EGBO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign                    | Channel(s)                          | Hours of Operation                  | Remarks                                                                                                                                                                                                 |
|---------------------|-----------------------------|-------------------------------------|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                   | 2                           | 3                                   | 4                                   | 5                                                                                                                                                                                                       |
| AFIS                | HALFPENNY GREEN INFORMATION | 123.000 MHz<br>DOC 20 nm/10,000 ft. | Winter: 0900-1700 Summer: 0800-1700 | ATZ hours coincident with AFIS hours.<br><b>VDF</b><br>523055.73N 0021548.79W<br>On AD.<br><br>A/G Service with callsign Halfpenny Green Radio may operate for short periods during the hours of watch. |

## EGBO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS, give VAR) | Ident | Frequency          | Hours of Operation | Position of transmitting antenna co-ordinates | Elevation of DME transmitting antenna | Remarks                                                                                |
|--------------------------------------------------------------|-------|--------------------|--------------------|-----------------------------------------------|---------------------------------------|----------------------------------------------------------------------------------------|
| 1                                                            | 2     | 3                  | 4                  | 5                                             | 6                                     | 7                                                                                      |
| NDB                                                          | WBA   | 356.000 kHz        | H24                | 523057.25N<br>0021542.34W                     |                                       | On AD.<br>Range 25 nm.<br>ADF swings in excess of $\pm 10^\circ$ between R150 and R160 |
| DME                                                          | WOL   | 23X<br>108.600 MHz | H24                | 523056.86N<br>0021542.54W                     | 300 ft                                | Range 15 nm.<br>DOC 10,000ft.                                                          |

## EGBO AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1 Airport Regulations

- (a) Pilots are responsible for their passengers whilst airside at this aerodrome.
- (b) High visibility clothing is recommended airside.
- (c) Non-radio aircraft are not permitted to operate outside of published hours. During published hours all non-radio flights are to be approved by ATS.
- (d) All movements outside of published hours are subject to the out of hours conditions published on the airport website.

### 2 Ground Movement

- (a) Fuel Bay operates a one-way system, entry at west end, exit at east, aircraft to draw up with pumps on starboard side.
- (b) Pilots must exercise caution and moderate taxiing speeds on Taxiway A, between A4 and the Fuel Bay due to the possible presence of pedestrians in this area. Special caution must be exercised in the area adjacent to the tower.

### 3 CAT II/III Operations

Not applicable

### 4 Warnings

- (a) Runway 16/34 lights may be illuminated outside ATS hours for police helicopter operations.

## EGHG AD 2.10 AERODROME OBSTACLES (continued)

| In Approach/Take-off areas         |               |                           |                  |       |                                  |                                   |
|------------------------------------|---------------|---------------------------|------------------|-------|----------------------------------|-----------------------------------|
| Obstacle ID/Designation            | Obstacle Type | Obstacle Position         | Elevation/Height |       | Obstruction Lighting Type/Colour | Remarks                           |
| 1                                  | 2             | 3                         | 4                |       | 5                                | 6                                 |
| (EGHG2300) 27/APPROACH             | Tree          | 505611.32N<br>0023723.99W | 400.65 ft        | 82 ft | No                               |                                   |
| (EGHG1335) 27/APPROACH             | Building      | 505611.26N<br>0023725.61W | 390.93 ft        | 46 ft | No                               | Infringes visual segment surface. |
| (EGHG2197) 27/APPROACH             | Tree          | 505610.79N<br>0023723.50W | 404.78 ft        | 60 ft | No                               | Infringes visual segment surface. |
| (EGHG2267) 27/APPROACH 09/TAKE-OFF | Tree          | 505626.75N<br>0023850.76W | 200.07 ft        | 46 ft | No                               |                                   |
| (EGHG2284) 27/APPROACH 09/TAKE-OFF | Tree          | 505619.94N<br>0023800.03W | 322.2 ft         | 99 ft | No                               | Infringes visual segment surface. |

| In circling area and at aerodrome |               |                           |                  |        |                                  |                                   |
|-----------------------------------|---------------|---------------------------|------------------|--------|----------------------------------|-----------------------------------|
| Obstacle ID/Designation           | Obstacle Type | Obstacle Position         | Elevation/Height |        | Obstruction Lighting Type/Colour | Remarks                           |
| 1                                 | 2             | 3                         | 4                |        | 5                                | 6                                 |
| (EGHG1327)                        | Tree          | 505725.45N<br>0023800.14W | 457.6 ft         | 98 ft  | No                               |                                   |
| (EGHG1037)                        | Mast          | 505711.26N<br>0024020.29W | 469.3 ft         | 177 ft | Yes                              |                                   |
| (EGHG2023)                        | Tower         | 505659.71N<br>0024320.41W | 501.3 ft         | 163 ft | No                               |                                   |
| (EGHG2019)                        | Trees         | 505657.67N<br>0024337.50W | 539.4 ft         | 96 ft  | No                               |                                   |
| (EGHG2015)                        | Trees         | 505656.91N<br>0024350.74W | 517.7 ft         | 91 ft  | No                               |                                   |
| (EGHG2304)                        | Tree          | 505630.89N<br>0024030.32W | 277.1 ft         | 75 ft  | No                               | Infringes visual segment surface. |
| (EGHG1000)                        | Tree          | 505628.22N<br>0024219.08W | 428.5 ft         | 35 ft  | No                               |                                   |
| (EGHG1001)                        | Mast          | 505626.15N<br>0024218.31W | 439.1 ft         | 45 ft  | No                               |                                   |
| (EGHG2036)                        | Church        | 505611.55N<br>0024210.46W | 463.9 ft         | 99 ft  | No                               |                                   |
| (EGHG2135)                        | Mast          | 505459.77N<br>0024200.30W | 538.6 ft         | 98 ft  | No                               |                                   |
| (EGHG2042)                        | Tree          | 505451.34N<br>0024115.81W | 486.6 ft         | 40 ft  | No                               |                                   |
| (EGHG2047)                        | Trees         | 505423.02N<br>0023957.64W | 489.8 ft         | 99 ft  | No                               |                                   |

## EGHG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                     |  |
|----|---------------------------------------------------------------------|--|
| 1  | Associated MET Office                                               |  |
| 2  | Hours of service<br>MET Office outside hours                        |  |
| 3  | Office responsible for TAF preparation<br>Periods of validity       |  |
| 4  | Trend forecast<br>Interval of issuance                              |  |
| 5  | Briefing/consultation provided                                      |  |
| 6  | Flight documentation<br>Language(s) used                            |  |
| 7  | Charts and other information available for briefing or consultation |  |
| 8  | Supplementary equipment available for providing information         |  |
| 9  | ATS units provided with information                                 |  |
| 10 | Additional information (limitation of service, etc.)                |  |

## EGHG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength (PCN) | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY |
|-------------------------|--------------|-------------------|-------------------------------------|----------------------------------------|--------------------------------------------------------------|
| 1                       | 2            | 3                 | 4                                   | 5                                      | 6                                                            |
| 09                      | 091.83°      | 1190 x 35 m       | RWY surface: Grass.                 | 505624.72N<br>0023958.43W<br>162.64 ft | THR 192 ft                                                   |
| 27                      | 271.85°      | 1190 x 35 m       | RWY surface: Grass.                 | 505623.64N<br>0023905.28W<br>162.64 ft | THR 173 ft                                                   |

| Slope of RWY/ SWY                     | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks                                                                                                                                                   |
|---------------------------------------|----------------|---------------------|------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7                                     | 8              | 9                   | 10               | 11  | 12                                                                                                                                                        |
| RWY 09 -1:105 Down<br>RWY 27 1:105 Up |                |                     | See Remarks      |     | RWY 09<br><br>Runway not available to fixed-wing aircraft.<br><br><b>Strip Dimensions:</b><br>1310 x 150 m<br><br>Runway 09 threshold displaced by 152 m. |
| RWY 09 -1:105 Down<br>RWY 27 1:105 Up |                |                     | See Remarks      |     | RWY 27<br><br>Runway not available to fixed-wing aircraft.<br><br><b>Strip Dimensions:</b><br>1238 x 150 m                                                |

## EGHG AD 2.13 DECLARED DISTANCES

| Runway designator | TORA   | TODA   | ASDA   | LDA    | Remarks |
|-------------------|--------|--------|--------|--------|---------|
| 1                 | 2      | 3      | 4      | 5      | 6       |
| 09                | 1190 m | 1190 m | 1190 m | 1038 m |         |
| 27                | 1118 m | 1118 m | 1118 m | 1118 m |         |

## EGHG AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/ Wing bars | VASIS/ MEHT/ PAPI       | TDZ lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks                                                                                           |
|-----|-------------------------------------------|--------------------------------------|-------------------------|---------------------|----------------------------------------------------------------|---------------------------------------------------------|---------------------------------------|---------------------------------|---------------------------------------------------------------------------------------------------|
| 1   | 2                                         | 3                                    | 4                       | 5                   | 6                                                              | 7                                                       | 8                                     | 9                               | 10                                                                                                |
| 09  |                                           |                                      |                         |                     |                                                                |                                                         |                                       |                                 |                                                                                                   |
| 27  |                                           |                                      | PAPI Left/4.5°<br>31 ft |                     |                                                                | LI Portable (by arrangement)                            |                                       |                                 | <b>Approach lighting:</b><br>HI simple approach lights<br><b>PAPI distance from THR:</b><br>122 m |

**EGHG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |                                                               |                                    |
|---|---------------------------------------------------------------|------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation      |                                    |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 505626.27N 0023905.73W |
| 3 | TWY edge and centre line lighting                             |                                    |
| 4 | Secondary power supply/switch-over time                       |                                    |
| 5 | Remarks                                                       | Helicopter apron edge lighting.    |

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

| Designation and lateral limits                                                                                                                                                                                     | Vertical Limits                          | Airspace Class | ATS unit callsign/ language  | Transition Altitude | Remarks                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------|------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                                                                                                                                  | 2                                        | 3              | 4                            | 5                   | 6                                                                                                                             |
| YEOVIL/WESTLAND ATZ<br>A circle, 2 nm radius centred at 505624N 0023932W on longest notified runway (09/27) except that part of the circle north of a straight line joining 505817N 0024037W and 505804N 0023744W. | Upper limit: 2000 ft<br>Lower limit: SFC | G              | WESTLAND APPROACH<br>English | 3000 ft             | On occasions, an ATC Service may not be available and an AFISO Service, callsign 'Westland Information', will be substituted. |

**EGHG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES**

| Service Designation | Callsign             | Channel(s)                        | Hours of Operation                                                                                                 | Remarks                                                                                      |
|---------------------|----------------------|-----------------------------------|--------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| 1                   | 2                    | 3                                 | 4                                                                                                                  | 5                                                                                            |
| APP                 | WESTLAND AP-PROACH   | 130.800 MHz<br>DOC 25 nm/6000 ft. | Winter: Mon-Thu 0900-1630;<br>Fri 0900-1530; except PH.<br>Summer: Mon-Thu 0800-1530;<br>Fri 0800-1430; except PH. | ATZ hours coincident with Approach hours.<br><br><b>VDF</b><br><b>505628.35N 0023943.70W</b> |
| TWR                 | WESTLAND TOWER       | 125.400 MHz<br>DOC 25 nm/4000 ft. | Winter: Mon-Thu 0900-1630;<br>Fri 0900-1530; except PH.<br>Summer: Mon-Thu 0800-1530;<br>Fri 0800-1430; except PH. | <b>VDF</b><br><b>505628.35N 0023943.70W</b>                                                  |
| RAD                 | WESTLAND RADAR       | 123.275 MHz                       | By arrangement                                                                                                     |                                                                                              |
| AFIS                | WESTLAND INFORMATION | 130.800 MHz                       | Winter: Mon-Thu 0900-1630;<br>Fri 0900-1530; except PH<br>Summer: Mon-Thu 0800-1530;<br>Fri 0800-1430; except PH   |                                                                                              |

**EGHG AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

| Type of Aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | Ident | Frequency          | Hours of Operation | Position of transmitting antenna co-ordinates | Elevation of DME transmitting antenna | Remarks                |
|-----------------------------------------------------------------|-------|--------------------|--------------------|-----------------------------------------------|---------------------------------------|------------------------|
| 1                                                               | 2     | 3                  | 4                  | 5                                             | 6                                     | 7                      |
| NDB (L)                                                         | YVL   | 343.000 kHz        | HO                 | 505628.82N<br>0023951.93W                     |                                       | On AD.<br>Range 20 nm. |
| DME                                                             | YVL   | 27Y<br>109.050 MHz | HO                 | 505626.62N<br>0023914.47W                     | 194 ft                                | On AD.<br>DOC 25 nm.   |

## EGHG AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1 Airport Regulations

- (a) Licensed for night operations by helicopters only.

### 2 Ground Movement

Not applicable

### 3 CAT II/III Operations

Not applicable

### 4 Warnings

- (a) Noticeable windshear on Runway 27 approach.
- (b) Strict PPR in force, visiting aircraft may be delayed due to helicopter test flying.
- (c) The aerodrome surface is convex with a pronounced down gradient to the South at Runway 09 threshold.
- (d) Beware of bird concentrations.
- (e) Caution light aircraft, model aircraft and helicopter flying outside operational hours.
- (f) Caution is required after heavy rain.
- (g) Houses adjacent to the north and east boundaries of the aerodrome.
- (h) Trees on high ground up to 400 ft amsl, 1 nm to the east.
- (i) Hangars in the southeast corner of the aerodrome.
- (j) High ground rising to 442 ft amsl 2.5 nm to the southwest with Radio mast (Lgtd) 528 ft amsl.
- (k) Runway 09/27 has degraded and undulating surface. Aerodrome closed to fixed-wing aircraft.
- (l) Transitional slope infringed by 4.88 m due to Radome at 505626.69N 0023931.68W.
- (m) Transitional slope infringed by 2.13 m due to Aerodrome Boundary fence at 505629.74N 0024007.44W.
- (n) Wildlife control measures and grass cutting may take place outside published aerodrome operating hours.

### 5 Helicopter Operations

- (a) Procedures as for fixed-wing aircraft.

### 6 Use of Runways

- (a) Runway surface degraded. Runway use by fixed-wing aircraft is prohibited.

### 7 Training

Not applicable

## EGHG AD 2.21 NOISE ABATEMENT PROCEDURES

- (a) Pilots of helicopters should take particular note of a noise sensitive area at the eastern boundary of the aerodrome on final approach to Runway 27 prohibiting close base leg approaches for Runway 27 and low departures from Runway 09. As a general rule for Runway 27 arrivals, helicopter pilots should aim for touchdown on the runway north abeam the Control Tower.

## EGHG AD 2.22 FLIGHT PROCEDURES

### 1 Circuits

- (a) Circuits to the south of the runway due to the proximity to Yeovilton. Circuit height 1000 ft aal.

### 2 Instrument Approach Procedures

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

## EGHG AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGHG AD 2.24 CHARTS RELATED TO AN AERODROME

*Figure: AERODROME CHART - ICAO*

AD 2-EGHG-2-1

*Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO*

AD 2-EGHG-5-1

*Figure: INSTRUMENT APPROACH CHART SRA RTR 0.5NM/2NM RWY 09 (CAT A,B) - ICAO*

AD 2-EGHG-8-1

*Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B) - ICAO*

AD 2-EGHG-8-2

*Figure: INSTRUMENT APPROACH CHART DIRECT ARRIVALS TO NDB(L)/DME RWY 09 (CAT A,B) - ICAO*

AD 2-EGHG-8-3

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 09 (CAT A,B) - ICAO*

AD 2-EGHG-8-4

*Figure: INSTRUMENT APPROACH CHART SRA RTR 0.5NM/2NM RWY 27 (CAT A,B) - ICAO*

AD 2-EGHG-8-5

*Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 (CAT A,B) - ICAO*

AD 2-EGHG-8-6

*Figure: INSTRUMENT APPROACH CHART DIRECT ARRIVALS TO NDB(L)/DME RWY 27 (CAT A,B) - ICAO*

AD 2-EGHG-8-7

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 27 (CAT A,B) - ICAO*

AD 2-EGHG-8-8

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 09*

AD 2-EGHG-8-9

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 27*

AD 2-EGHG-8-10





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## AD 3 HELIPORTS

### EGLT — ASCOT HELIPORT

#### EGLT AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGLT — ASCOT HELIPORT

#### EGLT AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                                                                                                                                   |
|---|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Heliport reference point coordinates and site at AD                                  | Lat: 512515N Long: 0003934W                                                                                                                                                                                                                                                                                       |
| 2 | Direction and distance from city                                                     | 0.75 nm to the East of Ascot Heath.                                                                                                                                                                                                                                                                               |
| 3 | Elevation / Reference temperature                                                    | 220 ft / 20 C                                                                                                                                                                                                                                                                                                     |
| 4 | Geoid undulation at AD ELEV PSN                                                      |                                                                                                                                                                                                                                                                                                                   |
| 5 | Magnetic Variation/ Annual Change                                                    | 0.68°W (2017) / 0.15°                                                                                                                                                                                                                                                                                             |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | HELICOPTER AND AVIATION SERVICES LTD on behalf of Ascot Authority<br>Post: The Studio, Malt Kiln Road, Fenton, Lincoln, LN1 2EW.<br>Phone: 01427-718800 (Helicopter and Aviation Services Ltd)<br>Fax: 01427-718811 (Helicopter and Aviation Services Ltd)<br>Email: info@helipad.co.uk<br>URL: www.helipad.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | VFR                                                                                                                                                                                                                                                                                                               |
| 8 | Remarks                                                                              |                                                                                                                                                                                                                                                                                                                   |

#### EGLT AD 3.3 OPERATIONAL HOURS

|    |                            |                                                                                                                                                                                                                |
|----|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Heliport Operator          | 0900-2000. Only available for the annual Royal Ascot Meeting in June, strictly PPR                                                                                                                             |
| 2  | Customs and Immigration    | By arrangement. 24 hours prior notice required for non-EU flights or any flight with a non-EU passport holder on board.                                                                                        |
| 3  | Health and sanitation      |                                                                                                                                                                                                                |
| 4  | AIS Briefing Office        |                                                                                                                                                                                                                |
| 5  | ATS Reporting Office (ARO) |                                                                                                                                                                                                                |
| 6  | MET Briefing Office        |                                                                                                                                                                                                                |
| 7  | Air Traffic Service        | 0845 - 2015 hours. ATC is provided for the annual Royal Ascot Meeting (June). Other times Nil.                                                                                                                 |
| 8  | Fuelling                   | As heliport hours. Only available when Heliport is licensed                                                                                                                                                    |
| 9  | Handling                   | Helicopter Aviation Services provide a passenger handling service for all flights. Helicopter operators undertaking shuttle flights must have a representative at the Heliport to co-ordinate their passengers |
| 10 | Security                   |                                                                                                                                                                                                                |
| 11 | De-icing                   |                                                                                                                                                                                                                |
| 12 | Remarks                    | Heliport is located within the London Control Zone (CTR), outside Ascot ATC hours clearance must be obtained from Heathrow Radar (SVFR).                                                                       |

#### EGLT AD 3.4 HANDLING SERVICES AND FACILITIES

|   |                                           |                                       |
|---|-------------------------------------------|---------------------------------------|
| 1 | Cargo handling facilities                 |                                       |
| 2 | Fuel and oil types                        | AVTUR Jet A1, rotors-running refuels. |
| 3 | Fuelling facilities/capacity              |                                       |
| 4 | De-icing facilities                       |                                       |
| 5 | Hangar space for visiting helicopter      |                                       |
| 6 | Repair facilities for visiting helicopter |                                       |
| 7 | Remarks                                   |                                       |

### EGLT AD 3.5 PASSENGER FACILITIES

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

### EGLT AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                               |                                                                                                       |
|---|-----------------------------------------------|-------------------------------------------------------------------------------------------------------|
| 1 | Heliport category for fire fighting           | RFF Category H2                                                                                       |
| 2 | Rescue equipment                              |                                                                                                       |
| 3 | Capability for removal of disabled helicopter |                                                                                                       |
| 4 | Remarks                                       | Category may be reduced to H1, pleasure flying level or nil for events when heliport is not licensed. |

### EGLT AD 3.7 SEASONAL AVAILABILITY - CLEARING

### EGLT AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron/ helicopter stands surface and strength | Surface: Grass.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 | Ground taxiway width, surface and designation | Taxiway : Surface: Grass.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3 | Air taxiway width and designation             | Taxiway : 15 m.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4 | Altimeter checkpoint location and elevation   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5 | VOR checkpoints                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 | INS checkpoints                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 | Remarks                                       | <p>Air taxiway is provided between the FATO and stands.</p> <p>Surface of Heliport is not suitable for ground taxiing. The air taxiway is not wide enough to permit two helicopters to pass therefore, especially during periods of intense traffic helicopters will be required to taxi on the eastern side of the FATO. This may involve crossing and re-crossing the FATO to taxi to and from fuel.</p> <p>Stands are marked by white stop bars and the word STOP. Pilots must ensure that when they execute a spot turn on the stand that no part of the helicopter crosses this line.</p> |

### EGLT AD 3.9 MARKINGS AND MARKERS

|   |                                                    |                                                                                                                                                                                    |
|---|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Final approach and take-off markings               | FATO<br>: Painted white corner markings, white edge markings with co-located yellow dayglo markings and a standard H in centre of FATO. FATO designation markers are not provided. |
| 2 | Taxiway, air taxiway and air transit route markers |                                                                                                                                                                                    |
| 3 | Remarks                                            |                                                                                                                                                                                    |

### EGLT AD 3.10 HELIPORT OBSTACLES

### EGLT AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

|   |                       |  |
|---|-----------------------|--|
| 1 | Associated MET Office |  |
|---|-----------------------|--|

## EGBC — CHELTENHAM HELIPORT

### EGBC AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGBC — CHELTENHAM HELIPORT

### EGBC AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                                                                                                                                                        |
|---|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Heliport reference point coordinates and site at AD                                  | Lat: 515533N Long: 0020316W                                                                                                                                                                            |
| 2 | Direction and distance from city                                                     | 1 nm to the North of Cheltenham.                                                                                                                                                                       |
| 3 | Elevation / Reference temperature                                                    | 200 ft / 18 C                                                                                                                                                                                          |
| 4 | Geoid undulation at AD ELEV PSN                                                      | 160 FT                                                                                                                                                                                                 |
| 5 | Magnetic Variation/ Annual Change                                                    | 1.25°W (2017) / 0.15°                                                                                                                                                                                  |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | HELICOPTER AND AVIATION SERVICES LTD<br>Post: The Studio, Malt Kiln Road, Fenton, Lincoln, LN1 2EW.<br>Phone: 01427-718800<br>Fax: 01427-718811<br>Email: info@helipad.co.uk<br>URL: www.helipad.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | VFR                                                                                                                                                                                                    |
| 8 | Remarks                                                                              | Helicopter and Aviation Services Ltd on behalf of the Racecourse Authorities.                                                                                                                          |

### EGBC AD 3.3 OPERATIONAL HOURS

|    |                            |                                                                                                                                                                                                                 |
|----|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Heliport Operator          | 1000-2000 for the annual Cheltenham Festival Meeting in March and by arrangement. Strictly PPR.                                                                                                                 |
| 2  | Customs and Immigration    | By arrangement. 24 hours PNR for non-EU flights or any flight with a non-EU passport holder on board.                                                                                                           |
| 3  | Health and sanitation      |                                                                                                                                                                                                                 |
| 4  | AIS Briefing Office        |                                                                                                                                                                                                                 |
| 5  | ATS Reporting Office (ARO) |                                                                                                                                                                                                                 |
| 6  | MET Briefing Office        |                                                                                                                                                                                                                 |
| 7  | Air Traffic Service        | 0945 - 2015 hours. After 2015 hours by arrangement. ATC is provided for the annual Cheltenham Festival Meeting (March). Other times Nil                                                                         |
| 8  | Fuelling                   | As heliport hours, when licensed. May be available for other events by arrangement.                                                                                                                             |
| 9  | Handling                   | Helicopter Aviation Services provide a passenger handling service for all flights. Helicopter operators undertaking shuttle flights must have a representative at the Heliport to co-ordinate their passengers. |
| 10 | Security                   |                                                                                                                                                                                                                 |
| 11 | De-icing                   |                                                                                                                                                                                                                 |
| 12 | Remarks                    | No flights permitted before 1000 hours or 10 minutes before the start of a race until 10 minutes after a race or at anytime when horses are on the course.                                                      |

### EGBC AD 3.4 HANDLING SERVICES AND FACILITIES

|   |                                           |                                                                                                               |
|---|-------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities                 |                                                                                                               |
| 2 | Fuel and oil types                        | AVTUR JET-A1 rotors-running refuels when licensed. At other times, rotors stopped refueling may be available. |
| 3 | Fuelling facilities/capacity              |                                                                                                               |
| 4 | De-icing facilities                       |                                                                                                               |
| 5 | Hangar space for visiting helicopter      |                                                                                                               |
| 6 | Repair facilities for visiting helicopter |                                                                                                               |
| 7 | Remarks                                   |                                                                                                               |

30 Mar 2017

**EGBC AD 3.5 PASSENGER FACILITIES**

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

**EGBC AD 3.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |                                               |                                                                                                       |
|---|-----------------------------------------------|-------------------------------------------------------------------------------------------------------|
| 1 | Heliport category for fire fighting           | RFF Category H2                                                                                       |
| 2 | Rescue equipment                              |                                                                                                       |
| 3 | Capability for removal of disabled helicopter |                                                                                                       |
| 4 | Remarks                                       | Category may be reduced to H1, pleasure flying level or nil for events when heliport is not licensed. |

**EGBC AD 3.7 SEASONAL AVAILABILITY - CLEARING****EGBC AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

|   |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron/ helicopter stands surface and strength | Surface: Grass.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 | Ground taxiway width, surface and designation | Taxiway : Surface: Grass.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3 | Air taxiway width and designation             | Taxiway : 15 m.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4 | Altimeter checkpoint location and elevation   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5 | VOR checkpoints                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 | INS checkpoints                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 | Remarks                                       | <p>Air taxiway is provided between the FATO and stands.</p> <p>Surface of Heliport is not suitable for ground taxiing. The air taxiway is not wide enough to permit two helicopters to pass therefore, especially during periods of intense traffic helicopters will be required to taxi on the eastern side of the FATO. This may involve crossing and re-crossing the FATO to taxi to and from fuel.</p> <p>Stands are marked by white stop bars and the word STOP. Pilots must ensure that when they execute a spot turn on the stand that no part of the helicopter crosses this line.</p> |

**EGBC AD 3.9 MARKINGS AND MARKERS**

|   |                                                    |                                                                                                                                                                                    |
|---|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Final approach and take-off markings               | FATO<br>: Painted white corner markings, white edge markings with co-located yellow dayglo markings and a standard H in centre of FATO. FATO designation markers are not provided. |
| 2 | Taxiway, air taxiway and air transit route markers |                                                                                                                                                                                    |
| 3 | Remarks                                            |                                                                                                                                                                                    |

**EGBC AD 3.10 HELIPORT OBSTACLES****EGBC AD 3.11 METEOROLOGICAL INFORMATION PROVIDED**

|   |                       |  |
|---|-----------------------|--|
| 1 | Associated MET Office |  |
|---|-----------------------|--|

## EGKG — GOODWOOD RACECOURSE HELIPORT

### EGKG AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGKG — GOODWOOD RACECOURSE HELIPORT

### EGKG AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                      |                                                                              |
|---|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| 1 | Heliport reference point coordinates and site at AD                                  | Lat: 505402N Long: 0004423W                                                  |
| 2 | Direction and distance from city                                                     | 5 nm north-northeast of Chichester.                                          |
| 3 | Elevation / Reference temperature                                                    | 510 ft / 19 C                                                                |
| 4 | Geoid undulation at AD ELEV PSN                                                      |                                                                              |
| 5 | Magnetic Variation/ Annual Change                                                    | 0.67°W (2017) / 0.15°                                                        |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | GOODWOOD ROAD RACING COMPANY LTD<br>Phone: 01243-755061<br>Fax: 01243-755062 |
| 7 | Type of Traffic permitted (IFR/VFR)                                                  | VFR                                                                          |
| 8 | Remarks                                                                              | Strictly PPR with Goodwood Road Racing Company Ltd.                          |

### EGKG AD 3.3 OPERATIONAL HOURS

|    |                            |                                                                                                                                                                 |
|----|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Heliport Operator          |                                                                                                                                                                 |
| 2  | Customs and Immigration    |                                                                                                                                                                 |
| 3  | Health and sanitation      |                                                                                                                                                                 |
| 4  | AIS Briefing Office        |                                                                                                                                                                 |
| 5  | ATS Reporting Office (ARO) |                                                                                                                                                                 |
| 6  | MET Briefing Office        |                                                                                                                                                                 |
| 7  | Air Traffic Service        |                                                                                                                                                                 |
| 8  | Fuelling                   |                                                                                                                                                                 |
| 9  | Handling                   |                                                                                                                                                                 |
| 10 | Security                   |                                                                                                                                                                 |
| 11 | De-icing                   |                                                                                                                                                                 |
| 12 | Remarks                    | Available for all published race meetings.<br>No helicopter movement is permitted from 20 minutes prior to the first race until 20 minutes after the last race. |

### EGKG AD 3.4 HANDLING SERVICES AND FACILITIES

|   |                                           |                                                                                                                                                                                                                                       |
|---|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Cargo handling facilities                 |                                                                                                                                                                                                                                       |
| 2 | Fuel and oil types                        |                                                                                                                                                                                                                                       |
| 3 | Fuelling facilities/capacity              |                                                                                                                                                                                                                                       |
| 4 | De-icing facilities                       |                                                                                                                                                                                                                                       |
| 5 | Hangar space for visiting helicopter      |                                                                                                                                                                                                                                       |
| 6 | Repair facilities for visiting helicopter |                                                                                                                                                                                                                                       |
| 7 | Remarks                                   | When the heliport is licensed fuel is not available, at other times fuel is available at Chichester/Goodwood aerodrome. No landing fees will be charged to helicopters returning to the racecourse having refuelled at the aerodrome. |

### EGKG AD 3.5 PASSENGER FACILITIES

|   |             |  |
|---|-------------|--|
| 1 | Hotels      |  |
| 2 | Restaurants |  |

### EGKG AD 3.5 PASSENGER FACILITIES (continued)

|   |                      |  |
|---|----------------------|--|
| 3 | Transportation       |  |
| 4 | Medical facilities   |  |
| 5 | Bank and Post Office |  |
| 6 | Tourist Office       |  |
| 7 | Remarks              |  |

### EGKG AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

### EGKG AD 3.7 SEASONAL AVAILABILITY - CLEARING

### EGKG AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                               |                           |
|---|-----------------------------------------------|---------------------------|
| 1 | Apron/ helicopter stands surface and strength | Surface: Grass.           |
| 2 | Ground taxiway width, surface and designation | Taxiway : Surface: Grass. |
| 3 | Air taxiway width and designation             |                           |
| 4 | Altimeter checkpoint location and elevation   |                           |
| 5 | VOR checkpoints                               |                           |
| 6 | INS checkpoints                               |                           |
| 7 | Remarks                                       |                           |

### EGKG AD 3.9 MARKINGS AND MARKERS

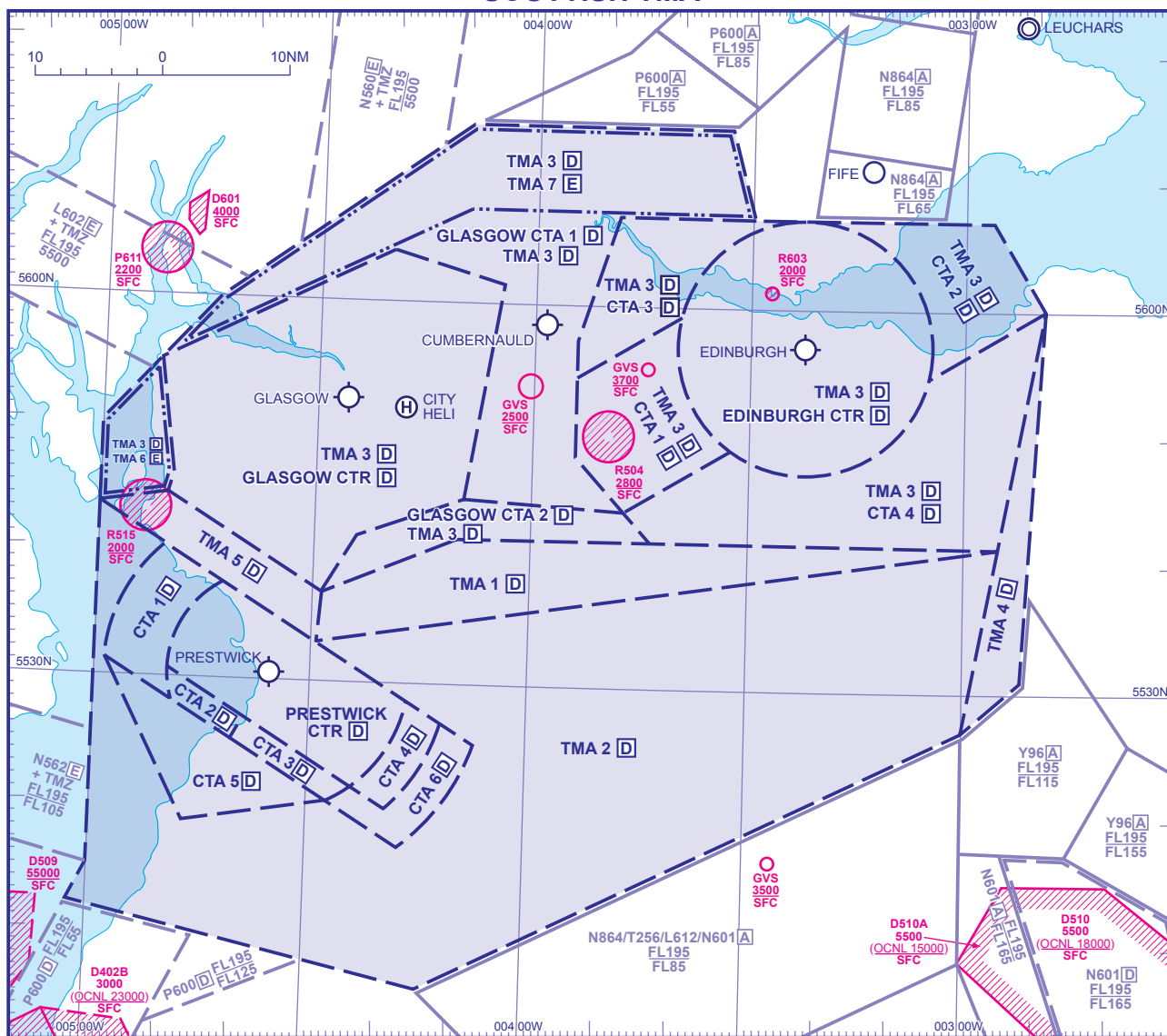
|   |                                                    |                                                         |
|---|----------------------------------------------------|---------------------------------------------------------|
| 1 | Final approach and take-off markings               | FATO<br>: FATO is marked with frangible orange markers. |
| 2 | Taxiway, air taxiway and air transit route markers |                                                         |
| 3 | Remarks                                            |                                                         |

### EGKG AD 3.10 HELIPORT OBSTACLES

### EGKG AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

|    |                                                                        |  |
|----|------------------------------------------------------------------------|--|
| 1  | Associated MET Office                                                  |  |
| 2  | Hours of service<br>MET Office outside hours                           |  |
| 3  | Office responsible for TAF preparation<br>Periods of validity          |  |
| 4  | Trend forecast<br>Interval of issuance                                 |  |
| 5  | Briefing/consultation provided                                         |  |
| 6  | Flight documentation<br>Language(s) used                               |  |
| 7  | Charts and other information available for briefing or<br>consultation |  |
| 8  | Supplementary equipment available for providing infor-<br>mation       |  |
| 9  | ATS units provided with information                                    |  |
| 10 | Additional information (limitation of service, etc.)                   |  |

## SCOTTISH TMA



CHANGE (1/17): SCOTTISH TMA (E)5 AND (E)6 REDESIGNATED SCOTTISH TMA 6 AND 7.

AERO INFO DATE 25 OCT 16

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

|                                                                                   |   |               |                    |   |              |                    |   |              |                    |   |              |
|-----------------------------------------------------------------------------------|---|---------------|--------------------|---|--------------|--------------------|---|--------------|--------------------|---|--------------|
| SCOTTISH                                                                          |   |               | EDINBURGH          |   |              | PRESTWICK          |   |              | GLASGOW            |   |              |
| TMA-1                                                                             | D | FL195<br>4500 | CTR                | D | 6000<br>SFC  | CTR                | D | 5500<br>SFC  | CTR                | D | 6000<br>SFC  |
| TMA-2                                                                             | D | FL195<br>5500 | CTA-1              | D | 6000<br>2500 | CTA-1              | D | 5500<br>1500 | CTA-1              | D | 6000<br>3000 |
| TMA-3                                                                             | D | FL195<br>6000 | CTA-2              | D | 6000<br>2500 | CTA-2              | D | 5500<br>2000 | CTA-2              | D | 6000<br>3500 |
| TMA-4                                                                             | D | FL195<br>5500 | CTA-3              | D | 6000<br>3500 | CTA-3              | D | 5500<br>3000 |                    |   |              |
| TMA-5                                                                             | D | FL195<br>3500 | CTA-4              | D | 6000<br>3500 | CTA-4              | D | 5500<br>3000 |                    |   |              |
| TMA-6                                                                             | E | 6000<br>3000  |                    |   |              | CTA-5              | D | 5500<br>3500 |                    |   |              |
| TMA-7                                                                             | E | 6000<br>4000  |                    |   |              | CTA-6              | D | 5500<br>4000 |                    |   |              |
| LATERAL LIMITS                                                                    |   |               |                    |   |              |                    |   |              |                    |   |              |
| See Scottish TMA ENR 2.1                                                          |   |               | See AD 2-EGPH 2.17 |   |              | See AD 2-EGPK 2.17 |   |              | See AD 2-EGPF 2.17 |   |              |
| AIRWAYS Class <span>A</span> / <span>D</span> / <span>E</span> except within TMA. |   |               |                    |   |              |                    |   |              |                    |   |              |



[illegible]

|                                                                                        |                                                                                        |                                                                                                  |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| BOURNEMOUTH                                                                            | SOUTHAMPTON                                                                            | SOLENT                                                                                           |
| CTR <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>2000</u><br>SFC | CTR <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>2000</u><br>SFC | CTA-1 <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>5500</u><br><u>1500</u> |
|                                                                                        |                                                                                        | CTA-2 <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>5500</u><br><u>2000</u> |
|                                                                                        |                                                                                        | CTA-3 <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>5500</u><br><u>2000</u> |
|                                                                                        |                                                                                        | CTA-4 <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>5500</u><br><u>2500</u> |
|                                                                                        |                                                                                        | CTA-5 <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>5500</u><br><u>2500</u> |
|                                                                                        |                                                                                        | CTA-6 <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>5500</u><br><u>3000</u> |
|                                                                                        |                                                                                        | CTA-7 <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>5500</u><br><u>3500</u> |
|                                                                                        |                                                                                        | CTA-8 <span style="border: 1px solid black; padding: 0 2px;">D</span> <u>5500</u><br><u>3500</u> |
| LATERAL LIMITS                                                                         |                                                                                        |                                                                                                  |
| See AD 2-EGHH 2.17                                                                     | See AD 2-EGHI 2.17                                                                     | See Solent CTA ENR 2.1                                                                           |
| For hours of operation see UK AIP ENR 2-1-9.                                           |                                                                                        |                                                                                                  |
| CHANGE (4/17): LEE-ON-SOLENT & FLEETLANDS ATZs.                                        |                                                                                        |                                                                                                  |

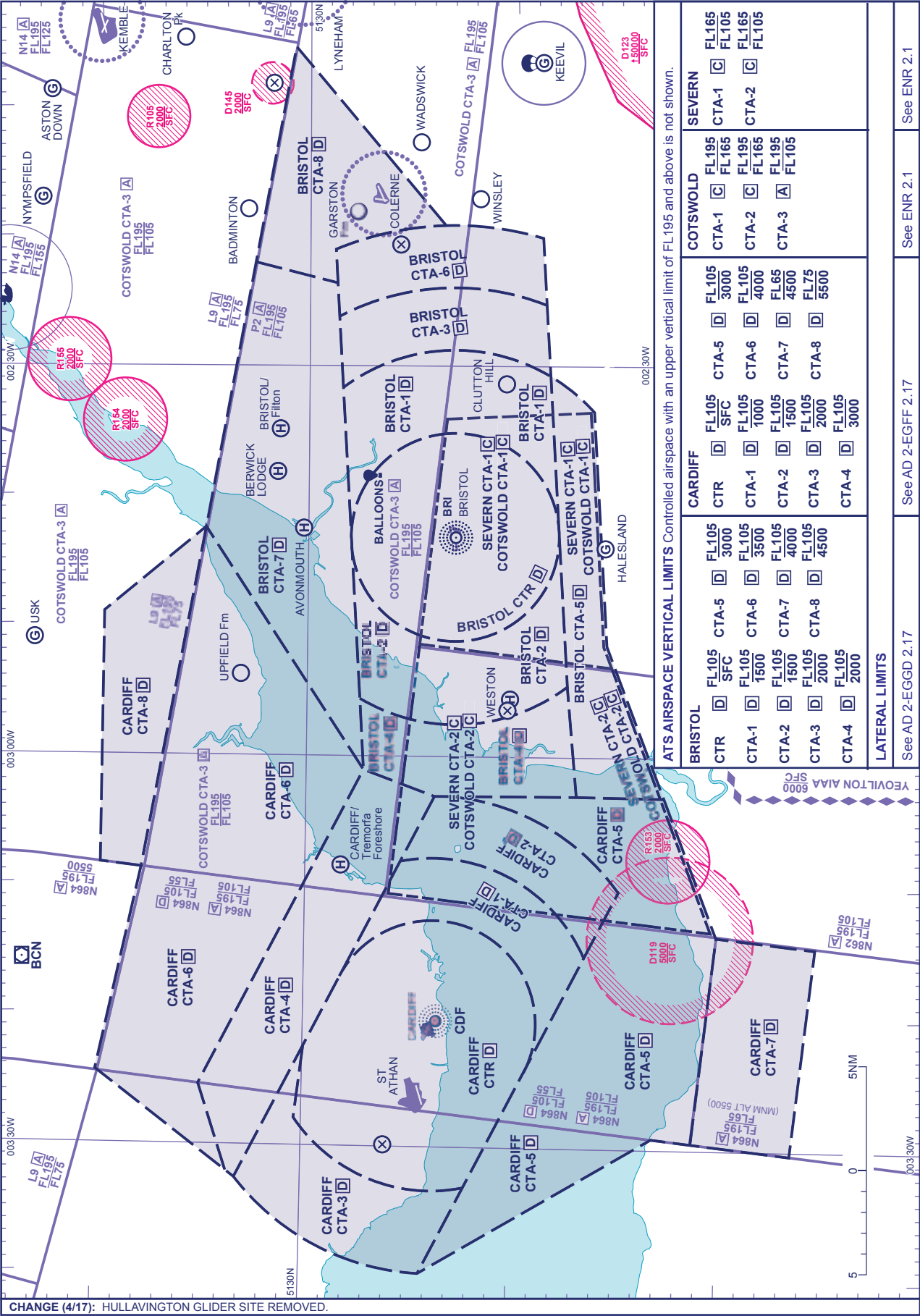
AERO INFO DATE 18 NOV 16

Controlled airspace with an upper vertical limit above FL195 is not shown

| CHANNEL ISLANDS* |                                              | CHANNEL ISLANDS* |                                               |
|------------------|----------------------------------------------|------------------|-----------------------------------------------|
| CTR (North)      | <input type="checkbox"/> <u>FL80</u><br>SFC  | TMA (North)      | <input type="checkbox"/> <u>FL195</u><br>FL80 |
| CTR (South)      | <input type="checkbox"/> <u>FL80</u><br>SFC  | TMA (South)      | <input type="checkbox"/> <u>FL195</u><br>FL80 |
| CTA-1 (North)    | <input type="checkbox"/> <u>FL80</u><br>FL55 |                  |                                               |
| CTA-1 (South)    | <input type="checkbox"/> <u>FL80</u><br>FL55 |                  |                                               |
| CTA-2            | <input type="checkbox"/> <u>FL80</u><br>3500 |                  |                                               |

Outside Jersey notified hours and within London FIR  
CTR, CTA-1 and TMA revert to Class G.

BRISTOL/CARDIFF/COTSWOLD/SEVERN CONTROL ZONES AND CONTROL AREAS



## Standard Instrument Departure Coding Tables

### Birmingham Runway 15 DTY 1L

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| DTY 1L     | 001             | CF              | BBS05         | 522233.81N<br>0013942.22W | N        | 147°<br>(145.8°)     | -1.2               | 4.8           | LEFT           | -                | -210             | RNAV1                  |
| DTY 1L     | 002             | TF              | BBE12         | 521852.78N<br>0012919.09W | N        | 121°<br>(120.0°)     | -1.2               | 7.4           | -              | +4000            | -250             | RNAV1                  |
| DTY 1L     | 003             | TF              | BBE16         | 521652.24N<br>0012341.05W | N        | 121°<br>(120.1°)     | -1.2               | 4.0           | -              | +5000            | -250             | RNAV1                  |
| DTY 1L     | 004             | TF              | BBE19         | 521521.65N<br>0011927.86W | N        | 121°<br>(120.2°)     | -1.2               | 3.0           | -              | 6000             | -250             | RNAV1                  |
| DTY 1L     | 005             | TF              | DTY           | 521048.51N<br>0010649.64W | N        | 122°<br>(120.3°)     | -1.2               | 9.0           | -              | 6000             | -250             | RNAV1                  |

## Standard Instrument Departure Coding Tables

## Birmingham Runway 15 COWLY 1L

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| COWLY 1L   | 001             | CF              | BBS05         | 522233.81N<br>0013942.22W | N        | 147°<br>(145.8°)     | -1.2               | 4.8           | RIGHT          | -                | -210             | RNAV1                  |
| COWLY 1L   | 002             | TF              | BBE13         | 521523.46N<br>0013358.88W | N        | 155°<br>(153.9°)     | -1.2               | 8.0           | -              | +4000            | -250             | RNAV1                  |
| COWLY 1L   | 003             | TF              | BBE17         | 521147.51N<br>0013107.36W | N        | 155°<br>(154.0°)     | -1.2               | 4.0           | -              | 6000             | -250             | RNAV1                  |
| COWLY 1L   | 004             | TF              | COWLY         | 513658.00N<br>0010354.00W | N        | 155°<br>(154.0°)     | -1.2               | 38.7          | -              | 6000             | -250             | RNAV1                  |

## Standard Instrument Departure Coding Tables

### Birmingham Runway 15 WHI 1L

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| WHI 1L     | 001             | CA              | -             | -                         | -        | 147°<br>(145.8°)     | -1.2               | -             | -              | +900             | -                | RNAV1                  |
| WHI 1L     | 002             | DF              | BBE05         | 522218.68N<br>0013925.47W | N        | 147°<br>(145.8°)     | -1.2               | 5.1           | LEFT           | -                | -210             | RNAV1                  |
| WHI 1L     | 003             | TF              | BBE07         | 522618.03N<br>0013615.37W | N        | 027°<br>(025.9°)     | -1.2               | 4.4           | LEFT           | -                | -250             | RNAV1                  |
| WHI 1L     | 004             | TF              | BBN11         | 523043.41N<br>0013605.25W | N        | 003°<br>(001.3°)     | -1.2               | 4.4           | LEFT           | -                | -250             | RNAV1                  |
| WHI 1L     | 005             | TF              | BBN18         | 523541.04N<br>0014328.44W | N        | 319°<br>(317.8°)     | -1.2               | 6.7           | -              | 6000             | -250             | RNAV1                  |
| WHI 1L     | 006             | TF              | WHI           | 531105.53N<br>0023723.06W | N        | 319°<br>(317.7°)     | -1.2               | 48.2          | -              | 6000             | -250             | RNAV1                  |

## Standard Instrument Departure Coding Tables

## Birmingham Runway 15 TNT 1L

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| TNT 1L     | 001             | CA              | -             | -                         | -        | 147°<br>(145.8°)     | -1.2               | -             | -              | +900             | -                | RNAV1                  |
| TNT 1L     | 002             | DF              | BBE05         | 522218.68N<br>0013925.47W | N        | 147°<br>(145.8°)     | -1.2               | 5.1           | LEFT           | -                | -210             | RNAV1                  |
| TNT 1L     | 003             | TF              | BBE07         | 522618.03N<br>0013615.37W | N        | 027°<br>(025.9°)     | -1.2               | 4.4           | LEFT           | -                | -250             | RNAV1                  |
| TNT 1L     | 004             | TF              | BBN11         | 523043.41N<br>0013605.25W | N        | 003°<br>(001.3°)     | -1.2               | 4.4           | LEFT           | -                | -250             | RNAV1                  |
| TNT 1L     | 005             | TF              | BBN18         | 523541.04N<br>0014328.44W | N        | 319°<br>(317.8°)     | -1.2               | 6.7           | RIGHT          | 6000             | -250             | RNAV1                  |
| TNT 1L     | 006             | TF              | TNT           | 530314.23N<br>0014011.89W | N        | 005°<br>(004.1°)     | -1.2               | 27.7          | -              | 6000             | -250             | RNAV1                  |

## Birmingham Runway 15 TNT 1K

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| TNT 1K     | 001             | CA              | -             | -                         | -        | 147°<br>(145.8°)     | -1.2               | -             | -              | +900             | -                | RNAV1                  |
| TNT 1K     | 002             | DF              | BBE05         | 522218.68N<br>0013925.47W | N        | 147°<br>(145.8°)     | -1.2               | 5.1           | LEFT           | -                | -210             | RNAV1                  |
| TNT 1K     | 003             | TF              | BBE07         | 522618.03N<br>0013615.37W | N        | 027°<br>(025.9°)     | -1.2               | 4.4           | LEFT           | -                | -250             | RNAV1                  |
| TNT 1K     | 004             | TF              | BBN11         | 523043.41N<br>0013605.25W | N        | 003°<br>(001.3°)     | -1.2               | 4.4           | LEFT           | -                | -250             | RNAV1                  |
| TNT 1K     | 005             | TF              | BBN14         | 523321.25N<br>0013624.99W | N        | 357°<br>(355.6°)     | -1.2               | 2.6           | -              | +5000            | -250             | RNAV1                  |
| TNT 1K     | 006             | TF              | BBN26         | 524518.38N<br>0013755.19W | N        | 357°<br>(355.6°)     | -1.2               | 12.0          | -              | 6000             | -250             | RNAV1                  |
| TNT 1K     | 007             | TF              | TNT           | 530314.23N<br>0014011.89W | N        | 357°<br>(355.6°)     | -1.2               | 18.0          | -              | 6000             | -250             | RNAV1                  |

## Standard Instrument Departure Coding Tables

## Birmingham Runway 15 CPT 1L

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| CPT 1L     | 001             | CF              | BBS05         | 522233.81N<br>0013942.22W | N        | 147°<br>(145.8°)     | -1.2               | 4.8           | RIGHT          | -                | -210             | RNAV1                  |
| CPT 1L     | 002             | TF              | BBS13         | 521451.51N<br>0013547.07W | N        | 164°<br>(162.7°)     | -1.2               | 8.1           | -              | +4000            | -250             | RNAV1                  |
| CPT 1L     | 003             | TF              | BBS17         | 521102.31N<br>0013351.03W | N        | 164°<br>(162.7°)     | -1.2               | 4.0           | -              | 6000             | -250             | RNAV1                  |
| CPT 1L     | 004             | TF              | CPT           | 512929.66N<br>0011310.89W | N        | 164°<br>(162.7°)     | -1.2               | 43.5          | -              | 6000             | -250             | RNAV1                  |



## Standard Instrument Departure Coding Tables

### Birmingham Runway 15 WCO 2Y

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| WCO 2Y     | 001             | CA              | -             | -                         | -        | 147°<br>(145.8°)     | -1.2               | -             | -              | +900             | -210             | RNAV1                  |
| WCO 2Y     | 002             | CF              | BBS02         | 522444.88N<br>0014207.45W | N        | 147°<br>(145.8°)     | -1.2               | 2.2           | RIGHT          | -                | -210             | RNAV1                  |
| WCO 2Y     | 003             | TF              | BBS04         | 522255.49N<br>0014122.39W | N        | 167°<br>(165.9°)     | -1.2               | 1.9           | LEFT           | -                | -210             | RNAV1                  |
| WCO 2Y     | 004             | TF              | BBS06         | 522110.45N<br>0013957.14W | N        | 155°<br>(153.5°)     | -1.2               | 2.0           | LEFT           | -                | -210             | RNAV1                  |
| WCO 2Y     | 005             | TF              | BBN13         | 521633.72N<br>0013134.66W | N        | 133°<br>(131.9°)     | -1.2               | 6.9           | RIGHT          | +4000            | -250             | RNAV1                  |
| WCO 2Y     | 006             | TF              | BBN17         | 521328.21N<br>0012724.64W | N        | 142°<br>(140.4°)     | -1.2               | 4.0           | -              | +5000            | -250             | RNAV1                  |
| WCO 2Y     | 007             | TF              | BBE22         | 520936.65N<br>0012213.63W | N        | 142°<br>(140.4°)     | -1.2               | 5.0           | -              | 6000             | -250             | RNAV1                  |
| WCO 2Y     | 008             | TF              | WCO           | 515110.51N<br>0005744.67W | N        | 142°<br>(140.5°)     | -1.2               | 23.8          | -              | 6000             | -250             | RNAV1                  |

## Standard Instrument Departure Coding Tables

### Birmingham Runway 15 DTY 2Y

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| DTY 2Y     | 001             | CA              | -             | -                         | -        | 147°<br>(145.8°)     | -1.2               | -             | -              | +900             | -210             | RNAV1                  |
| DTY 2Y     | 002             | CF              | BBS02         | 522444.88N<br>0014207.45W | N        | 147°<br>(145.8°)     | -1.2               | 2.2           | RIGHT          | -                | -210             | RNAV1                  |
| DTY 2Y     | 003             | TF              | BBS04         | 522255.49N<br>0014122.39W | N        | 167°<br>(165.9°)     | -1.2               | 1.9           | LEFT           | -                | -210             | RNAV1                  |
| DTY 2Y     | 004             | TF              | BBS06         | 522110.45N<br>0013957.14W | N        | 155°<br>(153.5°)     | -1.2               | 2.0           | LEFT           | -                | -210             | RNAV1                  |
| DTY 2Y     | 005             | TF              | BBE09         | 522034.31N<br>0013441.32W | N        | 102°<br>(100.6°)     | -1.2               | 3.3           | RIGHT          | -                | -250             | RNAV1                  |
| DTY 2Y     | 006             | TF              | BBE12         | 521852.78N<br>0012919.09W | N        | 118°<br>(117.2°)     | -1.2               | 3.7           | RIGHT          | +4000            | -250             | RNAV1                  |
| DTY 2Y     | 007             | TF              | BBE16         | 521652.24N<br>0012341.05W | N        | 121°<br>(120.1°)     | -1.2               | 4.0           | -              | +5000            | -250             | RNAV1                  |
| DTY 2Y     | 008             | TF              | BBE19         | 521521.65N<br>0011927.86W | N        | 121°<br>(120.2°)     | -1.2               | 3.0           | -              | 6000             | -250             | RNAV1                  |
| DTY 2Y     | 009             | TF              | DTY           | 521048.51N<br>0010649.64W | N        | 122°<br>(120.3°)     | -1.2               | 9.0           | -              | 6000             | -250             | RNAV1                  |

## Standard Instrument Departure Coding Tables

### Birmingham Runway 15 COWLY 2Y

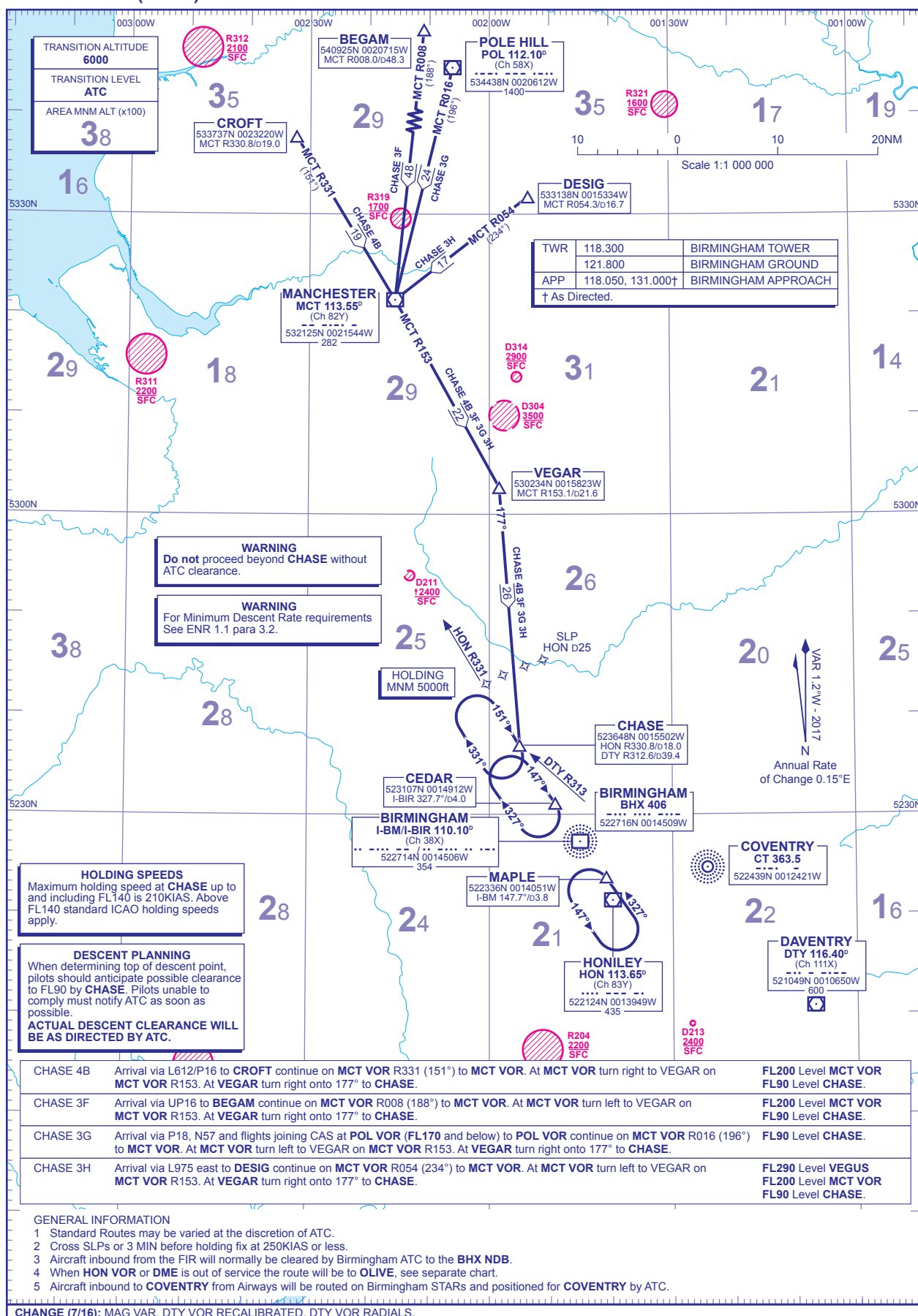
| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| COWLY 2Y   | 001             | CA              | -             | -                         | -        | 147°<br>(145.8°)     | -1.2               | -             | -              | +900             | -210             | RNAV1                  |
| COWLY 2Y   | 002             | CF              | BBS02         | 522444.88N<br>0014207.45W | N        | 147°<br>(145.8°)     | -1.2               | 2.2           | RIGHT          | -                | -210             | RNAV1                  |
| COWLY 2Y   | 003             | TF              | BBS04         | 522255.49N<br>0014122.39W | N        | 167°<br>(165.9°)     | -1.2               | 1.9           | LEFT           | -                | -210             | RNAV1                  |
| COWLY 2Y   | 004             | TF              | BBS06         | 522110.45N<br>0013957.14W | N        | 155°<br>(153.5°)     | -1.2               | 2.0           | LEFT           | -                | -210             | RNAV1                  |
| COWLY 2Y   | 005             | TF              | BBE13         | 521523.46N<br>0013358.88W | N        | 149°<br>(147.6°)     | -1.2               | 6.9           | RIGHT          | +4000            | -250             | RNAV1                  |
| COWLY 2Y   | 006             | TF              | BBE17         | 521147.51N<br>0013107.36W | N        | 155°<br>(154.0°)     | -1.2               | 4.0           | -              | 6000             | -250             | RNAV1                  |
| COWLY 2Y   | 007             | TF              | COWLY         | 513658.00N<br>0010354.00W | N        | 155°<br>(154.0°)     | -1.2               | 38.7          | -              | 6000             | -250             | RNAV1                  |

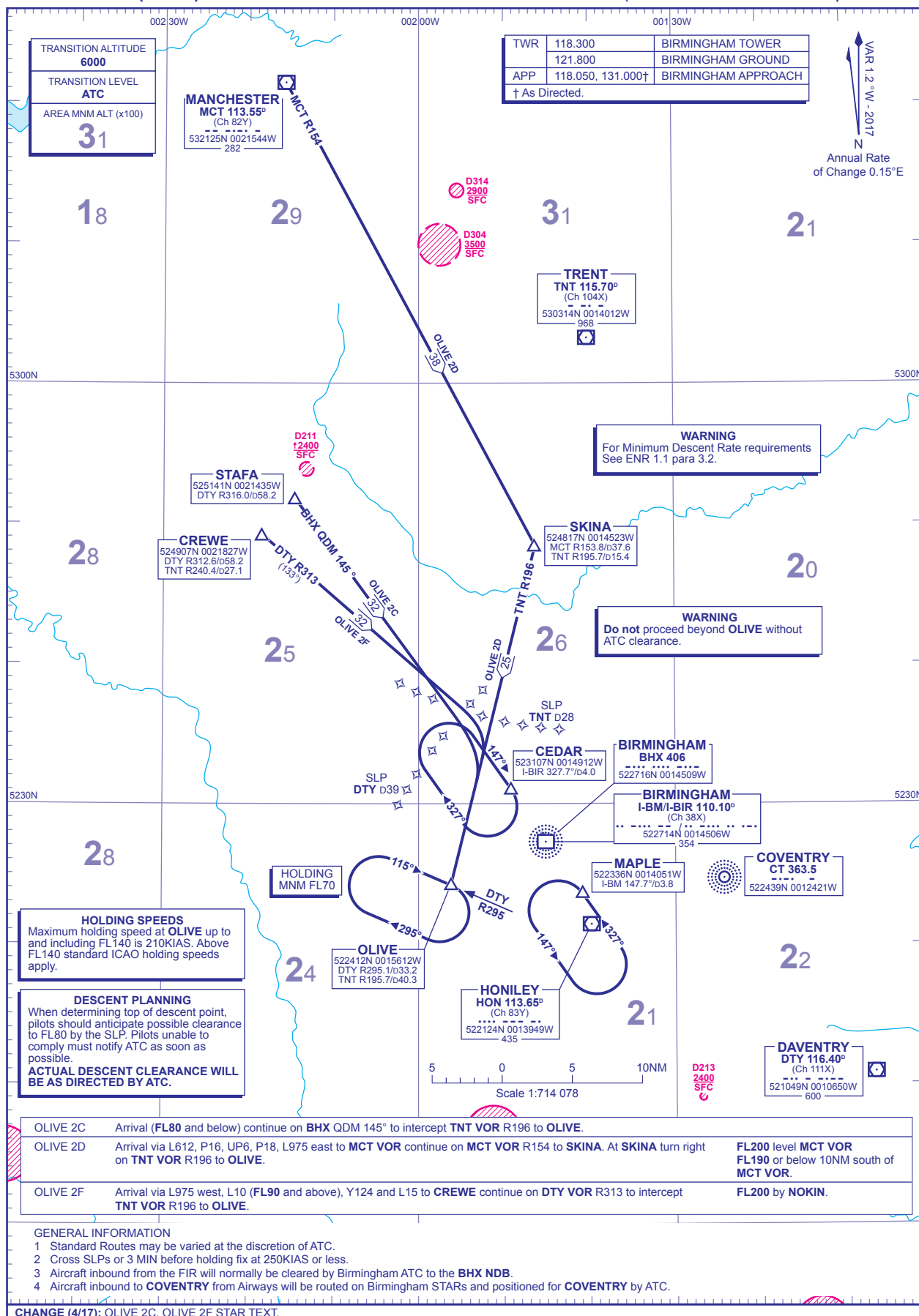
## Standard Instrument Departure Coding Tables

### Birmingham Runway 15 CPT 2Y

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| CPT 2Y     | 001             | CA              | -             | -                         | -        | 147°<br>(145.8°)     | -1.2               | -             | -              | +900             | -210             | RNAV1                  |
| CPT 2Y     | 002             | CF              | BBS02         | 522444.88N<br>0014207.45W | N        | 147°<br>(145.8°)     | -1.2               | 2.2           | RIGHT          | -                | -210             | RNAV1                  |
| CPT 2Y     | 003             | TF              | BBS04         | 522255.49N<br>0014122.39W | N        | 167°<br>(165.9°)     | -1.2               | 1.9           | LEFT           | -                | -210             | RNAV1                  |
| CPT 2Y     | 004             | TF              | BBS06         | 522110.45N<br>0013957.14W | N        | 155°<br>(153.5°)     | -1.2               | 2.0           | RIGHT          | -                | -210             | RNAV1                  |
| CPT 2Y     | 005             | TF              | BBS13         | 521451.51N<br>0013547.07W | N        | 159°<br>(158.0°)     | -1.2               | 6.8           | RIGHT          | +4000            | -250             | RNAV1                  |
| CPT 2Y     | 006             | TF              | BBS17         | 521102.31N<br>0013351.03W | N        | 164°<br>(162.7°)     | -1.2               | 4.0           | -              | 6000             | -250             | RNAV1                  |
| CPT 2Y     | 007             | TF              | CPT           | 512929.66N<br>0011310.89W | N        | 164°<br>(162.7°)     | -1.2               | 38.7          | -              | 6000             | -250             | RNAV1                  |

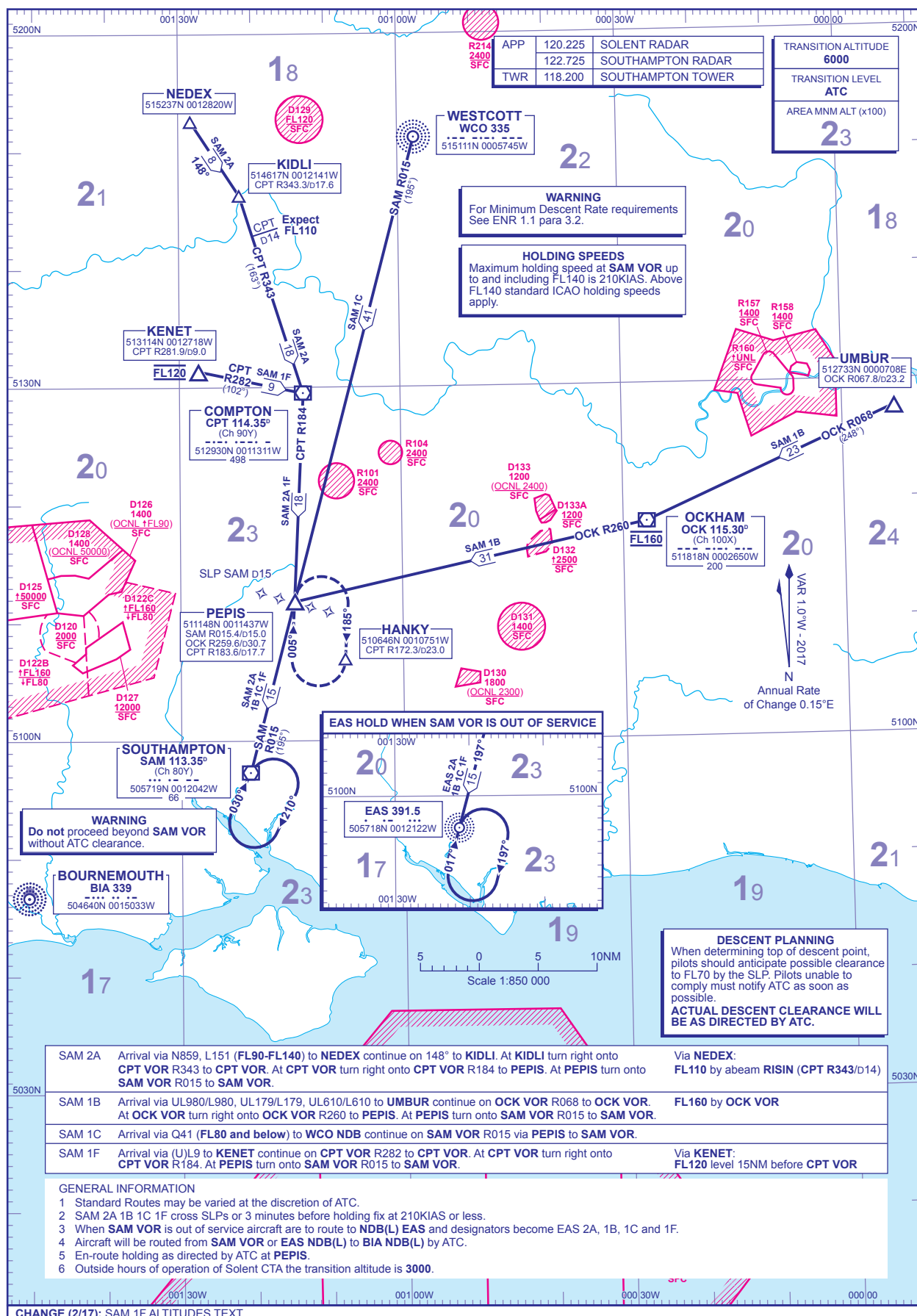
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STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETBIRMINGHAM  
CHASE 4B 3F 3G 3H

STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETBIRMINGHAM - OLIVE 2C 2D 2F (North)  
(HON VOR or DME not operational)

STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

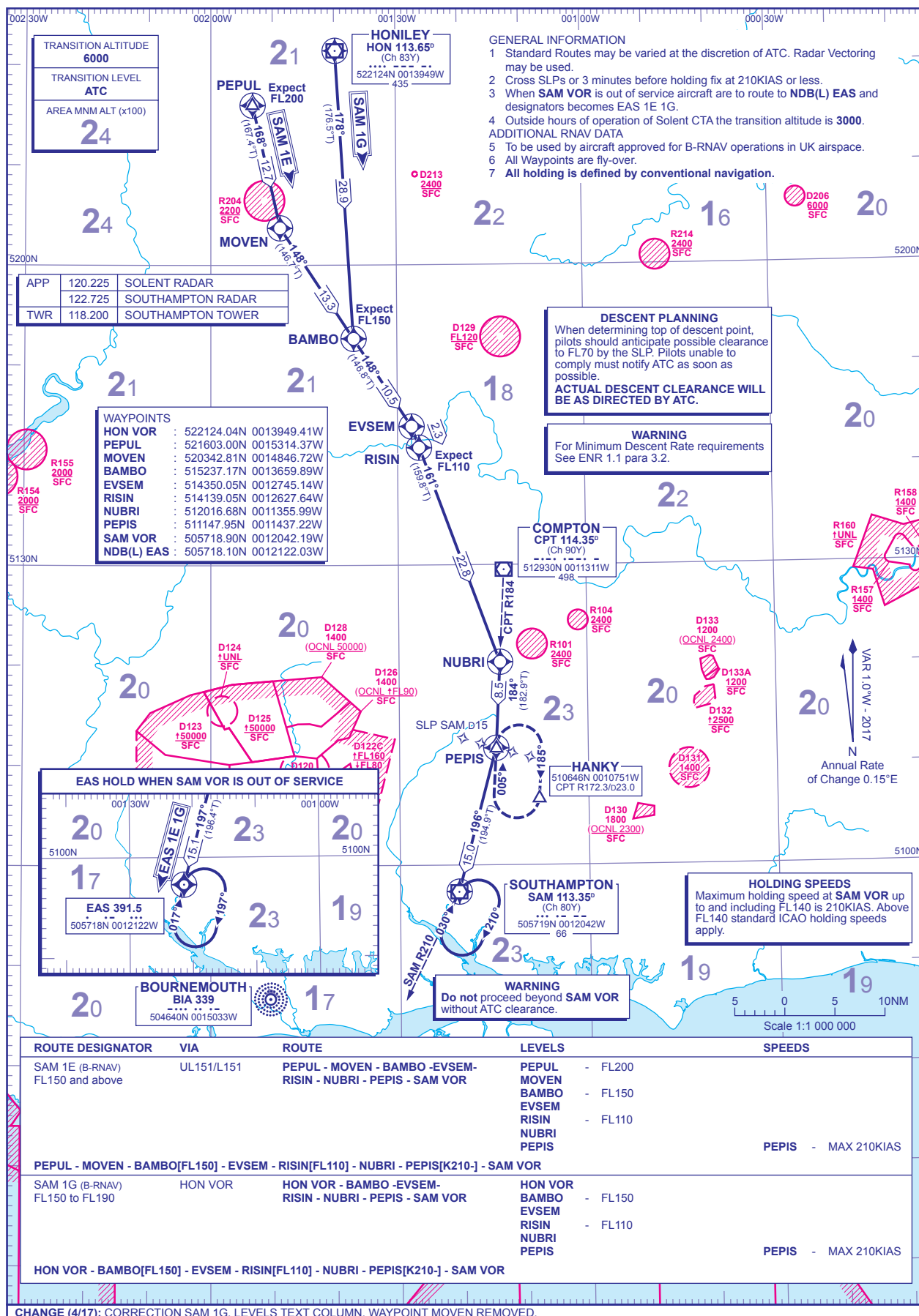
DISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

BOURNEMOUTH  
SAM 2A 1B 1C 1F



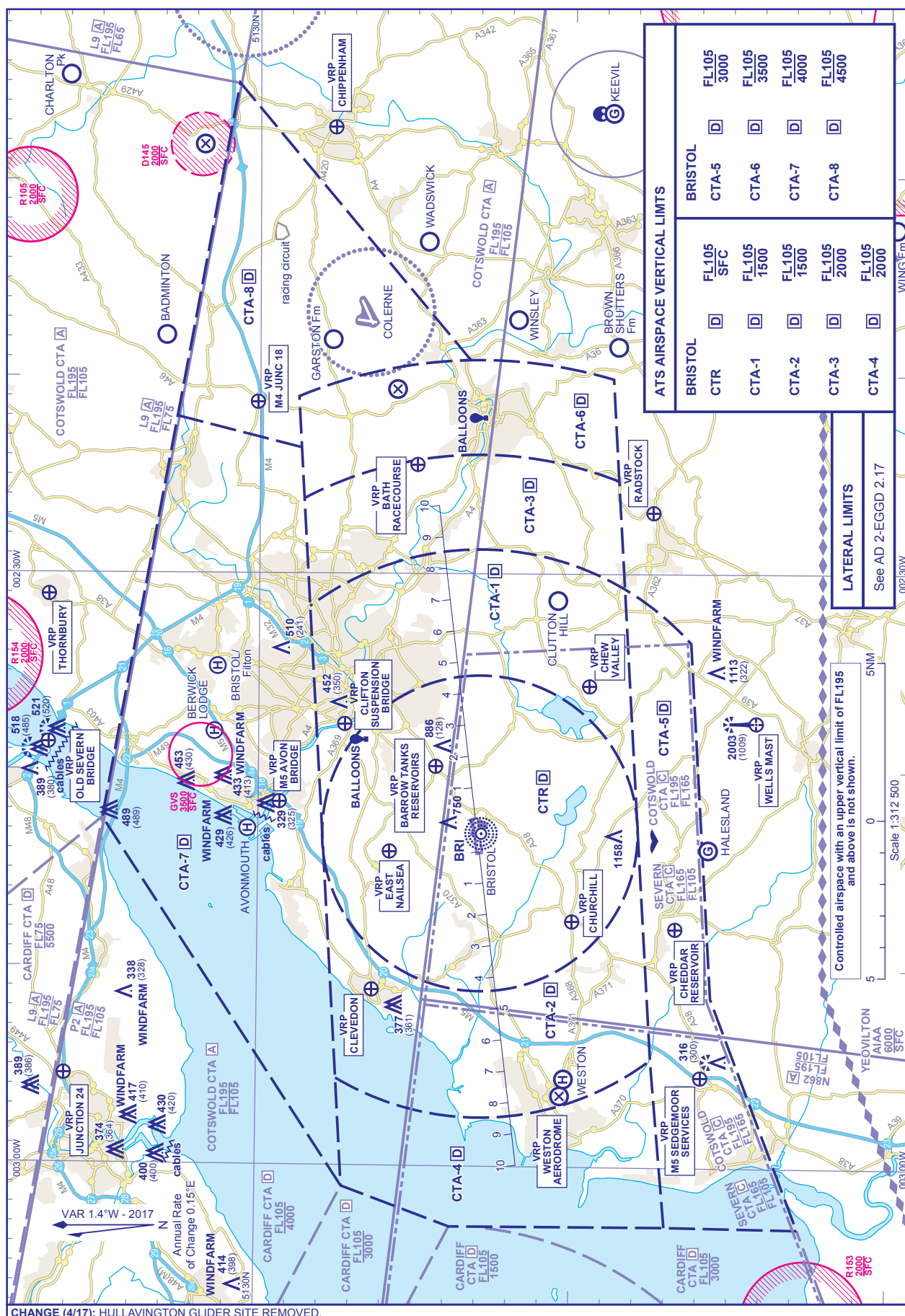
## B-RNAV STAR

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

BOURNEMOUTH  
SAM 1E 1G

## CONTROL ZONE AND CONTROL AREA CHART

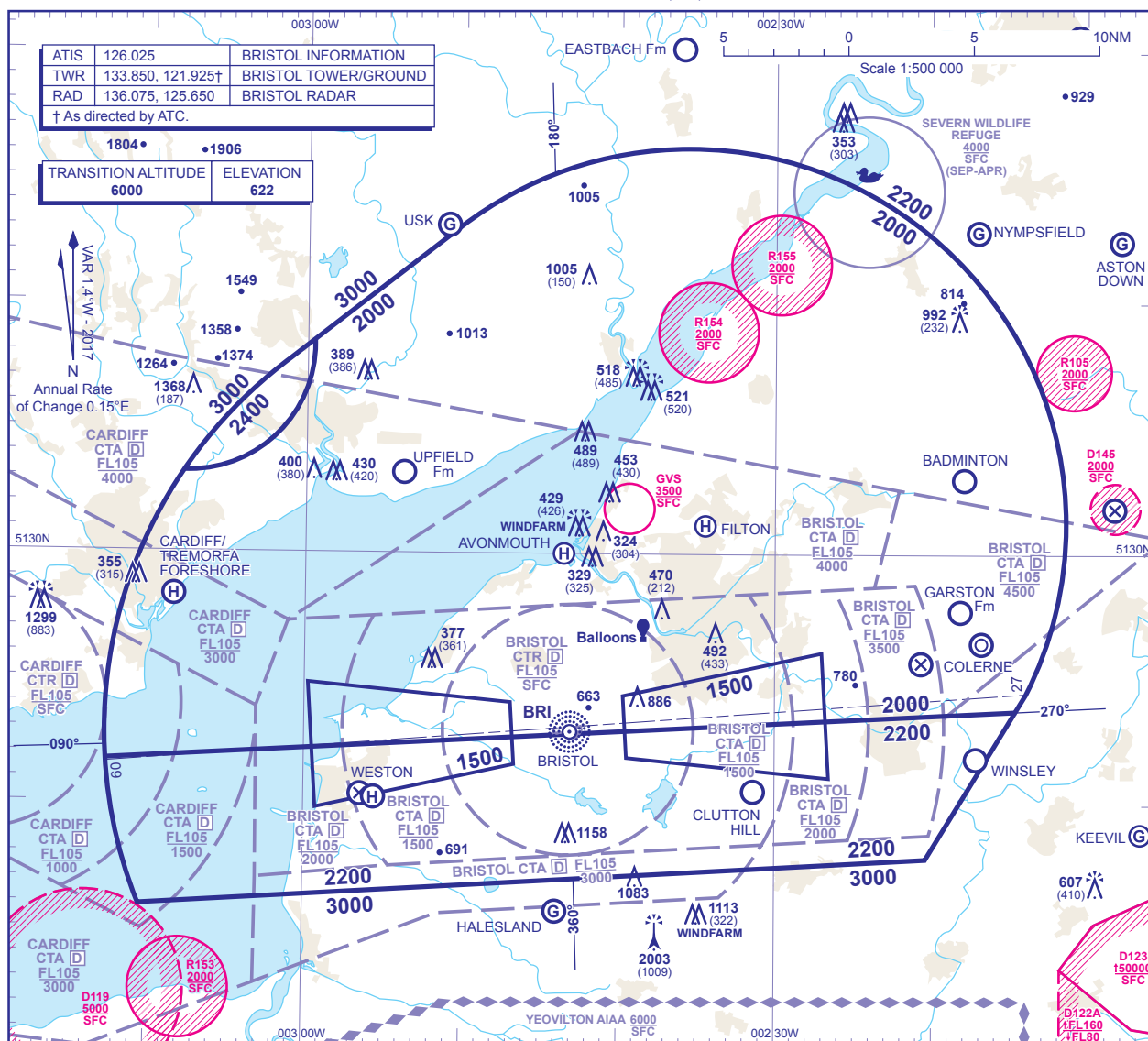
BRISTOL



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ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAOBEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL 2003  
HEIGHTS IN FEET AGL (1009)

BRISTOL



## MINIMUM INITIAL ALTITUDE

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

- 2000 in the sector defined by the lateral limits; 513822N 0025935W - 514259N 0025015W thence clockwise by an arc of a circle radius 15NM centred on 513110N 0023527W to 512356N 0021426W - 512140N 0031237W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 513315N 0030744W thence anticlockwise by an arc of a circle radius 5NM centred on 513822N 0025935W.
- 2200 in the sector defined by the lateral limits; 512140N 0031237W - 512356N 0021426W - 511751N 0022022W - 511553N 0031024W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 512140N 0031237W.
- 2400 in the sector defined by the lateral limits; 513315N 0030744W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W - 513822N 0025935W thence clockwise by an arc of a circle radius 5NM centred on 513813N 0030737W - 513315N 0030744W.

## OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

- within 5NM of the aircraft\*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track\*.

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

## LOSS OF COMMUNICATION PROCEDURES

## Initial Approach

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

## Intermediate and Final Approach

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

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

## GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of NDB(L) BRI.
- Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
- Class D airway N864 FL55-FL105, transits the Cardiff CTA/CTR, but is not shown for purposes of clarity. See ENR 3.1 for details.
- This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC surveillance service.
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40 degrees or less and is cleared to intercept the final approach track.

CHANGE (4/17): MAG VAR. HULLAVINGTON GLIDER SITE REMOVED. OBSTACLES.

AERO INFO DATE 16 JAN 17

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AERODROME  
CHART - ICAO

ARP 530607N 0042015W

AD ELEV 14FT

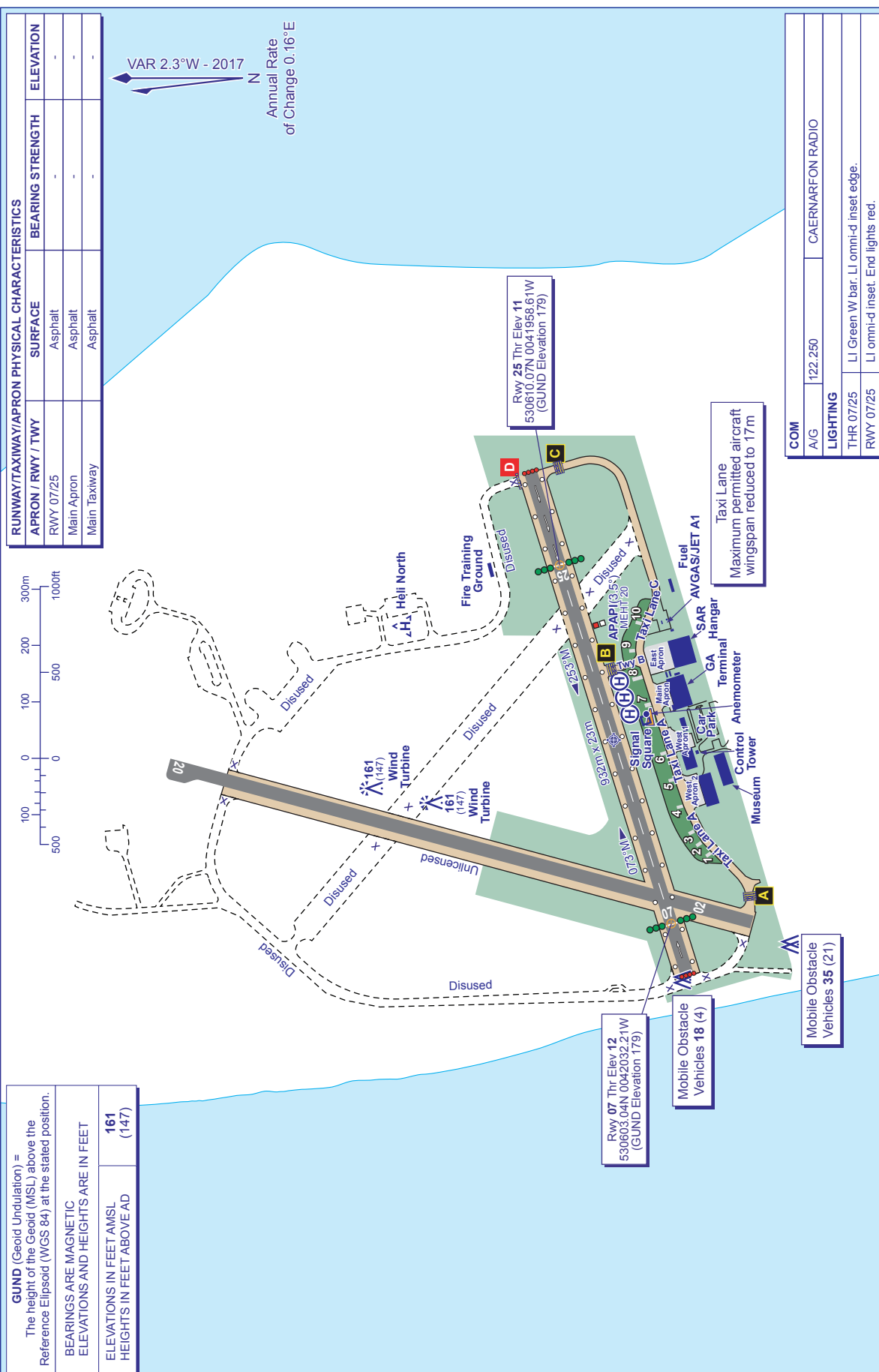
**CAERNARFON  
EGCK**

AERO INFO DATE 18 JAN 17

|                                                                                                                                              |                             |
|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| <p><b>GUND</b> (Geoid Undulation) =<br/>The height of the Geoid (MSL) above the<br/>Reference Ellipsoid (WGS 84) at the stated position.</p> | <p><b>161</b><br/>(147)</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|

## RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
|-------------------|---------|------------------|-----------|
| RWY 07/25         | Asphalt | -                | -         |
| Main Apron        | Asphalt | -                | -         |
| Main Taxiway      | Asphalt | -                | -         |



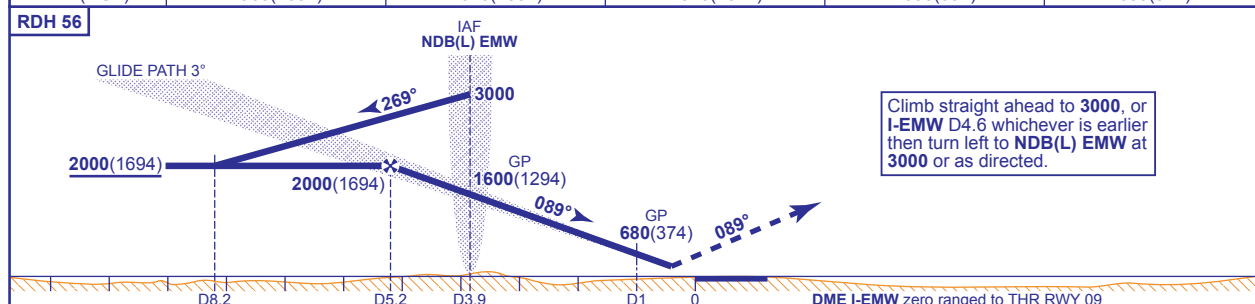
|           |                                       |
|-----------|---------------------------------------|
| COM       |                                       |
| A/G       | 122.250 CAERNARFON RADIO              |
| LIGHTING  |                                       |
| THR 07/25 | Lt Green W bar. Lt omni-d inset edge. |
| RWY 07/25 | Lt omni-d inset. End lights red.      |

**CHANGE (4/17):** MAG VAR. RUNWAY 07/25 HEADINGS. RWY 25 API/ANEMOMETER ADDED. RUNWAY/THRESHOLD/EDGE LIGHTING INTRODUCED.

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**EAST MIDLANDS**  
**ILS/DME/NDB(L)**  
**RWY 09**  
(ACFT CAT A,B,C,D)



| Aircraft Category  |            | A        | B        | C         | D         | Rate of descent | DME PLANW zero changed to THR RWY 05 |     |     |     |     |     |
|--------------------|------------|----------|----------|-----------|-----------|-----------------|--------------------------------------|-----|-----|-----|-----|-----|
| OCA (OCH)          | CAT I      | 446(140) | 457(151) | 468(162)  | 483(177)  |                 | G/S KT                               | 160 | 140 | 120 | 100 | 80  |
| VM(C)OCA (OCH AAL) | Total Area | 800(494) | 800(494) | 1200(894) | 1200(894) |                 | FT/MIN                               | 850 | 740 | 640 | 530 | 420 |

From overhead NDB(L) EMW **not below 3000**(2694) fly outbound on NDB(L) EMW QDR 249° (CAT A,B); NDB(L) EMW QDR 231° (CAT C,D), descending to **not below 2000**(1694). At I-EMW DME 8.2 baseturn right to intercept LOC. Once established on the LOC descend on the GP from the FAP (nominal I-EMW D5.2) to DH.

PRIMARY PROCEDURE: Notify ATC. Fly outbound leg of racetrack for 1MIN 30SEC (CAT A,B), 1MIN (CAT C,D), then turn right to establish on the LOC.  
MAX 210KIAS.

ALTERNATIVE PROCEDURE: Notify ATC. Fly outbound leg of baseturn for 1MIN 45SEC (CAT A,B), 1MIN 15SEC (CAT C,D), then turn right to establish on the LOC. MAX 210KIAS.

**NOTE 1** Lowest altitude to commence procedure from hold is **3000**.  
**2** Aircraft will normally be required to hold not lower than **3000**.

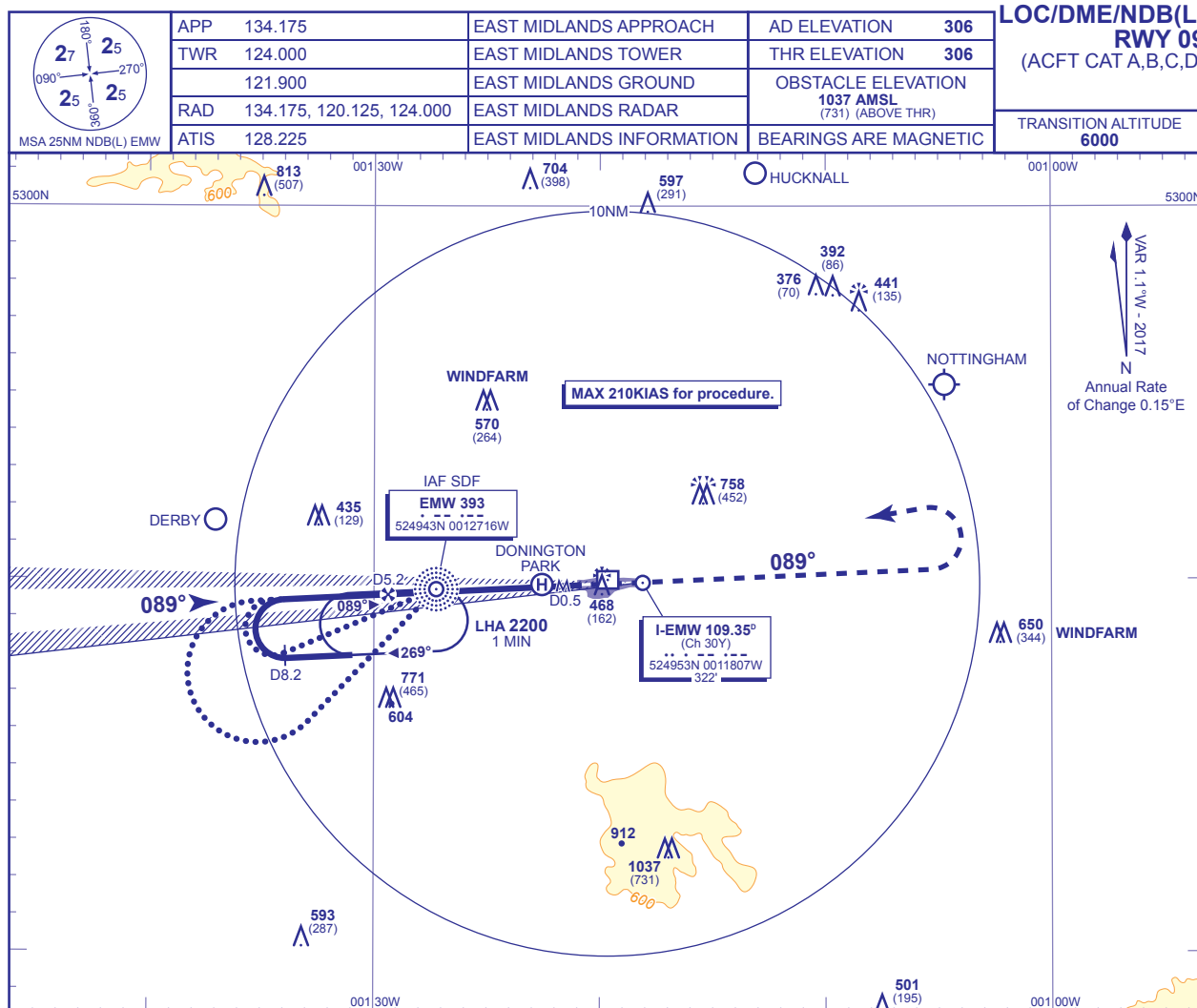
**CHANGE (4/17):** MAG VAR, MAG TRACKS, OBSTACLES.

AERO INFO DATE 09 JAN 17

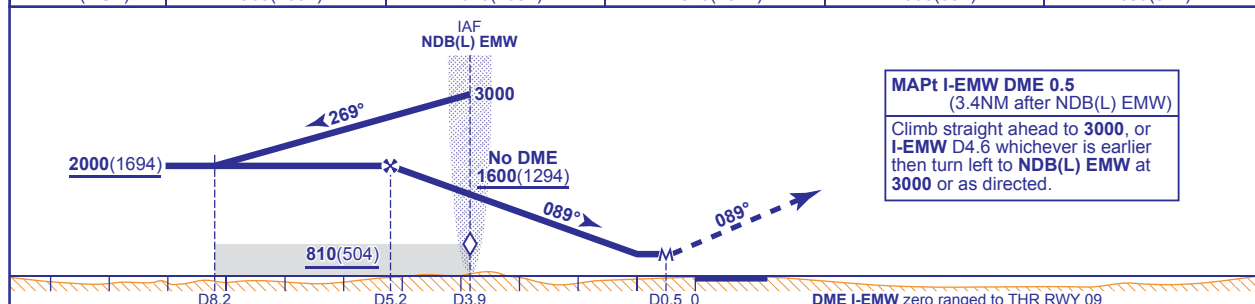


## INSTRUMENT APPROACH CHART - ICAO

**EAST MIDLANDS**  
**LOC/DME/NDB(L)**  
**RWY 09**  
(ACFT CAT A,B,C,D)



| RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM |            |            |            |           |          |
|---------------------------------------------|------------|------------|------------|-----------|----------|
| DME I-EMW                                   | 5          | 4          | 3          | 2         | 1        |
| ALT(HGT)                                    | 1960(1654) | 1640(1334) | 1320(1014) | 1000(694) | 680(374) |



| Aircraft Category     |            | A        | B        | C         | D         | Rate of descent<br>FT/MIN<br>NDB(L) EMW<br>to MAPt<br>(3.4NM) | G/S KT  | 160  | 140  | 120  | 100  | 80   |
|-----------------------|------------|----------|----------|-----------|-----------|---------------------------------------------------------------|---------|------|------|------|------|------|
| OCA<br>(OCH)          | Procedure  | 640(334) | 640(334) | 640(334)  | 640(334)  |                                                               | FT/MIN  | 850  | 740  | 640  | 530  | 420  |
| VM(C)OCA<br>(OCA AAL) | Total Area | 800(494) | 800(494) | 1200(894) | 1200(894) |                                                               | MIN:SEC | 1:16 | 1:27 | 1:42 | 2:02 | 2:33 |

### ALTERNATIVE PROCEDURE

From overhead NDB(L) EMW **not below 3000**(2694) fly outbound on NDB(L) EMW QDR 249° (CAT A,B); NDB(L) EMW QDR 231° (CAT C,D), descending to **not below 2000**(1694). At I-EMW DME 8.2 baseturn right to intercept LOC. Once established on the LOC continue as for main procedure.

## AIRCRAFT UNABLE TO RECEIVE DME I-EMW NOTIFY ATC

PRIMARY PROCEDURE: Fly outbound leg of racetrack for 1MIN 30SEC (CAT A,B), 1MIN (CAT C,D), then turn right to establish on the LOC. MAX 210KIAS. Once established on the LOC descend to cross SDF overhead NDB(L) EMW **not below 1600(1294)** and then to MDA(H).

ALTERNATIVE PROCEDURE: Fly outbound

on the LOC. MAX 210KIAS. Once established on the LOC descend to cross SDF overhead NDB(L) EMW **not below 1600(1294)** and then to MDA(H).

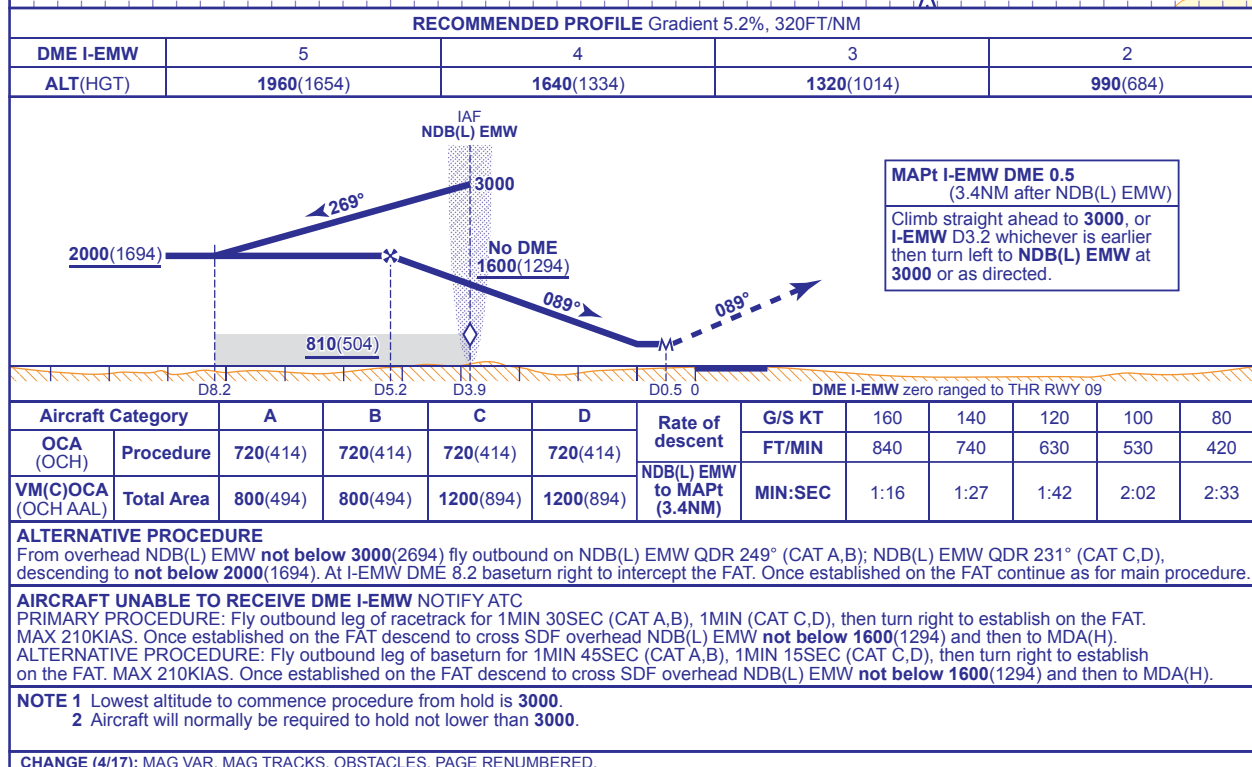
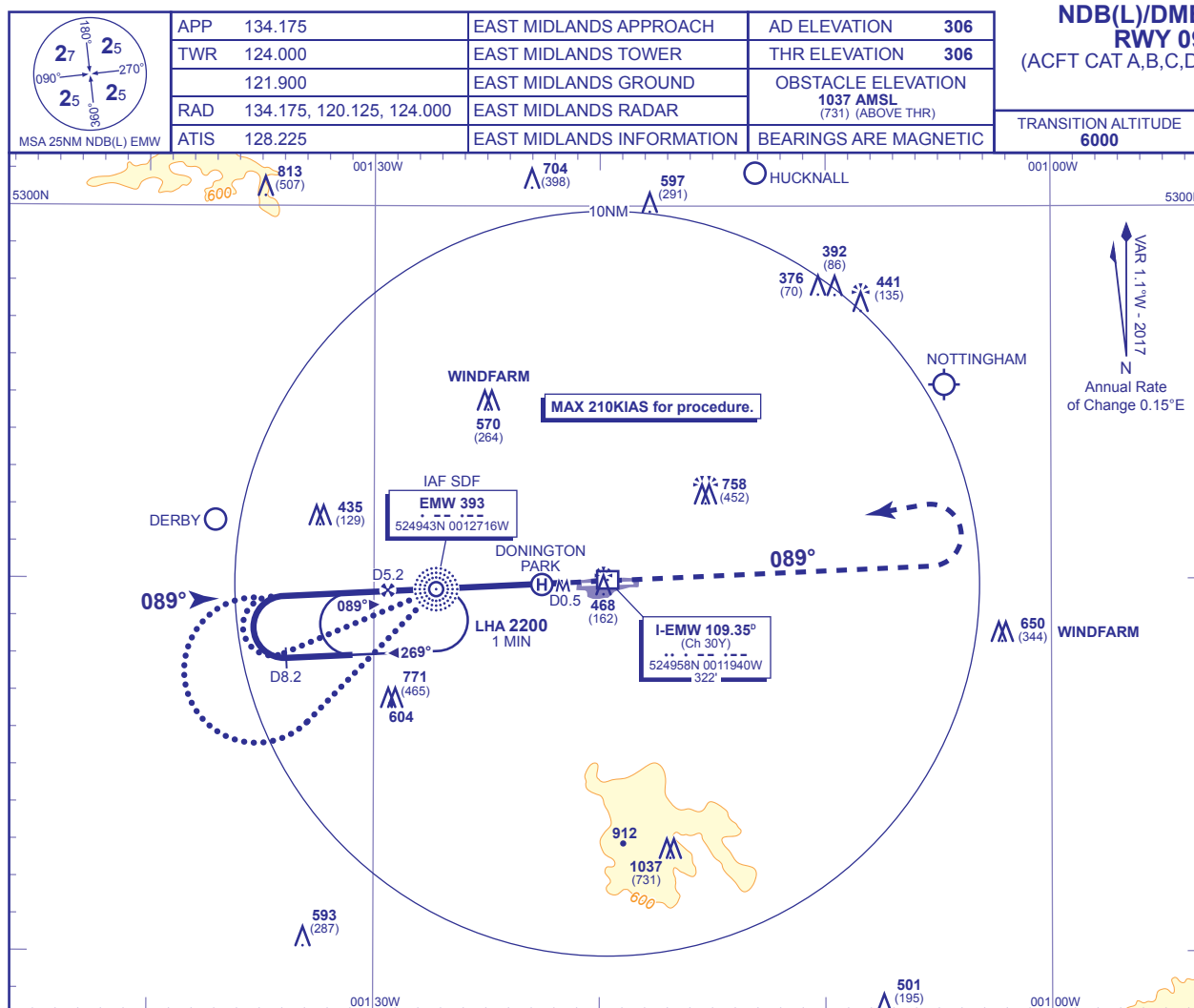
**NOTE 1** Lowest altitude to commence procedure from hold is 3000

**NOTE 1** Lowest altitude to commence procedure from hold is **3000**.  
**2** Aircraft will normally be required to hold not lower than **300**.

CHANGE (4/17): MAG VAR, MAG TRACKS, OBSTACLES.

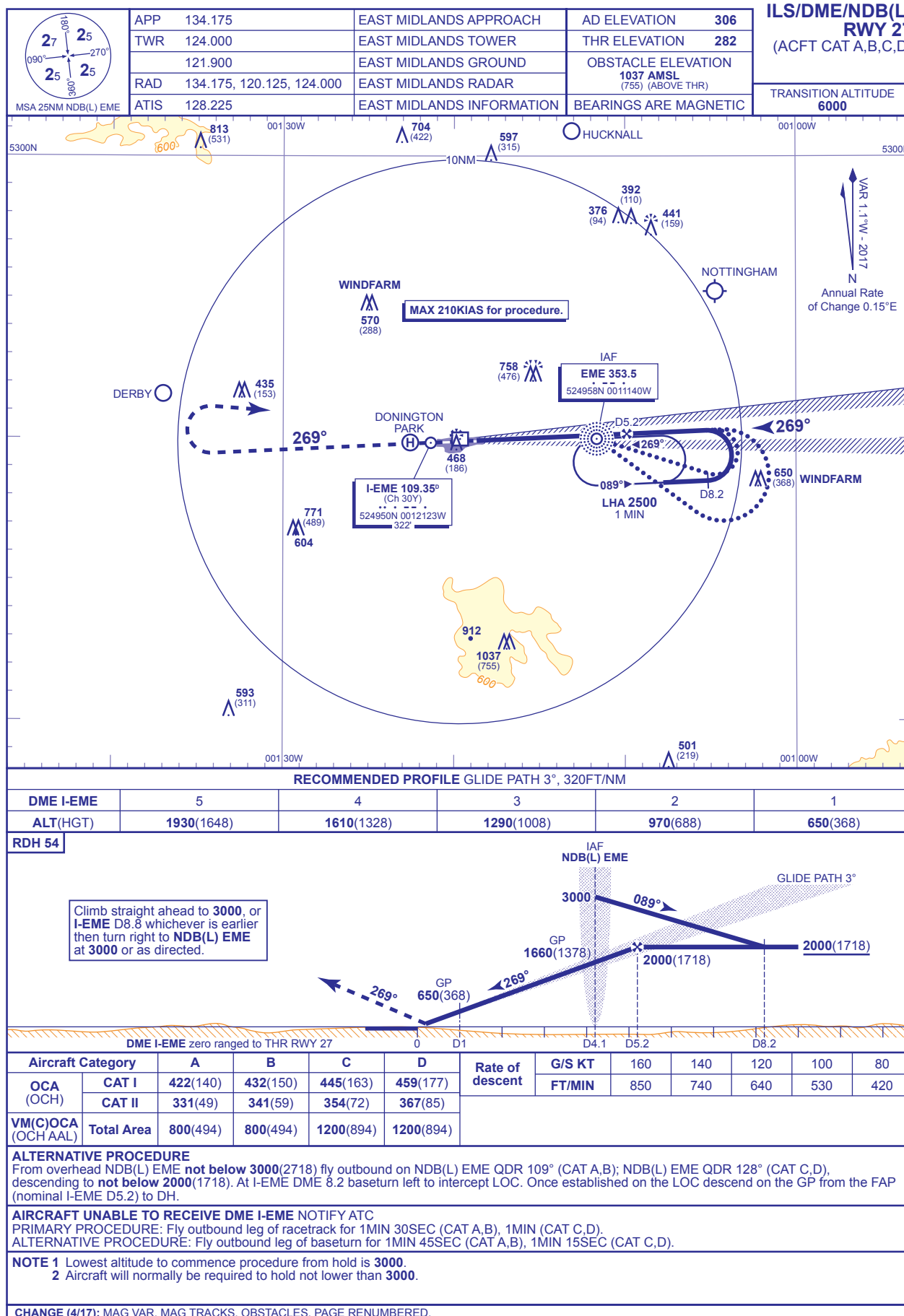
AERO INFO DATE 09 JAN 17

## INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS  
NDB(L)/DME  
RWY 09  
(ACFT CAT A,B,C,D)

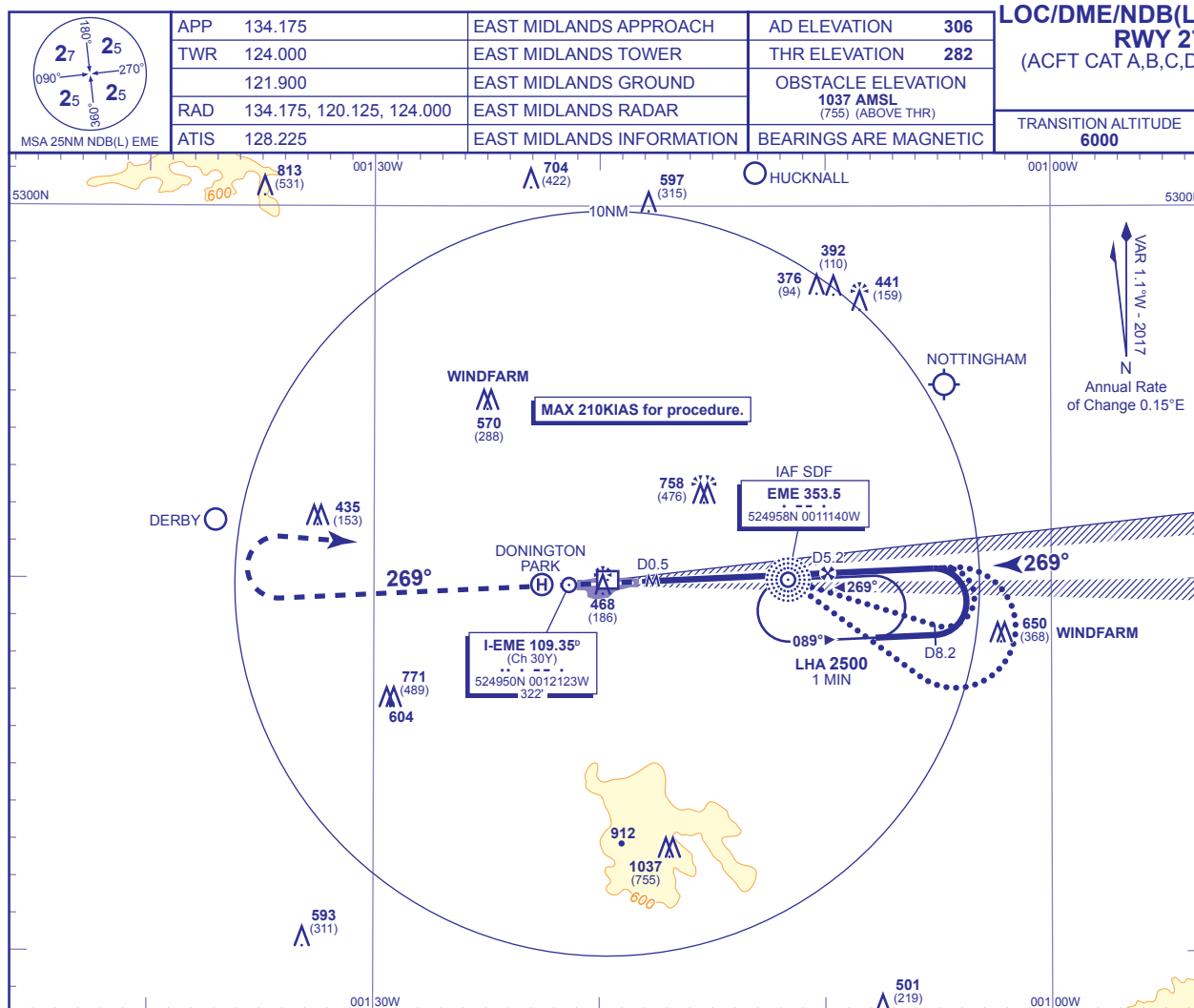
AERO INFO DATE 09 JAN 17

## INSTRUMENT APPROACH CHART - ICAO

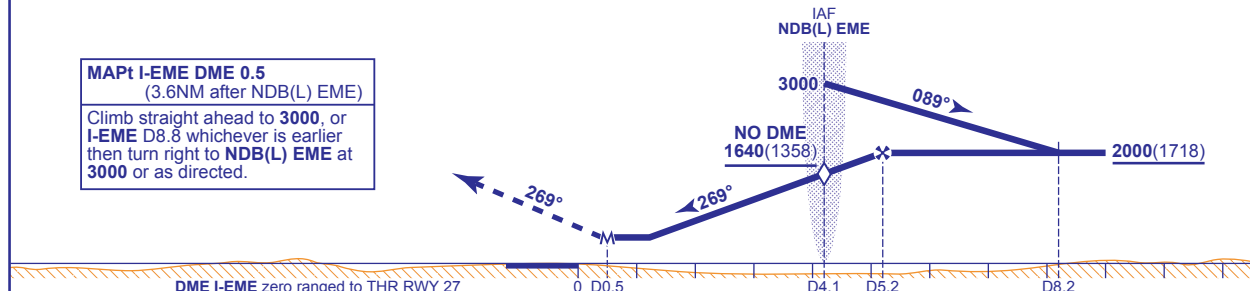
EAST MIDLANDS  
ILS/DME/NDB(L)  
RWY 27  
(ACFT CAT A,B,C,D)

AERO INFO DATE 09 JAN 17

## INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS  
LOC/DME/NDB(L)  
RWY 27  
(ACFT CAT A,B,C,D)

**MAPt I-EME DME 0.5**  
(3.6NM after NDB(L) EME)  
Climb straight ahead to 3000, or  
I-EME D8.8 whichever is earlier  
then turn right to NDB(L) EME at  
3000 or as directed.



| DME PLANE 200 (aligned to MIN RWY 27) |            |          |          |           |           | DME PLANE 200 (aligned to MIN RWY 27) |         |      |      |      |      |      |
|---------------------------------------|------------|----------|----------|-----------|-----------|---------------------------------------|---------|------|------|------|------|------|
| Aircraft Category                     |            | A        | B        | C         | D         | Rate of descent                       | G/S KT  | 160  | 140  | 120  | 100  | 80   |
| OCA (OCH)                             | WITH DME   | 610(328) | 610(328) | 610(328)  | 610(328)  |                                       | FT/MIN  | 850  | 740  | 640  | 530  | 420  |
|                                       | NO DME     | 690(408) | 690(408) | 690(408)  | 690(408)  | NDB(L) EME to MAPt                    | MIN:SEC | 1:21 | 1:32 | 1:48 | 2:09 | 2:42 |
| VM(C)OCA (OCH AAL)                    | Total Area | 800(494) | 800(494) | 1200(894) | 1200(894) |                                       |         |      |      |      |      |      |

## ALTERNATIVE PROCEDURE

From overhead NDB(L) EME **not below 3000**(2718) fly outbound on NDB(L) EME QDR 109° (CAT A,B); NDB(L) EME QDR 128° (CAT C,D), descending to **not below 2000**(1718). At I-EME DME 8.2 baseturn left to intercept LOC. Once established on the LOC continue as for main procedure.

## AIRCRAFT UNABLE TO RECEIVE DME I-EME NOTIFY ATC

PRIMARY PROCEDURE: Fly outbound leg of racetrack for 1MIN 30SEC (CAT A,B), 1MIN (CAT C,D).

ALTERNATIVE PROCEDURE: Fly outbound leg of baseturn for 1MIN 45SEC (CAT A,B), 1MIN 15SEC (CAT C,D).

Once established on the LOC descend to cross SDF overhead NDB(L) EME **not below 1640**(1358) and then to MDA(H).

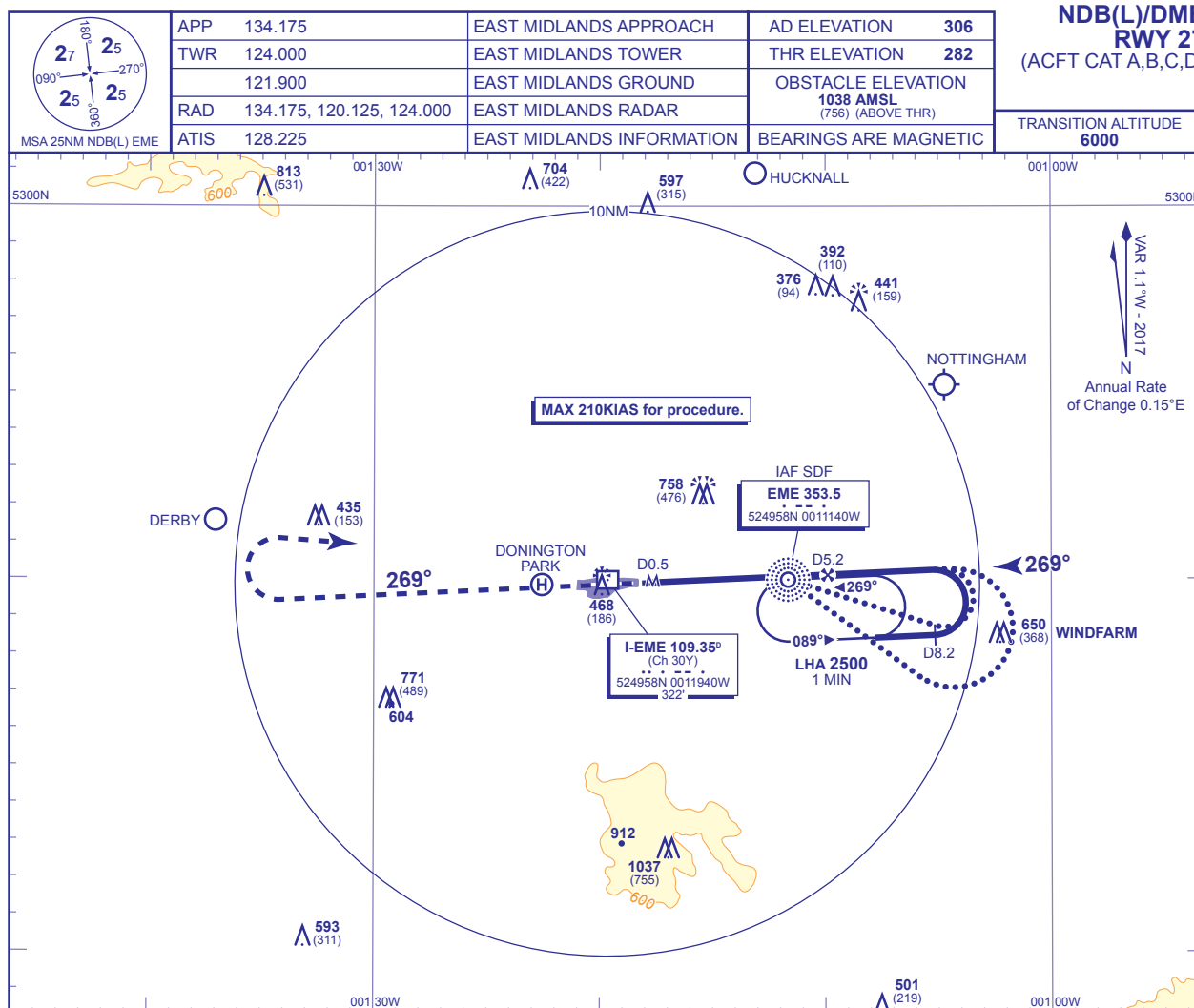
**NOTE 1** Lowest altitude to commence procedure from hold is 3000.

**NOTE 2** Aircraft will normally be required to hold not lower than 3000.

**CHANGE (4/17):** MAG VAR. MAG TRACKS. OBSTACLES. PAGE RENUMBERED.

AERO INFO DATE 09 JAN 17

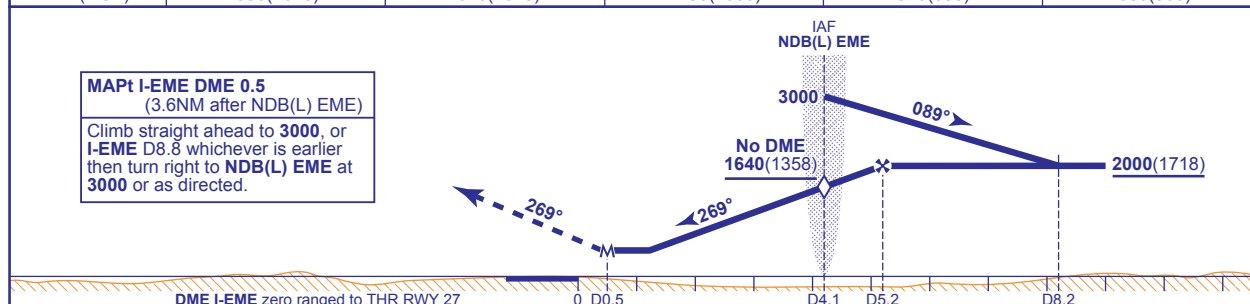
## INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS  
NDB(L)/DME  
RWY 27  
(ACFT CAT A,B,C,D)

## RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

| DME I-EME | 5          | 4          | 3          | 2        | 1        |
|-----------|------------|------------|------------|----------|----------|
| ALT(HGT)  | 1930(1648) | 1610(1328) | 1290(1008) | 970(688) | 650(368) |

**MAPt I-EME DME 0.5**  
(3.6NM after NDB(L) EME)  
Climb straight ahead to 3000, or  
I-EME D8.8 whichever is earlier  
then turn right to NDB(L) EME at  
3000 or as directed.



| DME PLANE 200 changed to 1100 RWY 27 |            |          |          |           |           | D-110              |         | D-110 |      | D-110 |      |      |
|--------------------------------------|------------|----------|----------|-----------|-----------|--------------------|---------|-------|------|-------|------|------|
| Aircraft Category                    |            | A        | B        | C         | D         | Rate of descent    | G/S KT  | 160   | 140  | 120   | 100  | 80   |
| OCA (OCH)                            | WITH DME   | 620(338) | 620(338) | 620(338)  | 620(338)  |                    | FT/MIN  | 850   | 740  | 640   | 530  | 420  |
|                                      | NO DME     | 720(438) | 720(438) | 720(438)  | 720(438)  |                    |         |       |      |       |      |      |
| VM(C)OCA (OCH AAL)                   | Total Area | 800(494) | 800(494) | 1200(894) | 1200(894) | NDB(L) EME to MAPt | MIN:SEC | 1:21  | 1:32 | 1:48  | 2:09 | 2:42 |

## ALTERNATIVE PROCEDURE

From overhead NDB(L) EME **not below 3000**(2718) fly outbound on NDB(L) EME QDR 109° (CAT A,B); NDB(L) EME QDR 128° (CAT C,D), descending to **not below 2000**(1718). At I-EME DME 8.2 baseturn left to establish on the FAT. Once established continue as for main procedure.

## AIRCRAFT UNABLE TO RECEIVE DME I-EME NOTIFY ATC

PRIMARY PROCEDURE: Fly outbound leg of racetrack for 1MIN 30SEC (CAT A,B), 1MIN (CAT C,D).

ALTERNATIVE PROCEDURE: Fly outbound leg of baseturn for 1MIN 45SEC (CAT A,B), 1MIN 15SEC (CAT C,D).

Once established on the FAT descend to cross SDF overhead NDB(L) EME **not below 1640**(1358) and then to MDA(H).

**NOTE 1** Lowest altitude to commence procedure from hold is 3000.

**NOTE 2** Aircraft will normally be required to hold not lower than 3000.

**CHANGE (4/17):** MAG VAR. MAG TRACKS. OBSTACLES. PAGE RENUMBERED.

AERO INFO DATE 09 JAN 17

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

|      |                  |                      |
|------|------------------|----------------------|
| APP  | 128.650          | GUERNSEY APPROACH    |
| TWR  | 119.950          | GUERNSEY TOWER       |
| RAD  | 118.900, 124.500 | GUERNSEY RADAR       |
| ATIS | 109.400          | GUERNSEY INFORMATION |

|                 |                                                                                                                                                                                                                                               |                  |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| DIN 2E RWY 09   | Straight ahead to 1836 (1500 QFE) or GUR D3, whichever is earlier. Turn right onto track 214° to intercept GUR VOR R172 to OYSTA. Cross OYSTA at 3000. At OYSTA turn left onto DIN VOR R332 to DIN VOR.                                       | N862 Southbound. |
| DIN 2W RWY 27   | Straight ahead to 1836 (1500 QFE) or GUR D3, whichever is earlier. Turn left onto track 134° to intercept GUR VOR R172 to OYSTA. Cross OYSTA at 3000. At OYSTA turn left onto DIN VOR R332 to DIN VOR.                                        | N862 Southbound. |
| ORVAL 1E RWY 09 | Straight ahead to 1836 (1500 QFE) or GUR D3, whichever is earlier. Turn right onto track 214° to intercept GUR VOR R172 to OYSTA. Cross OYSTA at 3000. At OYSTA turn left onto track 087° to PERCH, then turn right onto track 143° to ORVAL. | R111, R491, V20. |
| ORVAL 1W RWY 27 | Straight ahead to 1836 (1500 QFE) or GUR D3, whichever is earlier. Turn left onto track 134° to intercept GUR VOR R172 to OYSTA. Cross OYSTA at 3000. At OYSTA turn left onto track 087° to PERCH, then turn right onto track 143° to ORVAL.  | R111, R491, V20. |

**GENERAL INFORMATION**  
 1 SIDs reflect Noise Preferential Routings. See EGB AD 2.21 for Noise Abatement Procedures.  
 2 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**  
 3 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Control'.

**CHANGE (4/17):** KOKOS 2E/2W TERMINATE AT ORVAL AND REDESIGNATED ORVAL 1E/1W

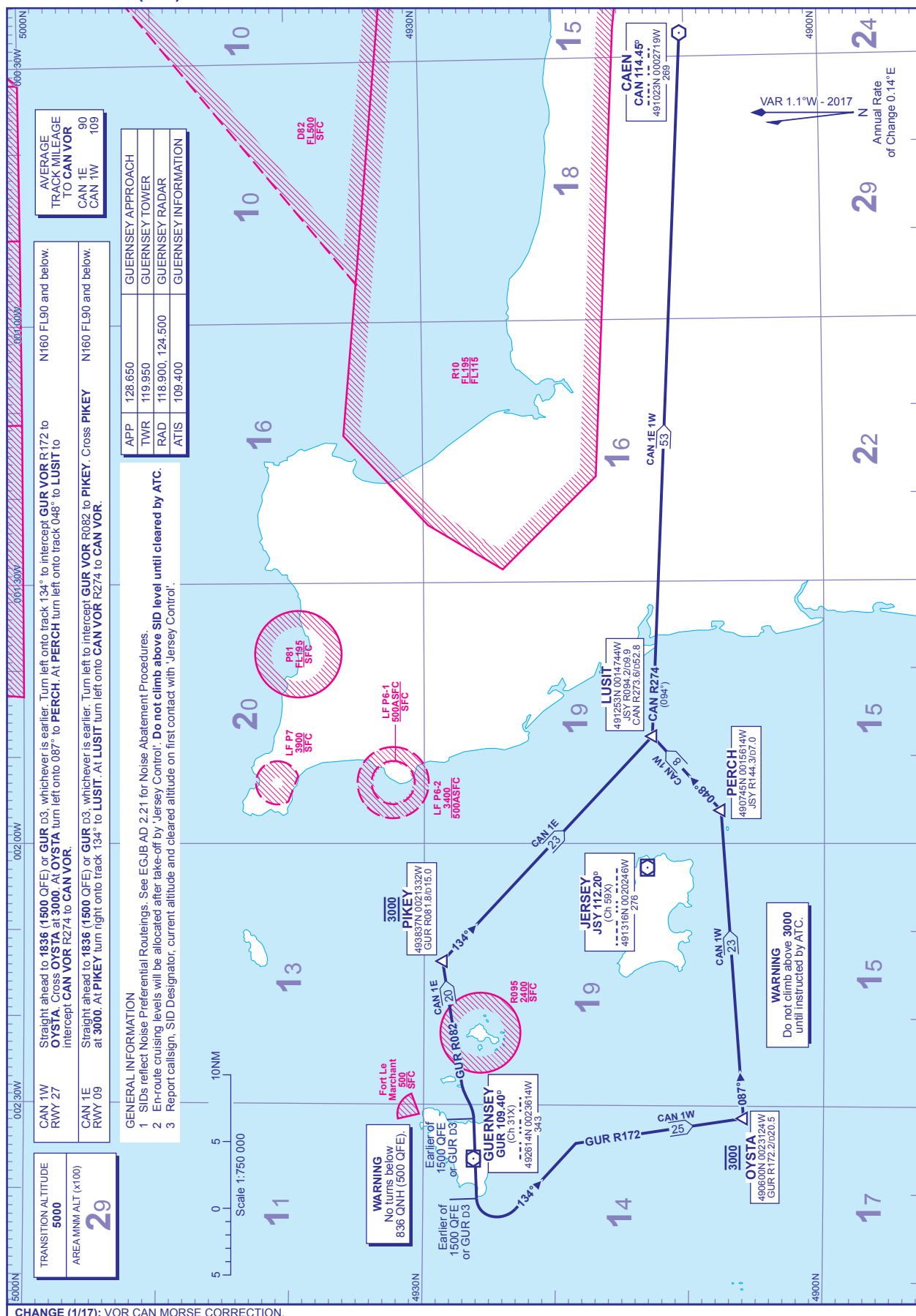
AERO INFO DATE 09 JAN 17



## STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

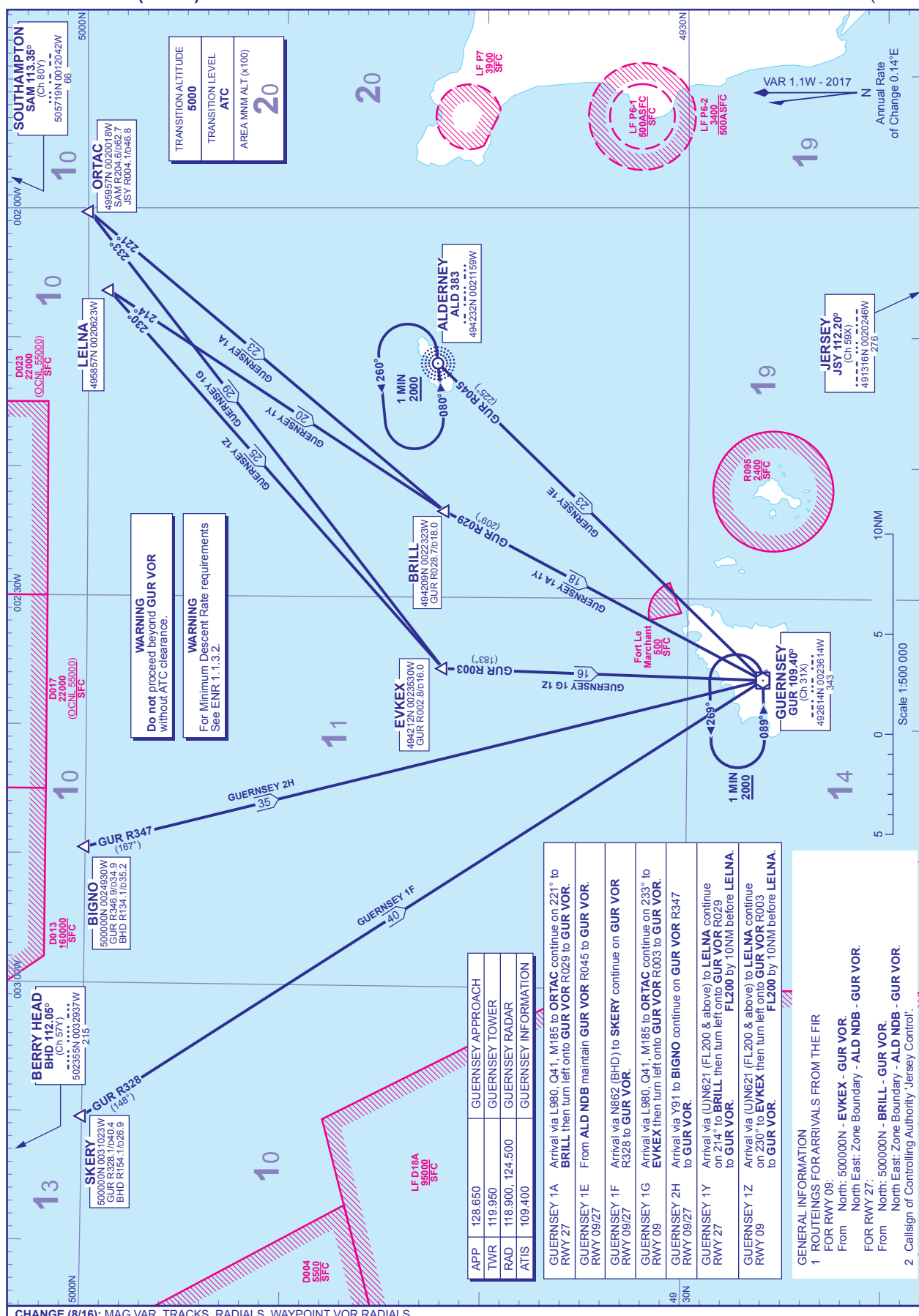
DISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

**GUERNSEY  
CAEN**



**CHANGE (1/17):** VOR CAN MORSE CORRECTION.

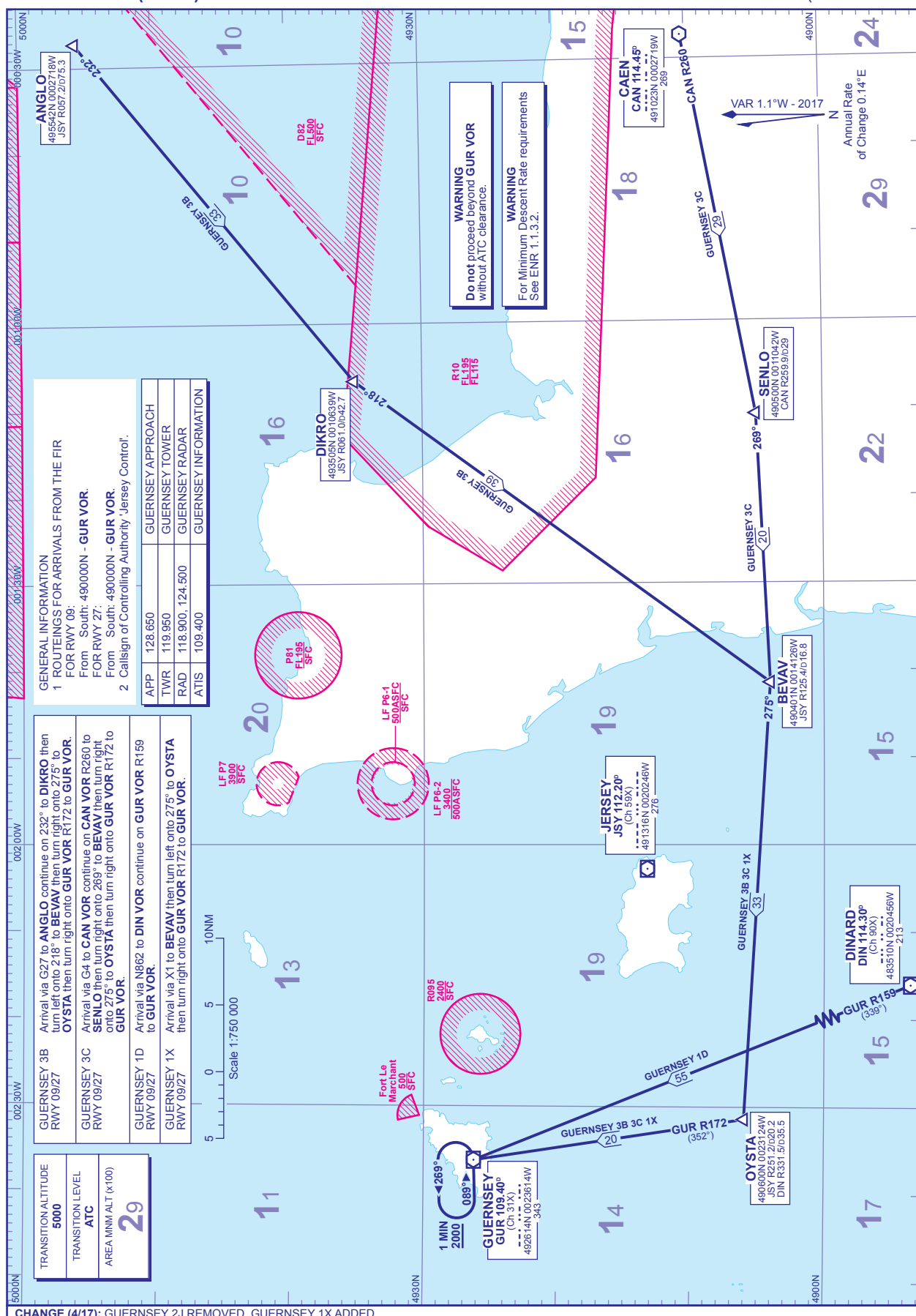
AERO INFO DATE 18 OCT 16

STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETGUERNSEY  
via GUR (north)

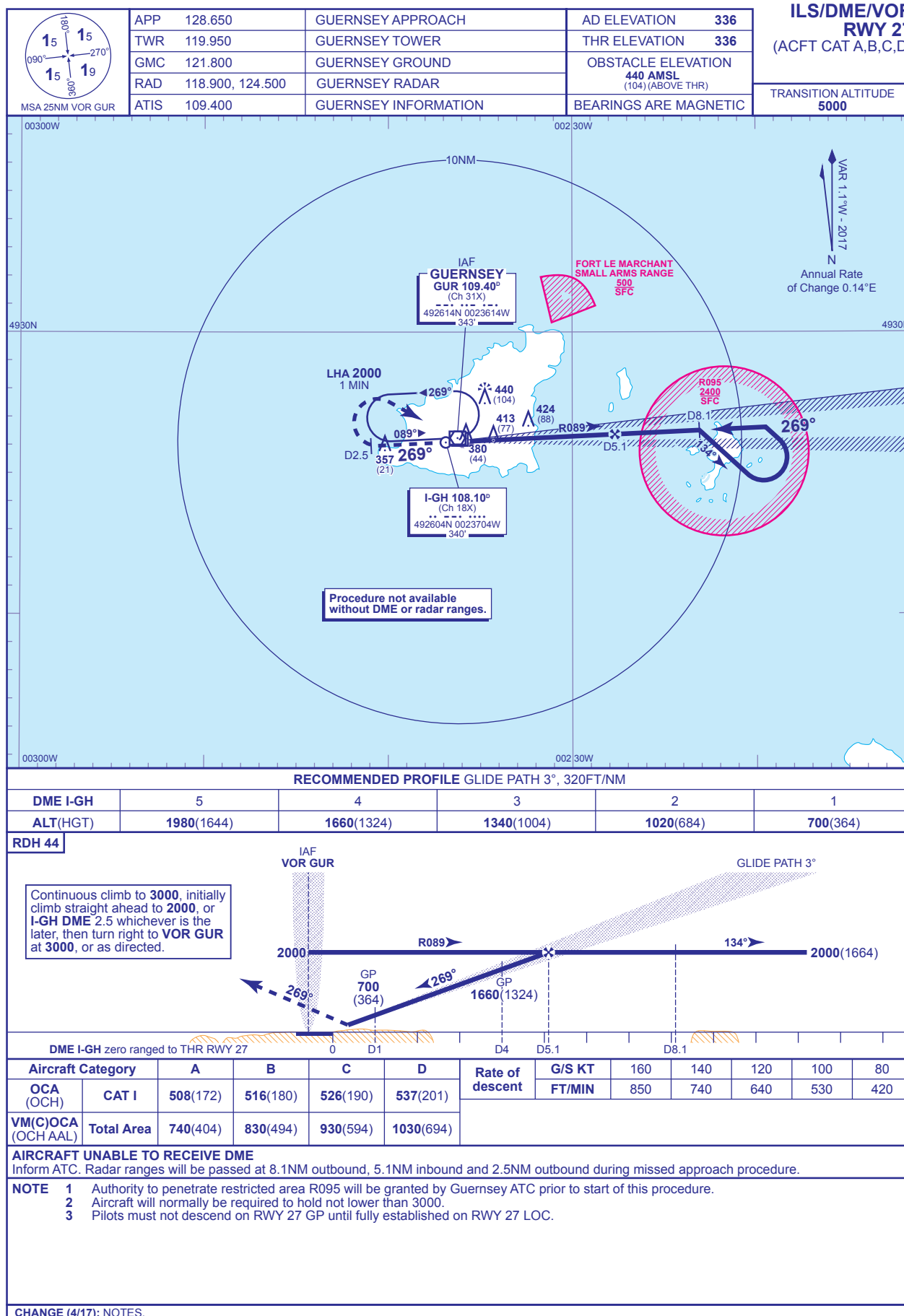
CHANGE (8/16): MAG VAR. TRACKS. RADIALS. WAYPOINT VOR RADIALS.

AERO INFO DATE 05 MAY 16



STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETGUERNSEY  
via GUR (south & east)

## INSTRUMENT APPROACH CHART - ICAO

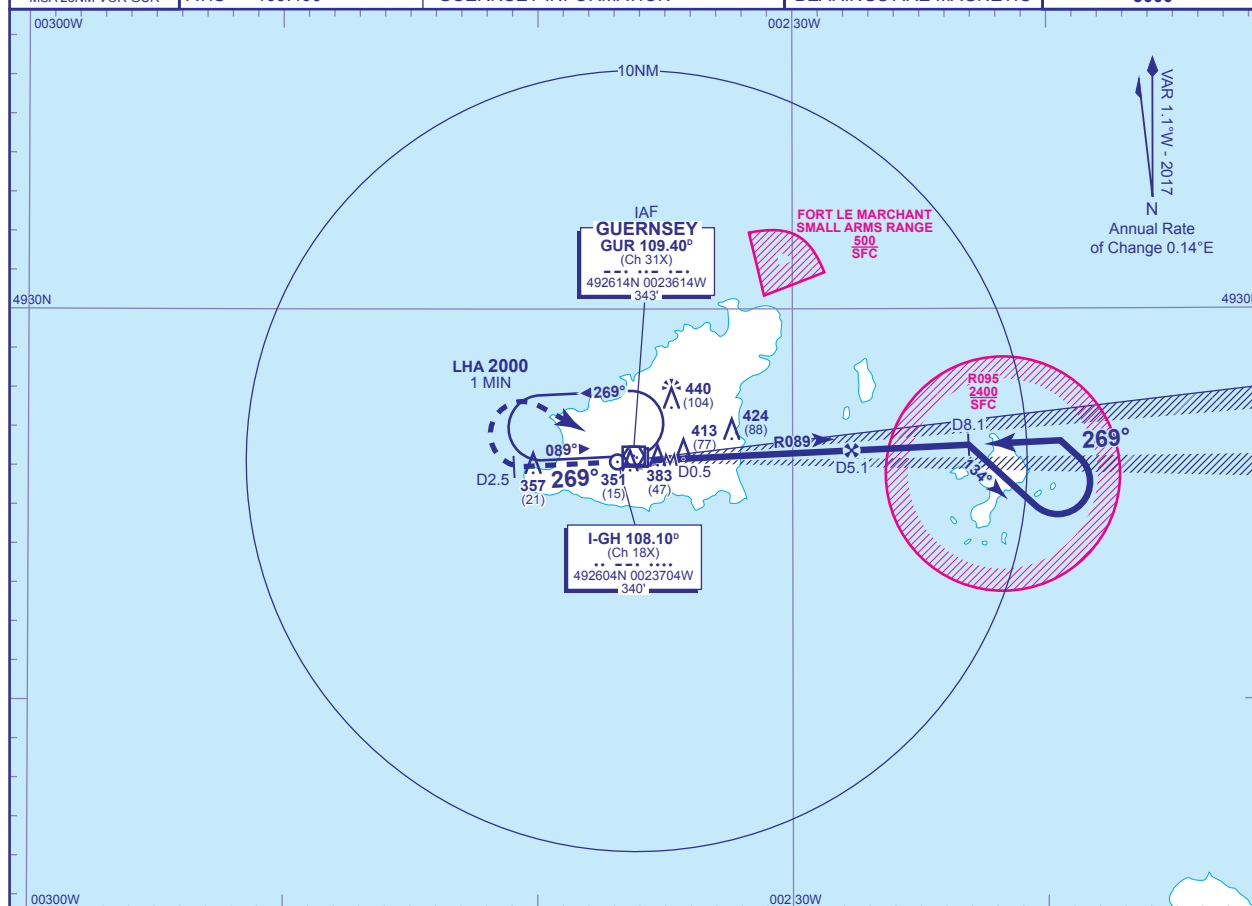
**GUERNSEY  
ILS/DME/VOR  
RWY 27**  
(ACFT CAT A,B,C,D)


AERO INFO DATE 15 DEC 16

## INSTRUMENT APPROACH CHART - ICAO

**GUERNSEY  
LOC/DME/VOR  
RWY 27**  
(ACFT CAT A,B,C,D)

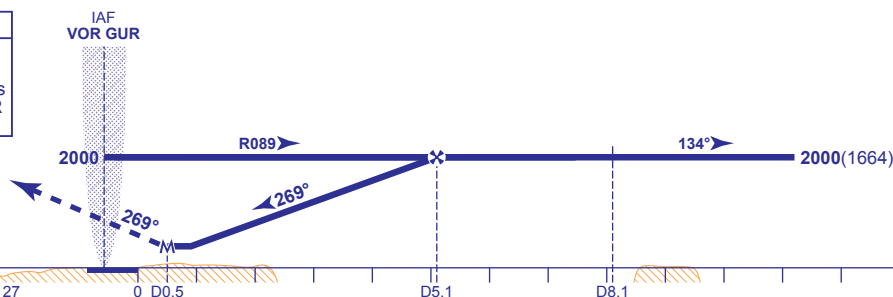
|                                                                                                                     |                      |                      |                                                            |                                                                       |
|---------------------------------------------------------------------------------------------------------------------|----------------------|----------------------|------------------------------------------------------------|-----------------------------------------------------------------------|
| <div><p>MSA 25NM VOR GUR</p></div> | APP 128.650          | GUERNSEY APPROACH    | AD ELEVATION <b>336</b>                                    | <div><b>LOC/DME/VOR</b><br/><b>RWY 2</b><br/>(ACFT CAT A,B,C,D)</div> |
|                                                                                                                     | TWR 119.950          | GUERNSEY TOWER       | THR ELEVATION <b>336</b>                                   |                                                                       |
|                                                                                                                     | GMC 121.800          | GUERNSEY GROUND      | OBSTACLE ELEVATION<br><b>440 AMSL</b><br>(104) (ABOVE THR) |                                                                       |
|                                                                                                                     | RAD 118.900, 124.500 | GUERNSEY RADAR       |                                                            |                                                                       |
|                                                                                                                     | ATIS 109.400         | GUERNSEY INFORMATION |                                                            |                                                                       |
|                                                                                                                     |                      |                      | TRANSITION ALTITUDE <b>5000</b>                            |                                                                       |



| RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM |            |            |            |           |          |
|----------------------------------------------|------------|------------|------------|-----------|----------|
| DME I-GH                                     | 5          | 4          | 3          | 2         | 1        |
| ALT(HGT)                                     | 1980(1644) | 1660(1324) | 1340(1004) | 1020(684) | 700(364) |

## MAPt D0.5 I-GH

Continuous climb to **3000**, initially climb straight ahead to **2000**, or **I-GH DME 2.5** outbound whichever is the later, then turn right to **VOR GUR** at **3000**, or as directed.



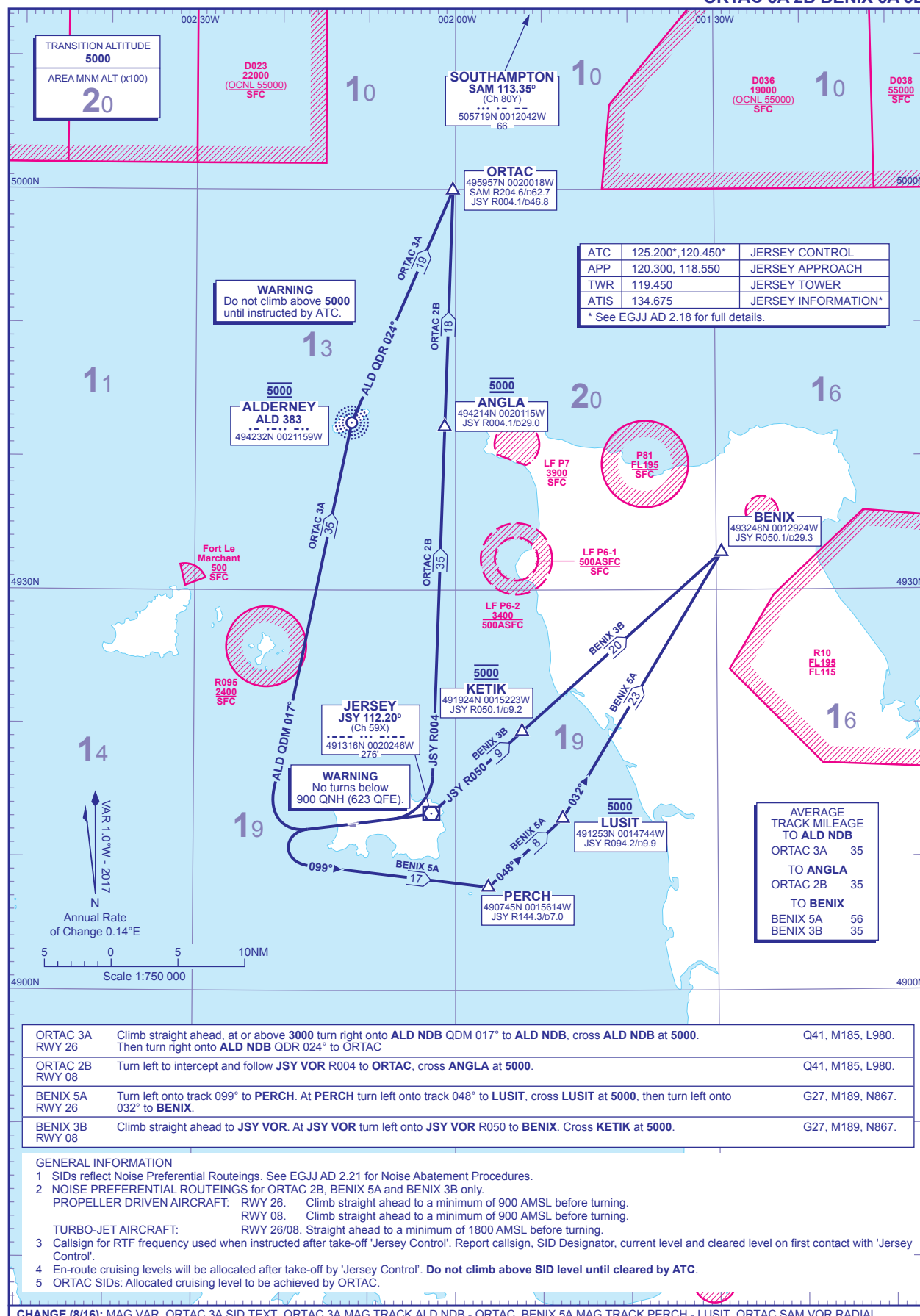
| Aircraft Category  |            | A        | B        | C        | D         | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80  |
|--------------------|------------|----------|----------|----------|-----------|-----------------|--------|-----|-----|-----|-----|-----|
| OCA (OCH)          | Procedure  | 670(334) | 670(334) | 670(334) | 670(334)  |                 | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| VM(C)OCA (OCH AAL) | Total Area | 740(404) | 830(494) | 930(594) | 1030(694) |                 |        |     |     |     |     |     |

|             |   |                                                                                                               |
|-------------|---|---------------------------------------------------------------------------------------------------------------|
| <b>NOTE</b> | 1 | Authority to penetrate restricted area R095 will be granted by Guernsey ATC prior to start of this procedure. |
|             | 2 | Aircraft will normally be required to hold not lower than 3000.                                               |

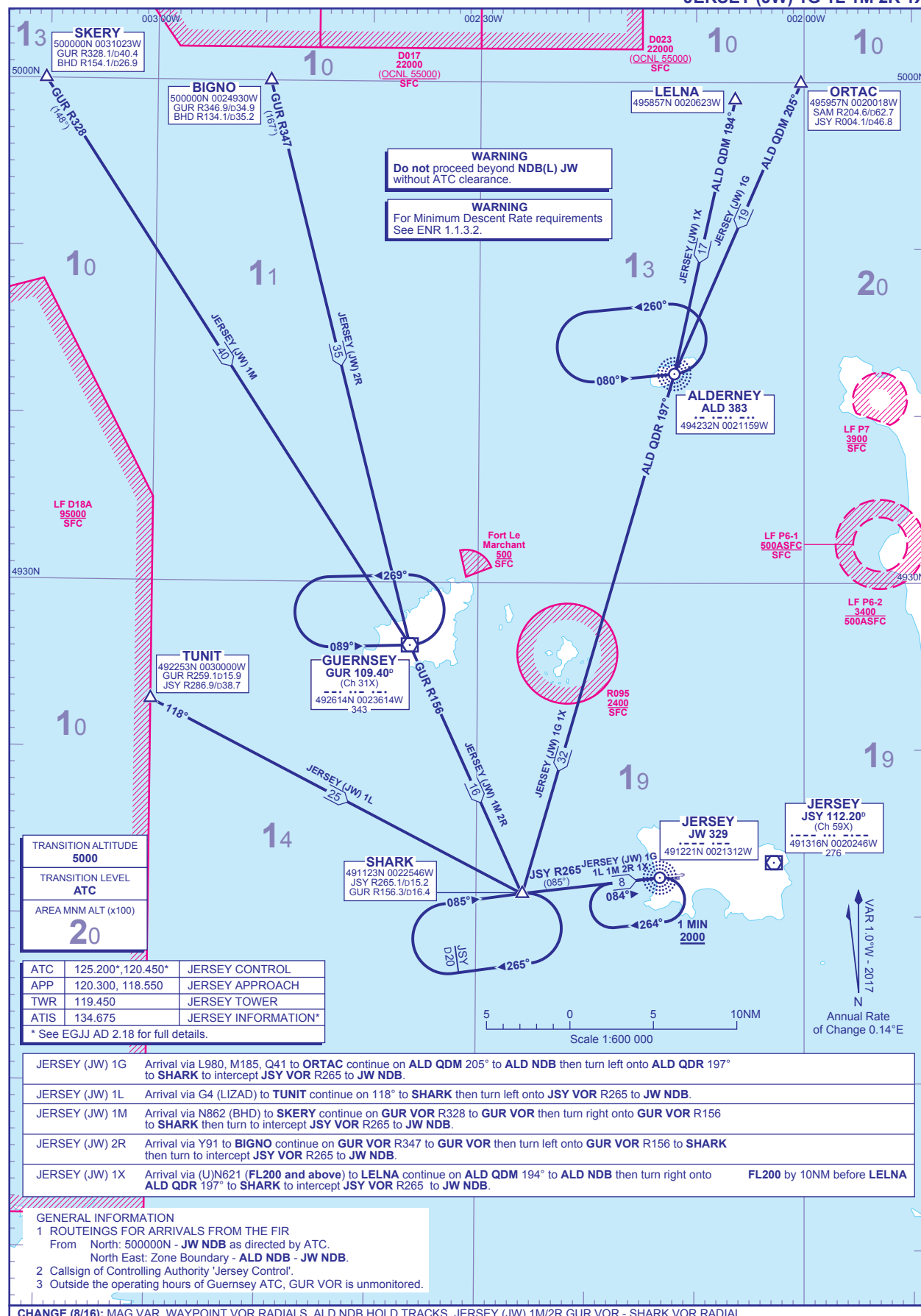
CHANGE (11/16): MAG VAR, OCA (OCH) MINIMA.

AERO INFO DATE 11 JUL 16

RWY 08/26

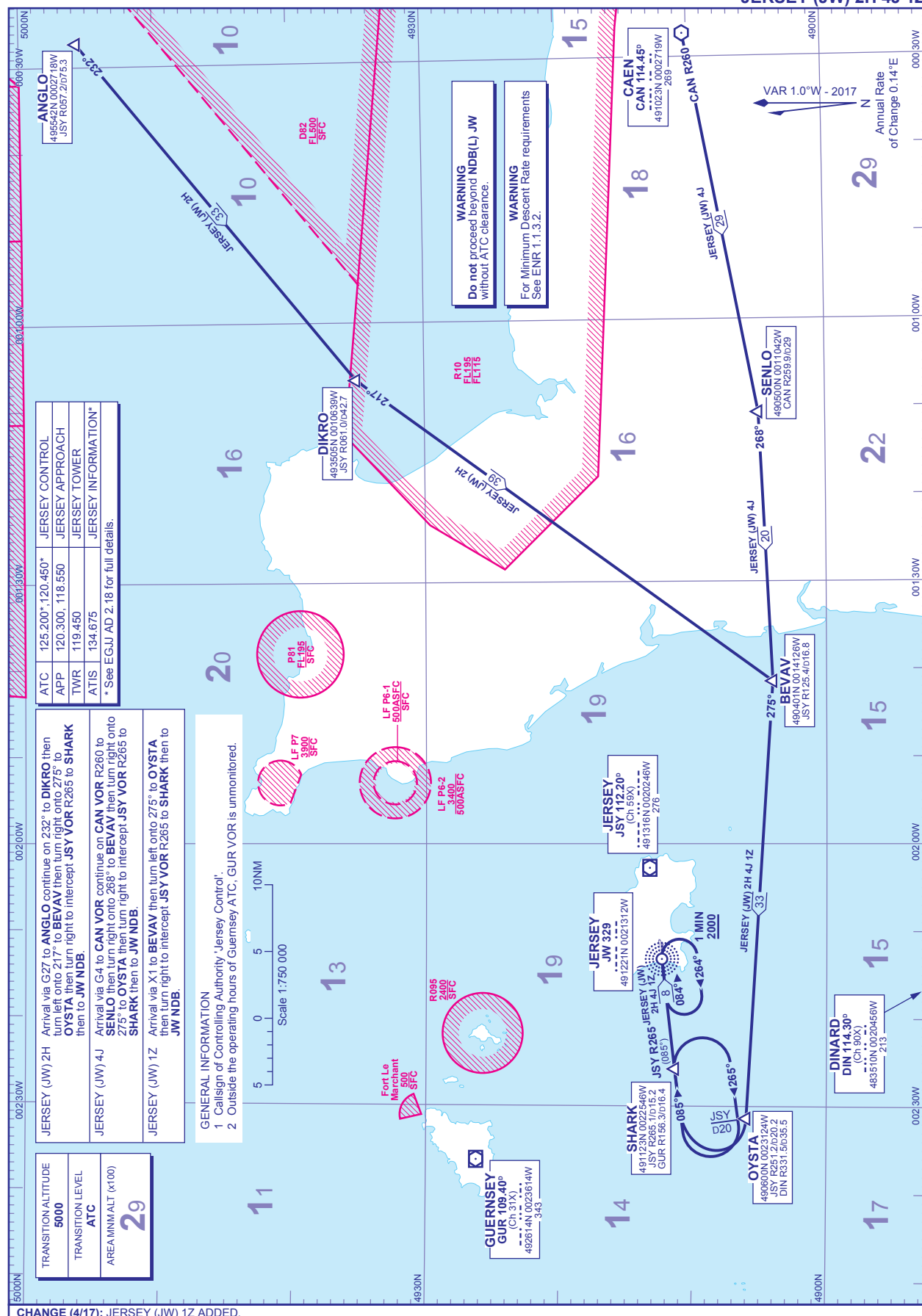
STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETJERSEY  
RWY 08/26  
ORTAC 3A 2B BENIX 5A 3B

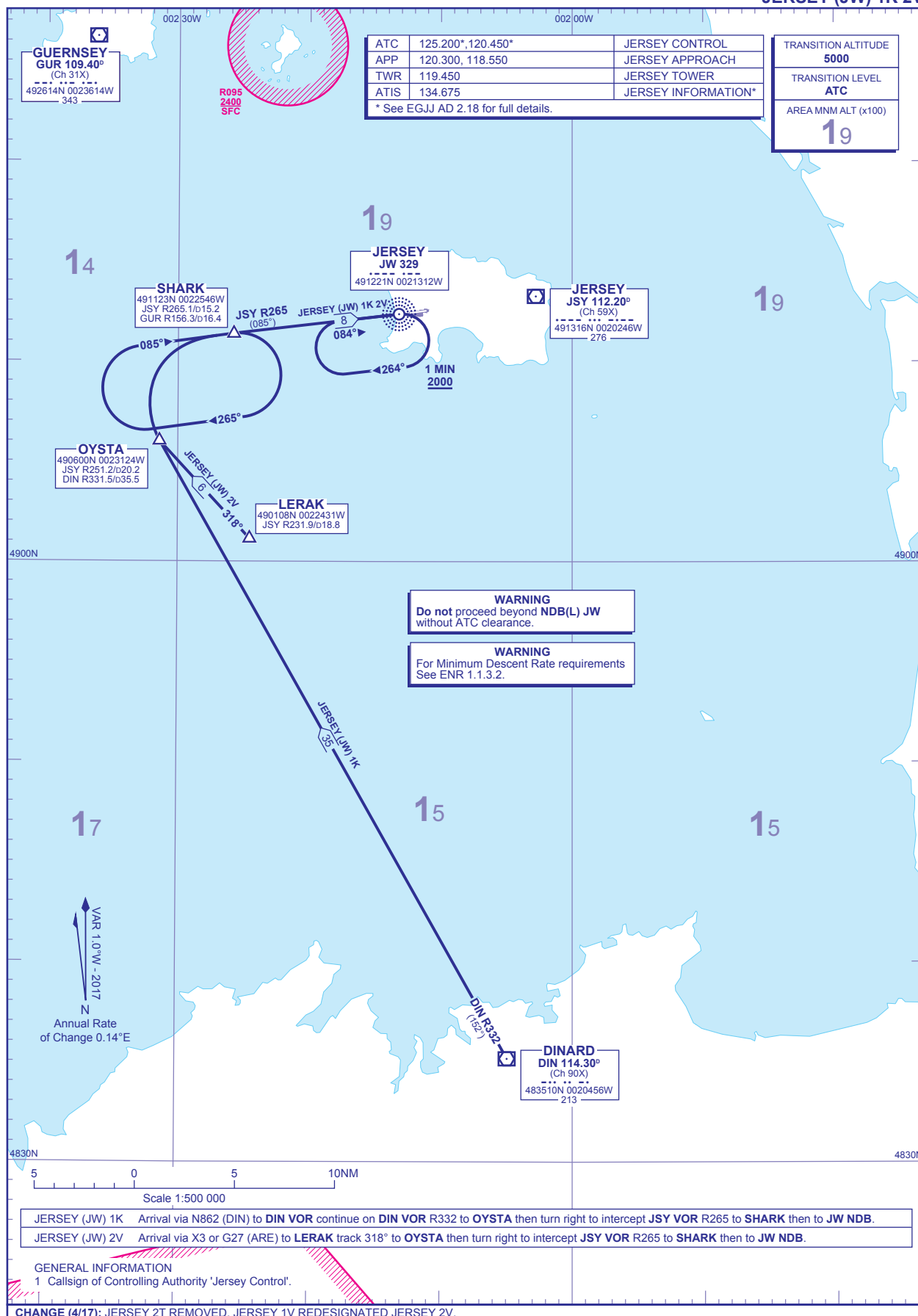
AERO INFO DATE 04 MAY 16

STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETJERSEY  
RWY 08  
JERSEY (JW) 1G 1L 1M 2R 1X

AERO INFO DATE 04 MAY 16



STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETJERSEY  
RWY 08  
JERSEY (JW) 2H 4J 1Z

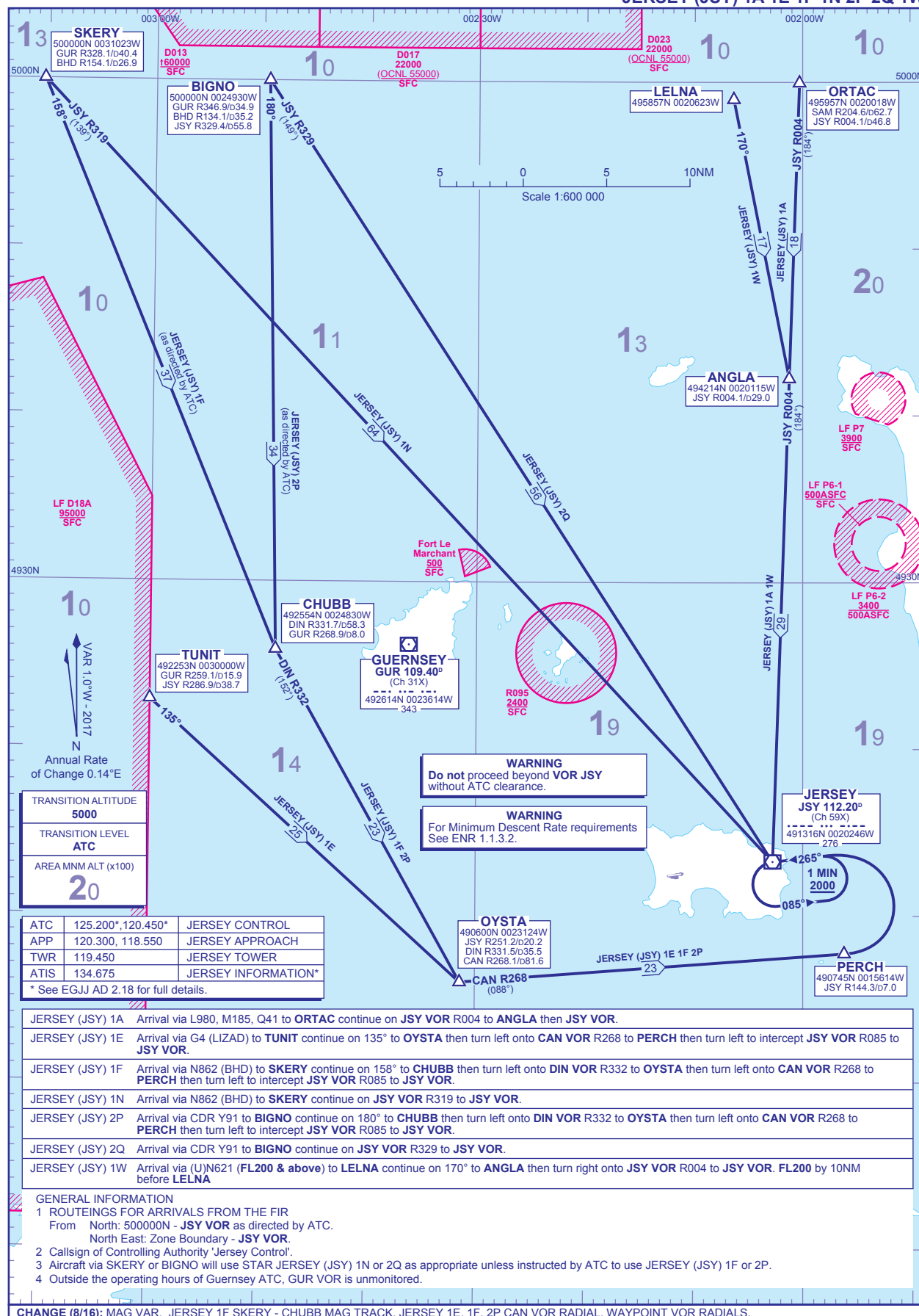
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETJERSEY  
RWY 08  
JERSEY (JW) 1K 2V

AERO INFO DATE 19 DEC 16



STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETJERSEY  
RWY 26

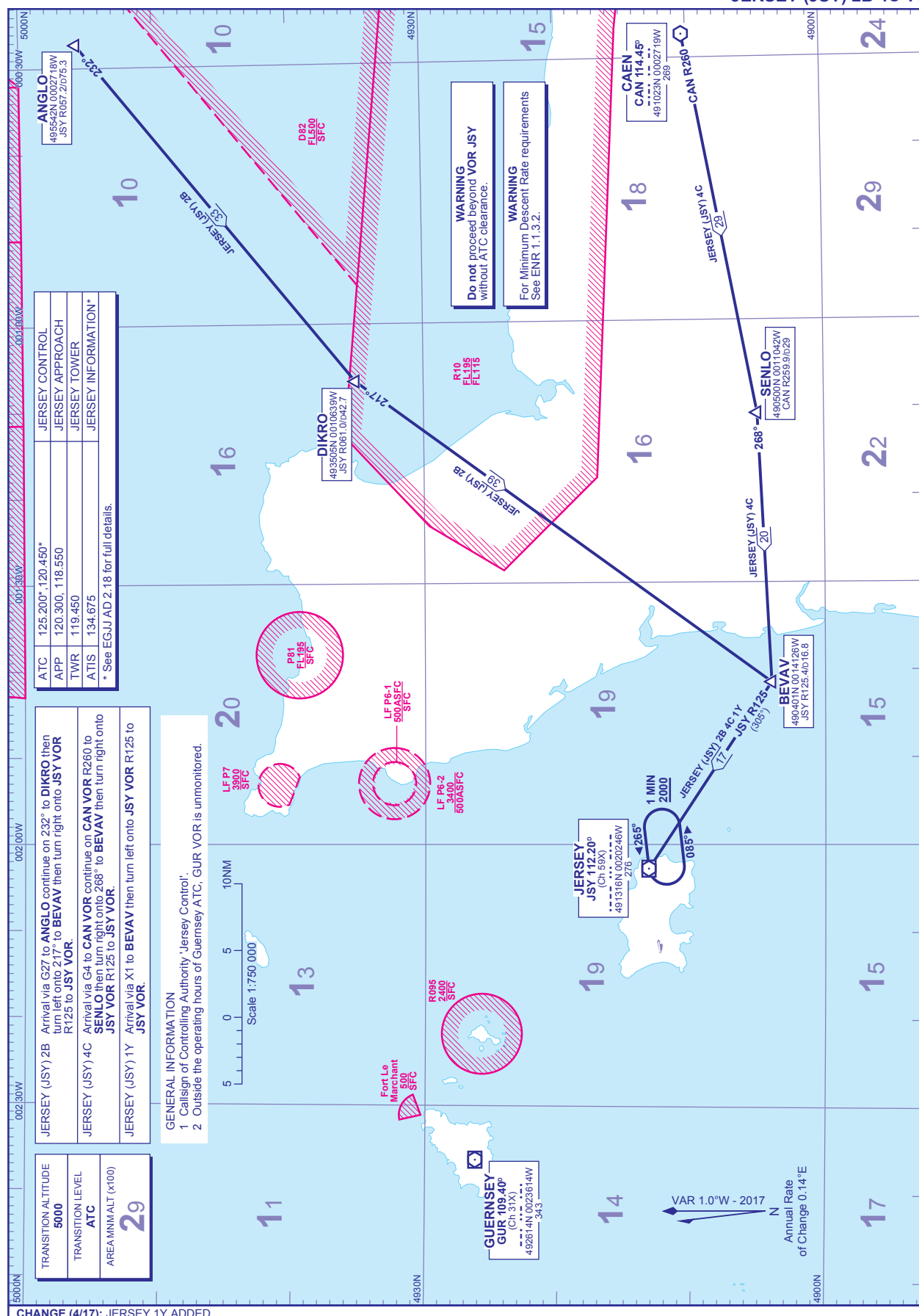
JERSEY (JSY) 1A 1E 1F 1N 2P 2Q 1W

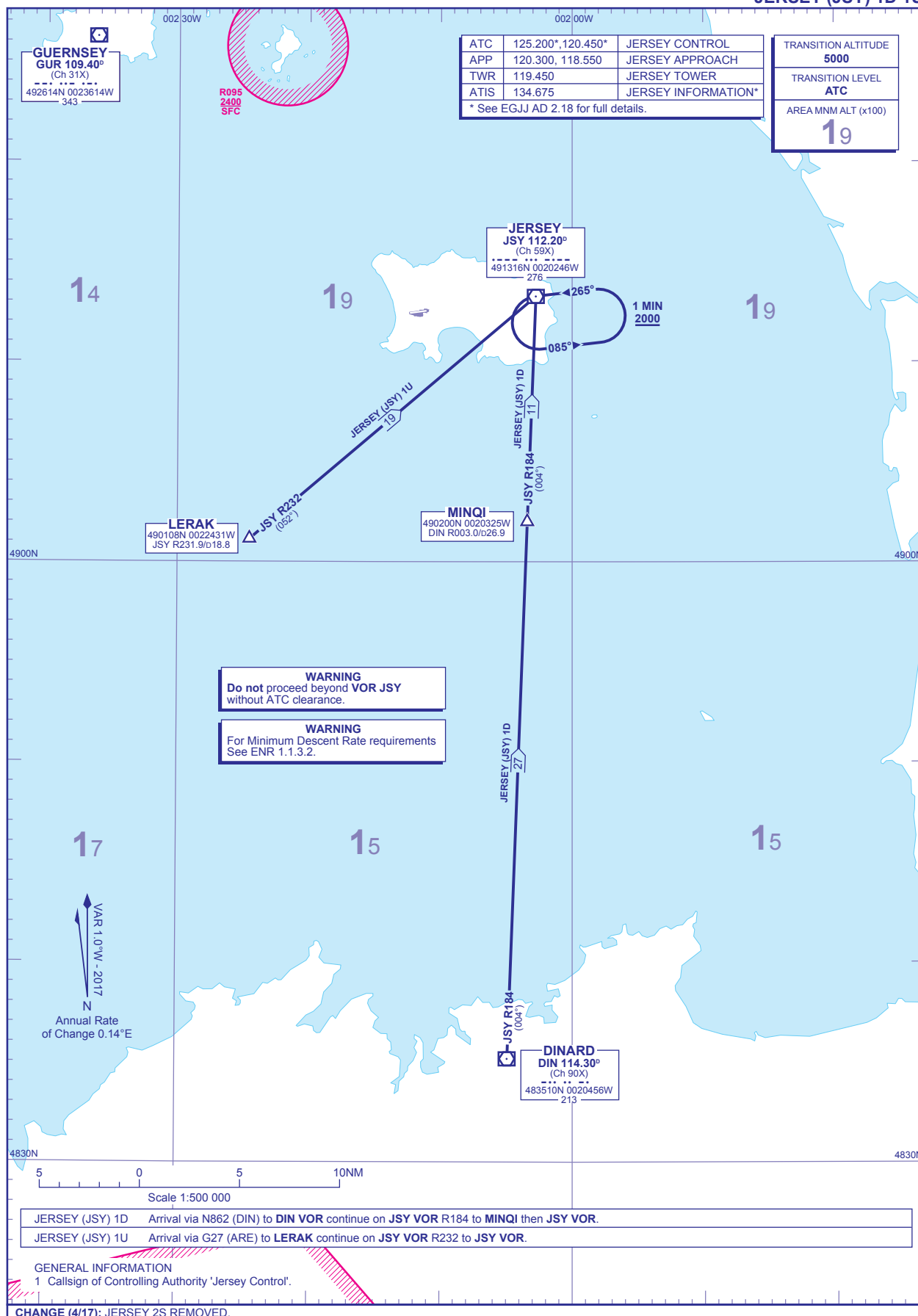


STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

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

**JERSEY**  
RWY 26  
**JERSEY (JSY) 2B 4C 1Y**



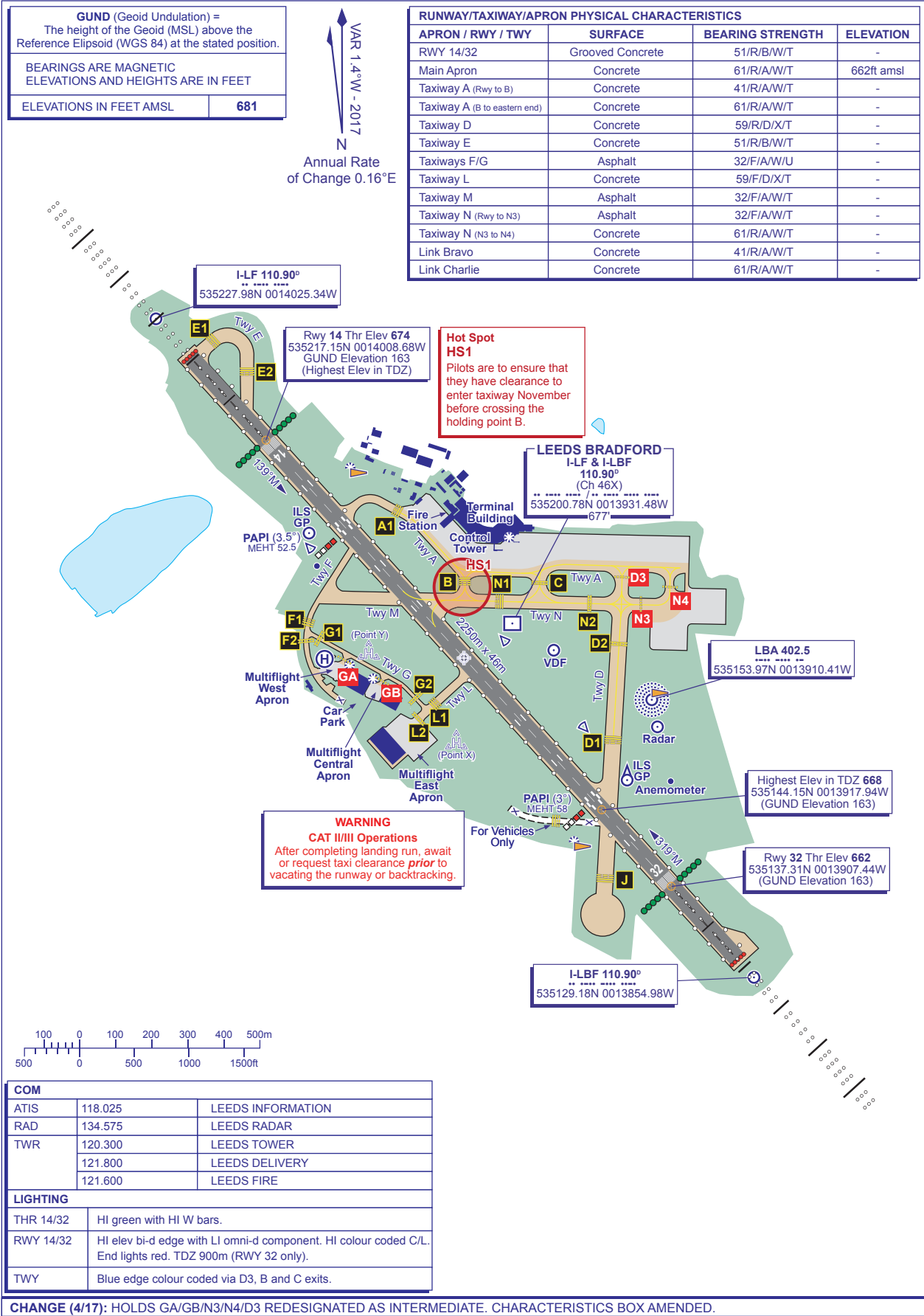
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETJERSEY  
RWY 26  
JERSEY (JSY) 1D 1U

AERODROME  
CHART - ICAO

ARP 535158N 0013939W

AD ELEV 681FT

LEEDS BRADFORD  
EGNM

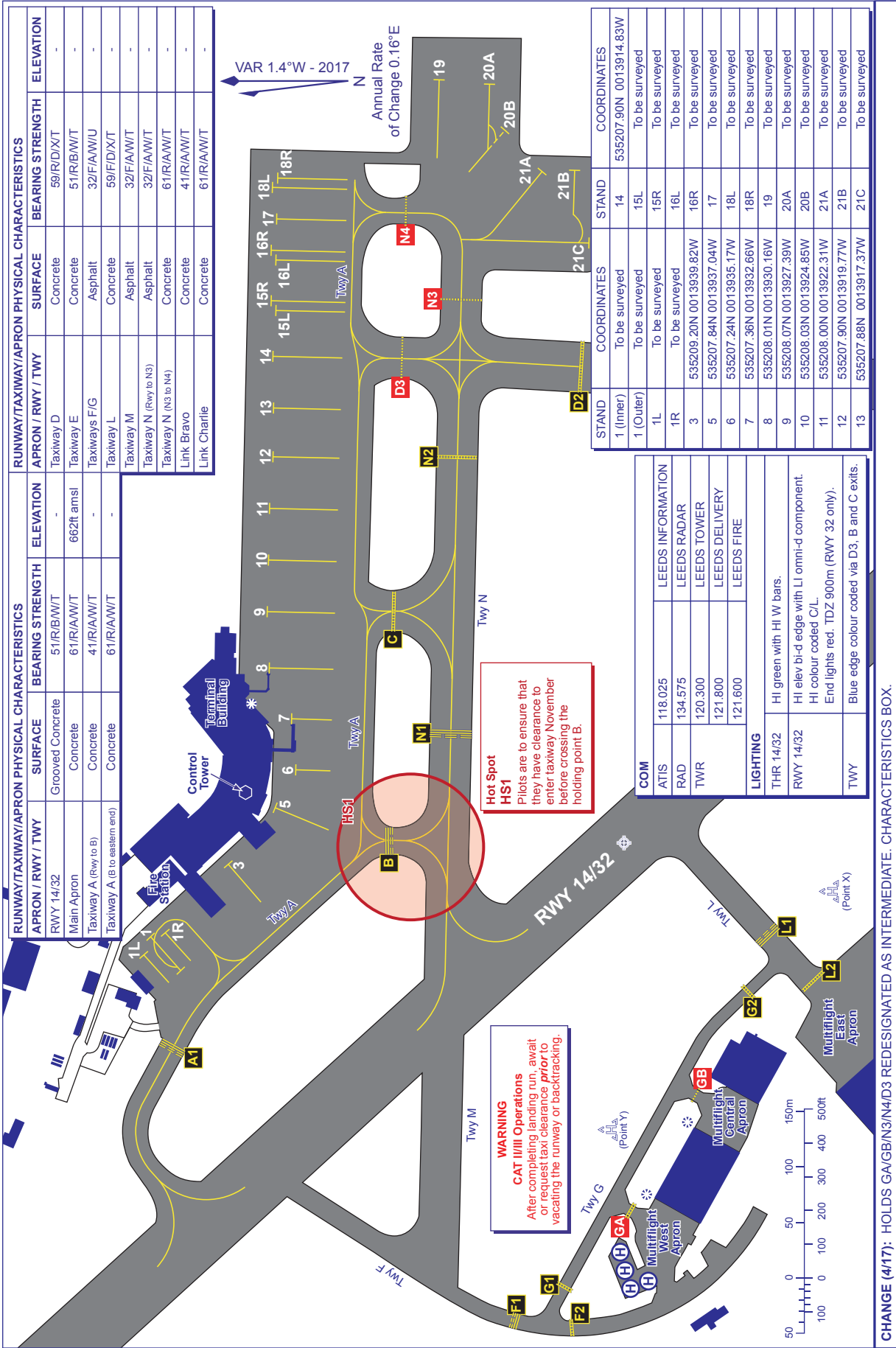


AIRCRAFT PARKING/DOCKING  
CHART - ICAO

ARP 535158N 0013939W

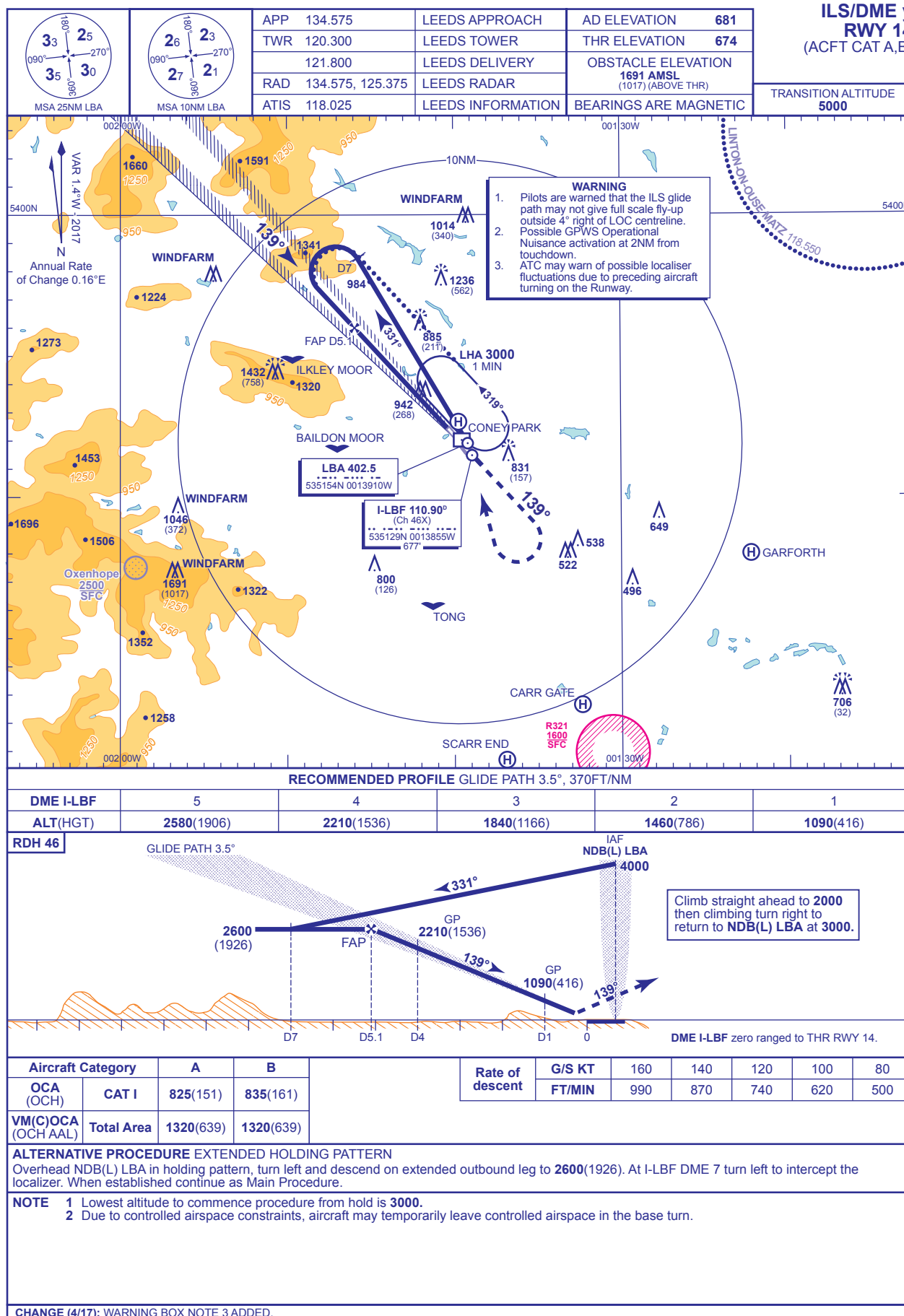
AD ELEV 681FT

LEEDS BRADFORD  
EGNM



AERO INFO DATE 20 JAN 17

**LEEDS BRADFORD**  
**ILS/DME y**  
**RWY 14**  
(ACFT CAT A,B)



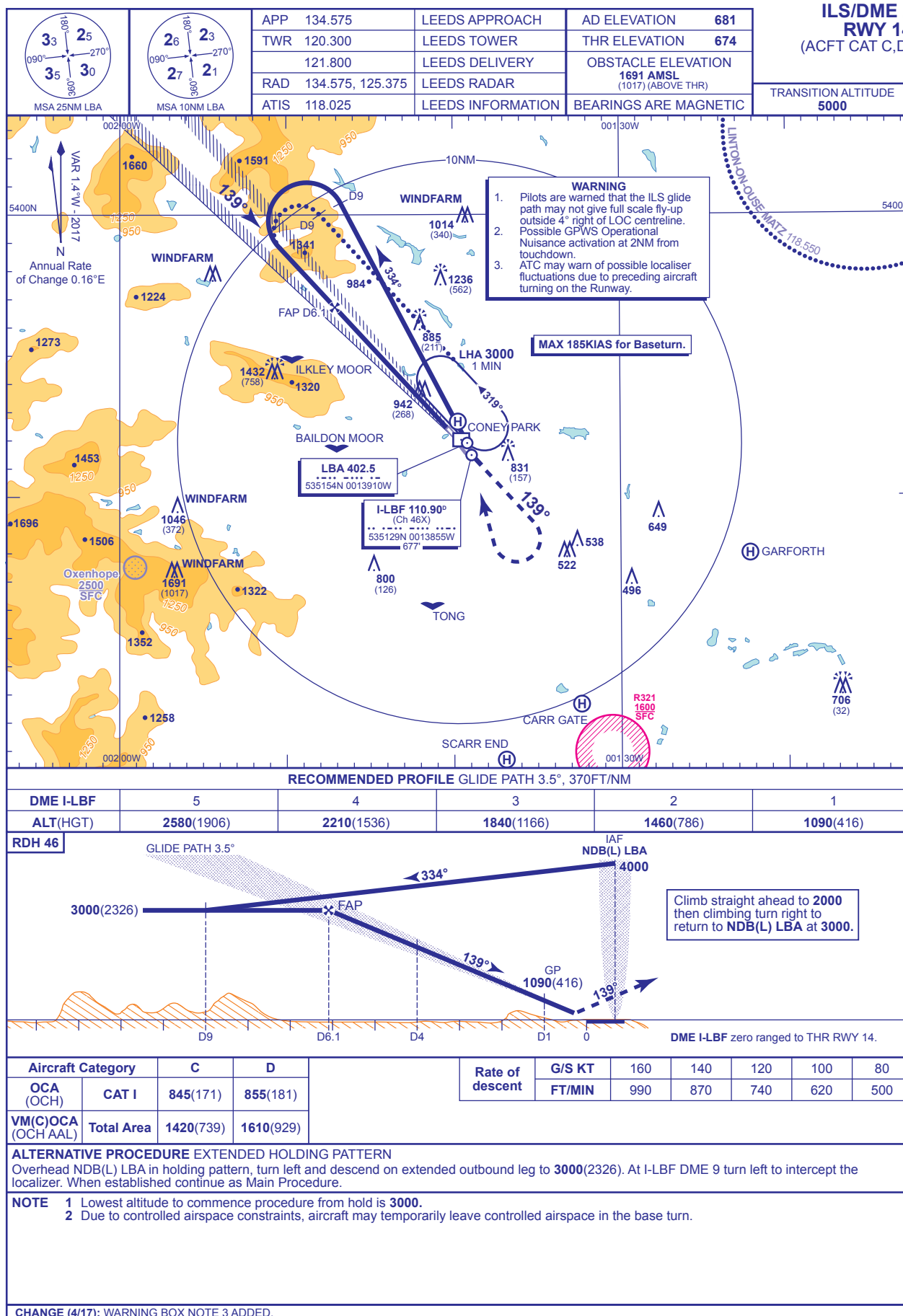
CIVIL AVIATION AUTHORITY



## INSTRUMENT APPROACH CHART - ICAO

## LEEDS BRADFORD

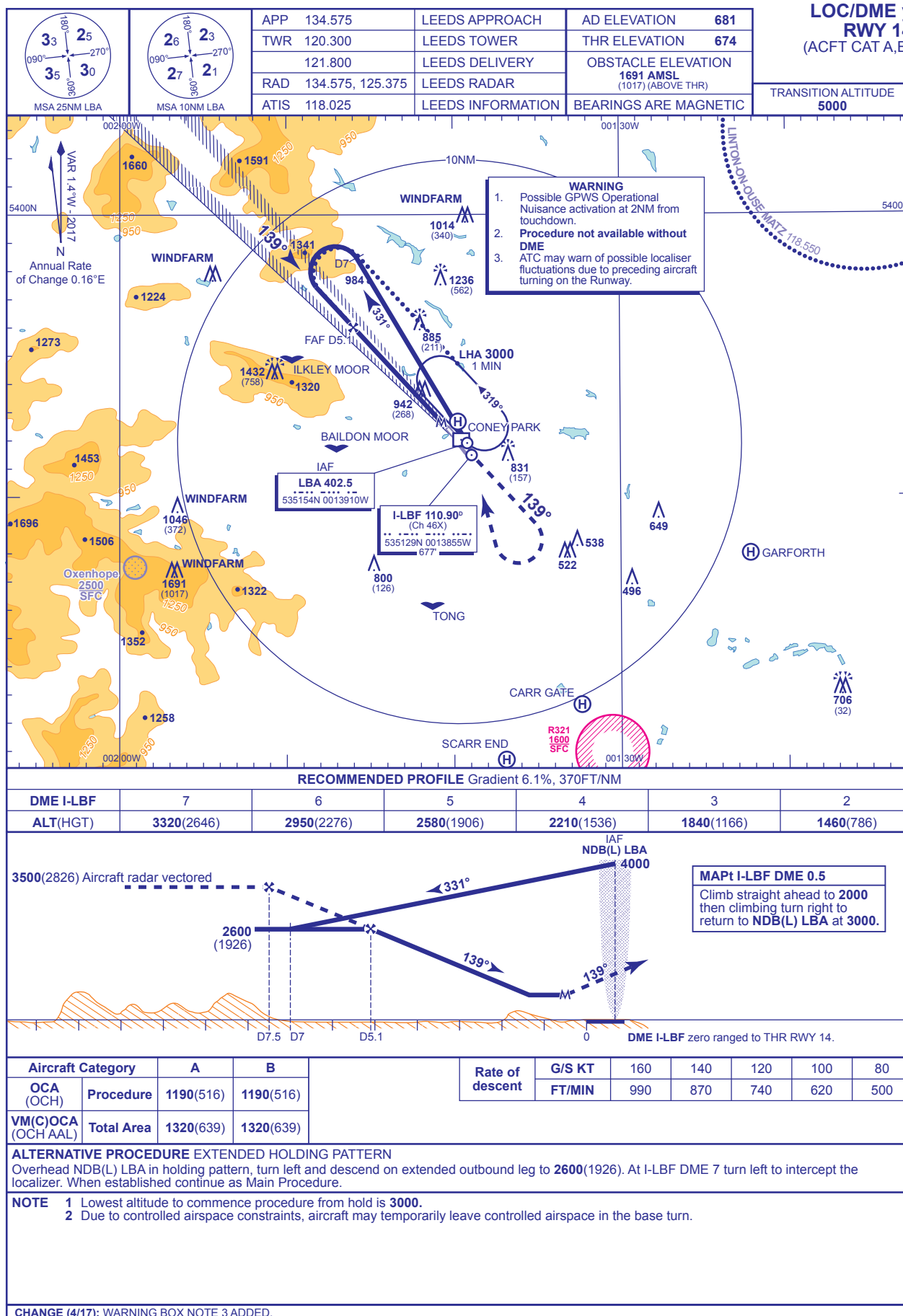
ILS/DME z  
RWY 14  
(ACFT CAT C,D)



AERO INFO DATE 19 DEC 16

## INSTRUMENT APPROACH CHART - ICAO

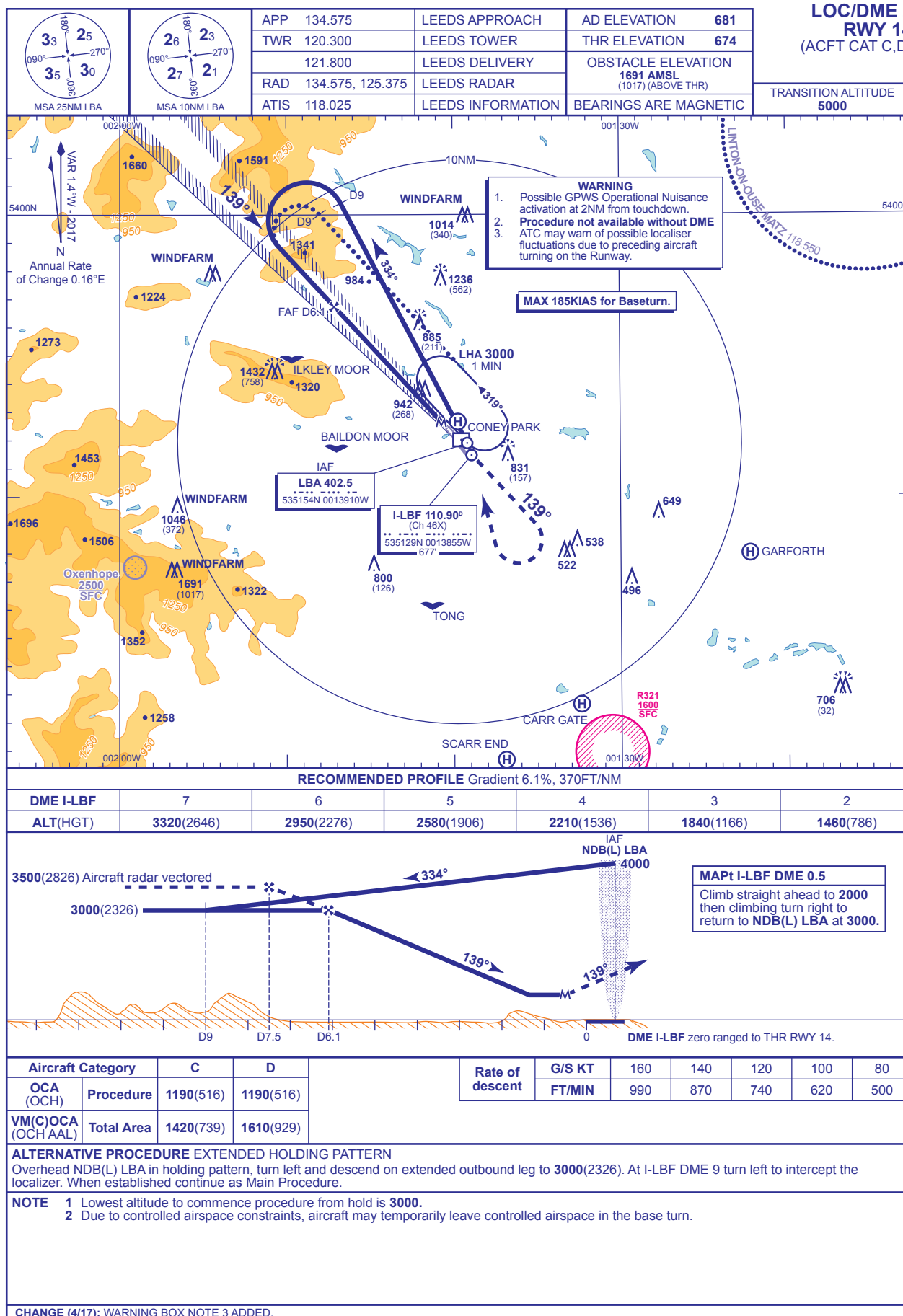
## LEEDS BRADFORD

LOC/DME y  
RWY 14  
(ACFT CAT A,B)



## INSTRUMENT APPROACH CHART - ICAO

## LEEDS BRADFORD

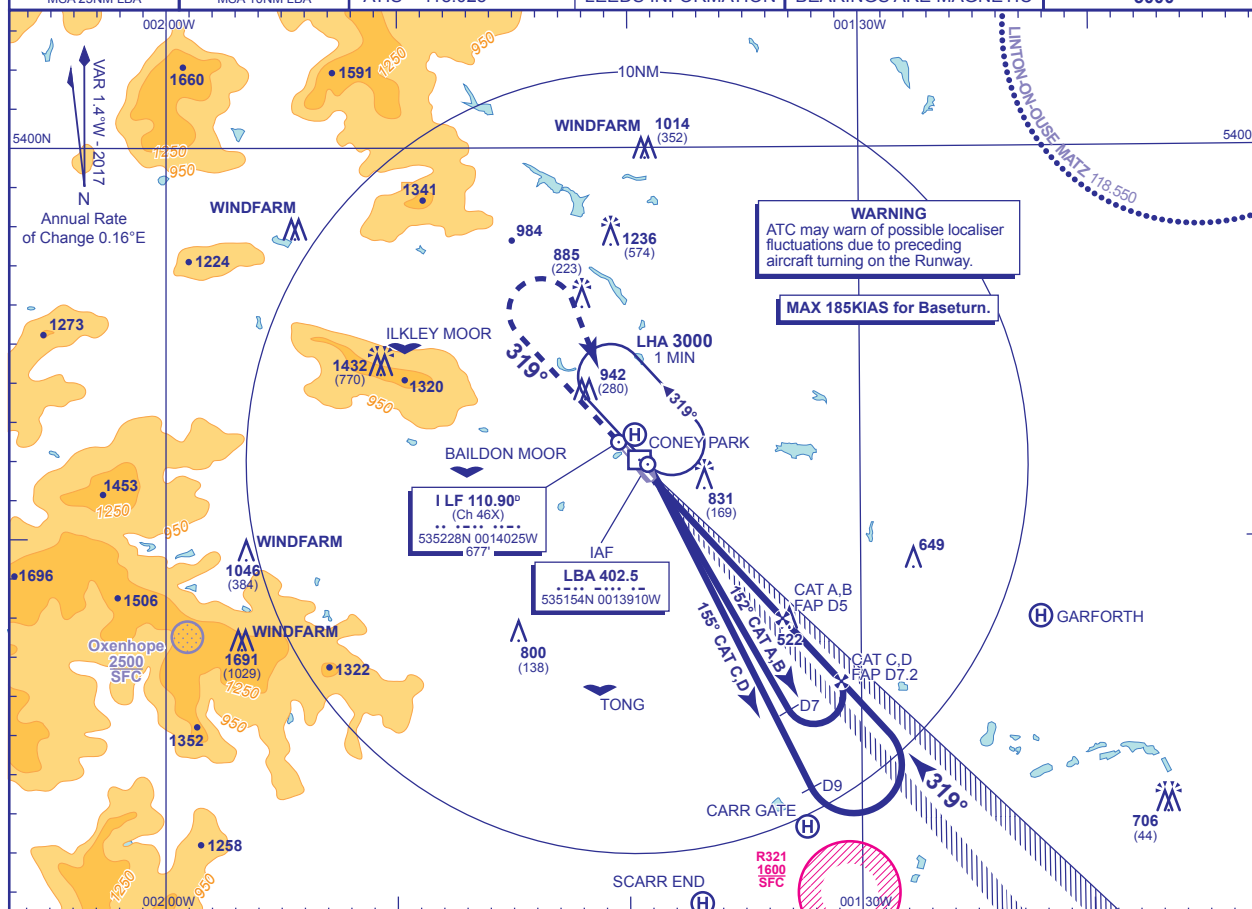
LOC/DME z  
RWY 14  
(ACFT CAT C,D)

## INSTRUMENT APPROACH CHART - ICAO

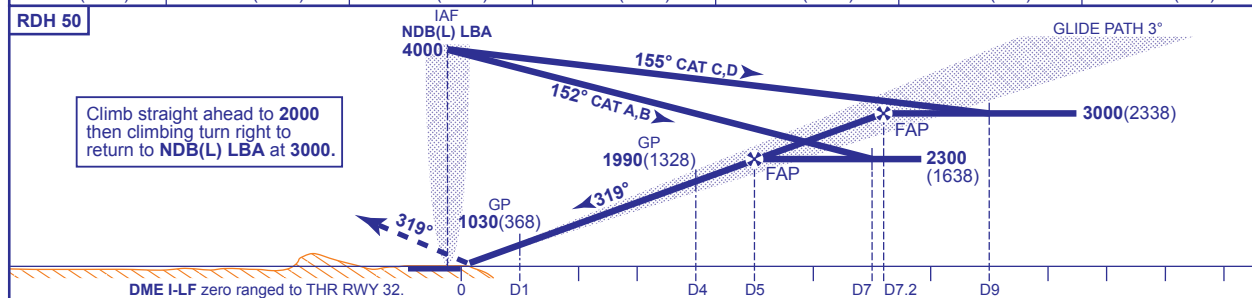
## LEEDS BRADFORD

ILS/DME/NDB(L)  
RWY 32  
(ACFT CAT A,B,C,D)

|              |              |                      |                   |                                                 |
|--------------|--------------|----------------------|-------------------|-------------------------------------------------|
| MSA 25NM LBA | MSA 10NM LBA | APP 134.575          | LEEDS APPROACH    | AD ELEVATION 681                                |
|              |              | TWR 120.300          | LEEDS TOWER       | THR ELEVATION 662                               |
|              |              | 121.800              | LEEDS DELIVERY    | OBSTACLE ELEVATION 1691 AMSL (1029) (ABOVE THR) |
|              |              | RAD 134.575, 125.375 | LEEDS RADAR       | TRANSITION ALTITUDE 5000                        |
|              |              | ATIS 118.025         | LEEDS INFORMATION | BEARINGS ARE MAGNETIC                           |



| RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM |            |            |            |            |           |           |
|---------------------------------------------|------------|------------|------------|------------|-----------|-----------|
| DME I-LF                                    | 6          | 5          | 4          | 3          | 2         | 1         |
| ALT(HGT)                                    | 2620(1958) | 2310(1648) | 1990(1328) | 1670(1008) | 1350(688) | 1030(368) |



| Aircraft Category  | A          | B         | C         | D         | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80  |
|--------------------|------------|-----------|-----------|-----------|-----------------|--------|-----|-----|-----|-----|-----|
| OCA (OCH)          | CAT I      | 832(170)  | 842(180)  | 852(190)  | 872(210)        | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| VM(C)OCA (OCH AAL) | CAT II     | 721(59)   | 734(72)   | 748(86)   | 767(105)        |        |     |     |     |     |     |
|                    | Total Area | 1320(639) | 1320(639) | 1420(739) | 1610(929)       |        |     |     |     |     |     |

NOTE 1 Lowest altitude to commence procedure from hold is 3000.  
2 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

CHANGE (4/17): WARNING BOX NOTE AMENDED.

AERO INFO DATE 19 DEC 16

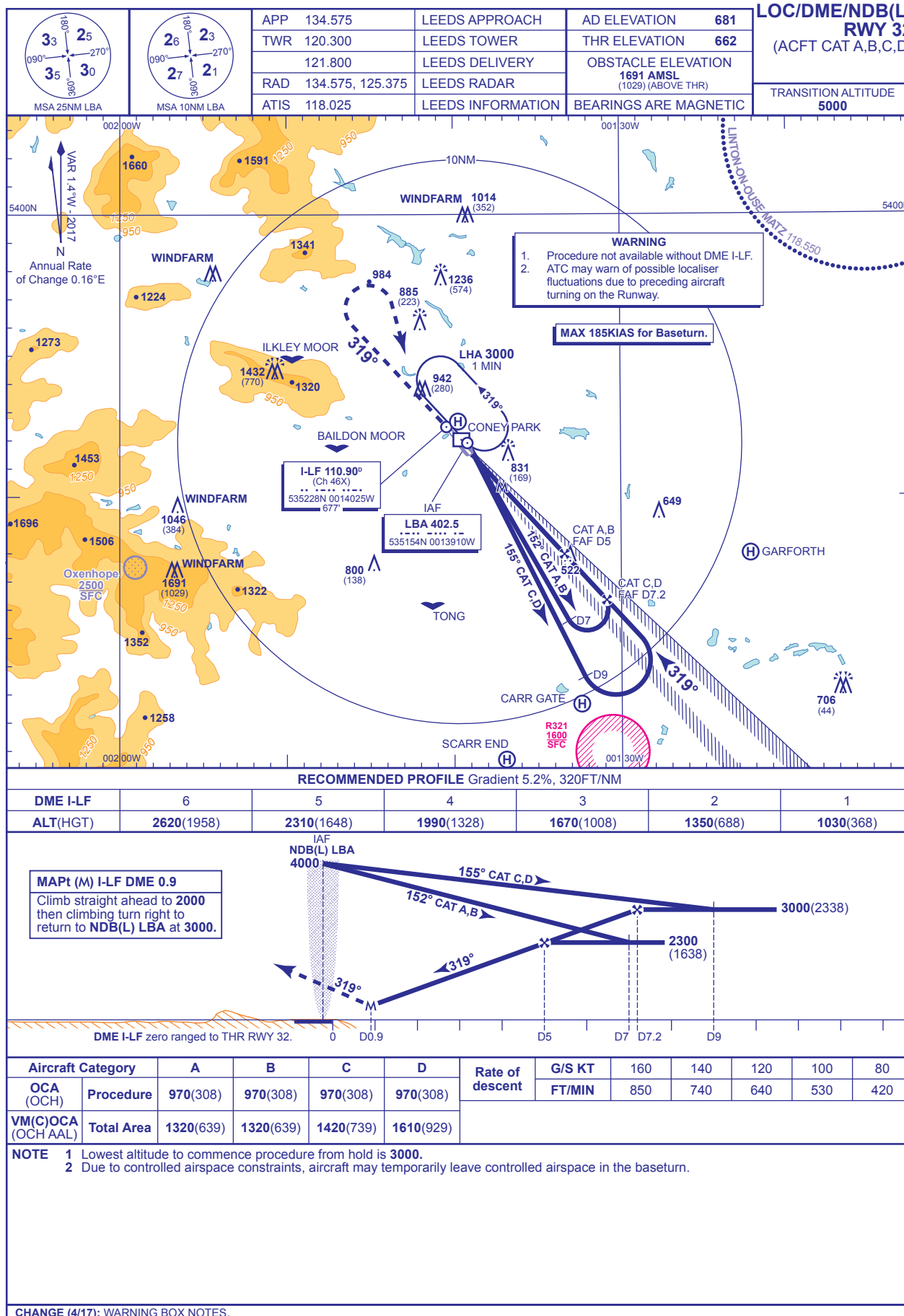
## INSTRUMENT APPROACH CHART - ICAO

## LEEDS BRADFORD

LOC/DME/NDB(L)

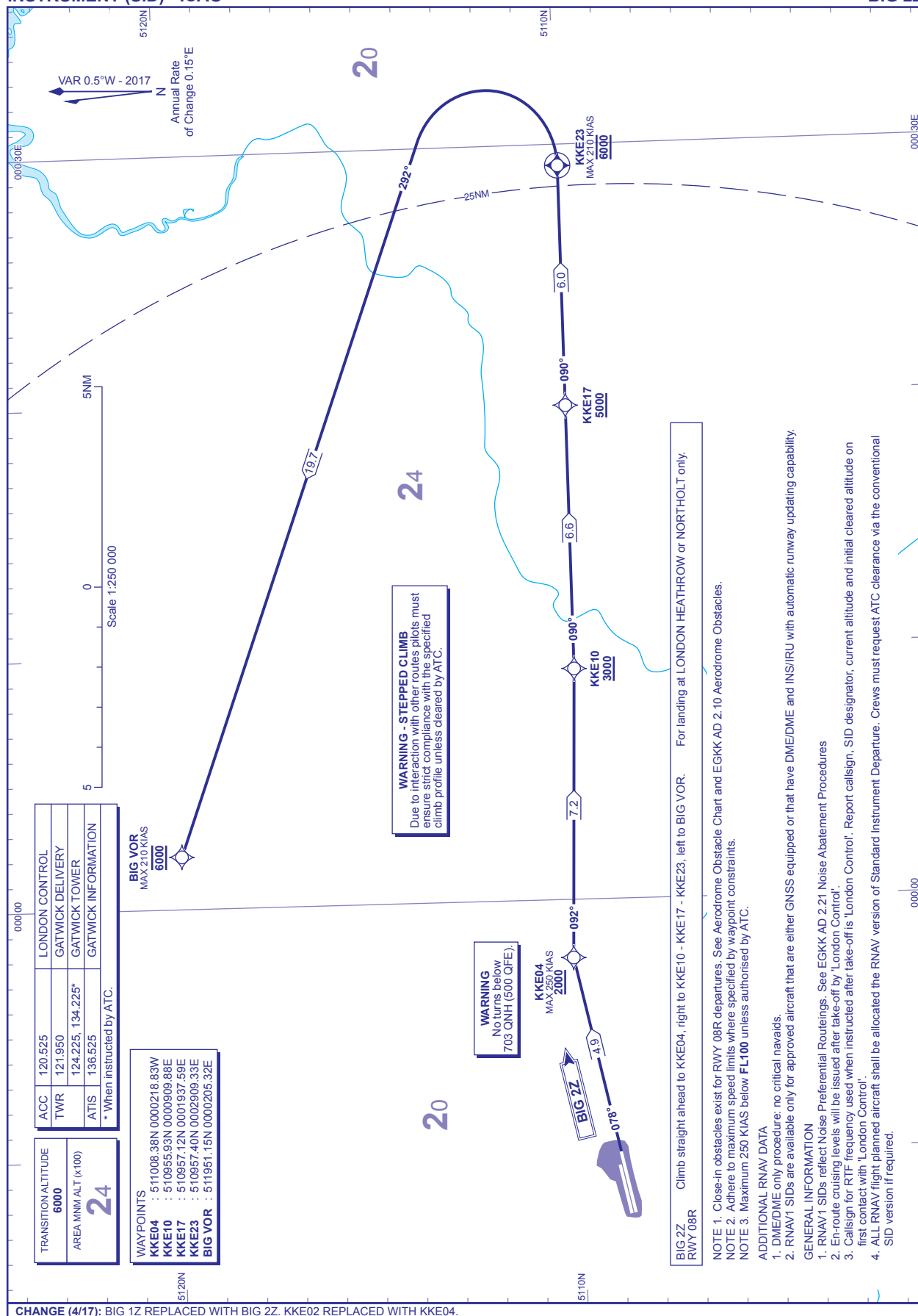
RWY 32

(ACFT CAT A,B,C,D)



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

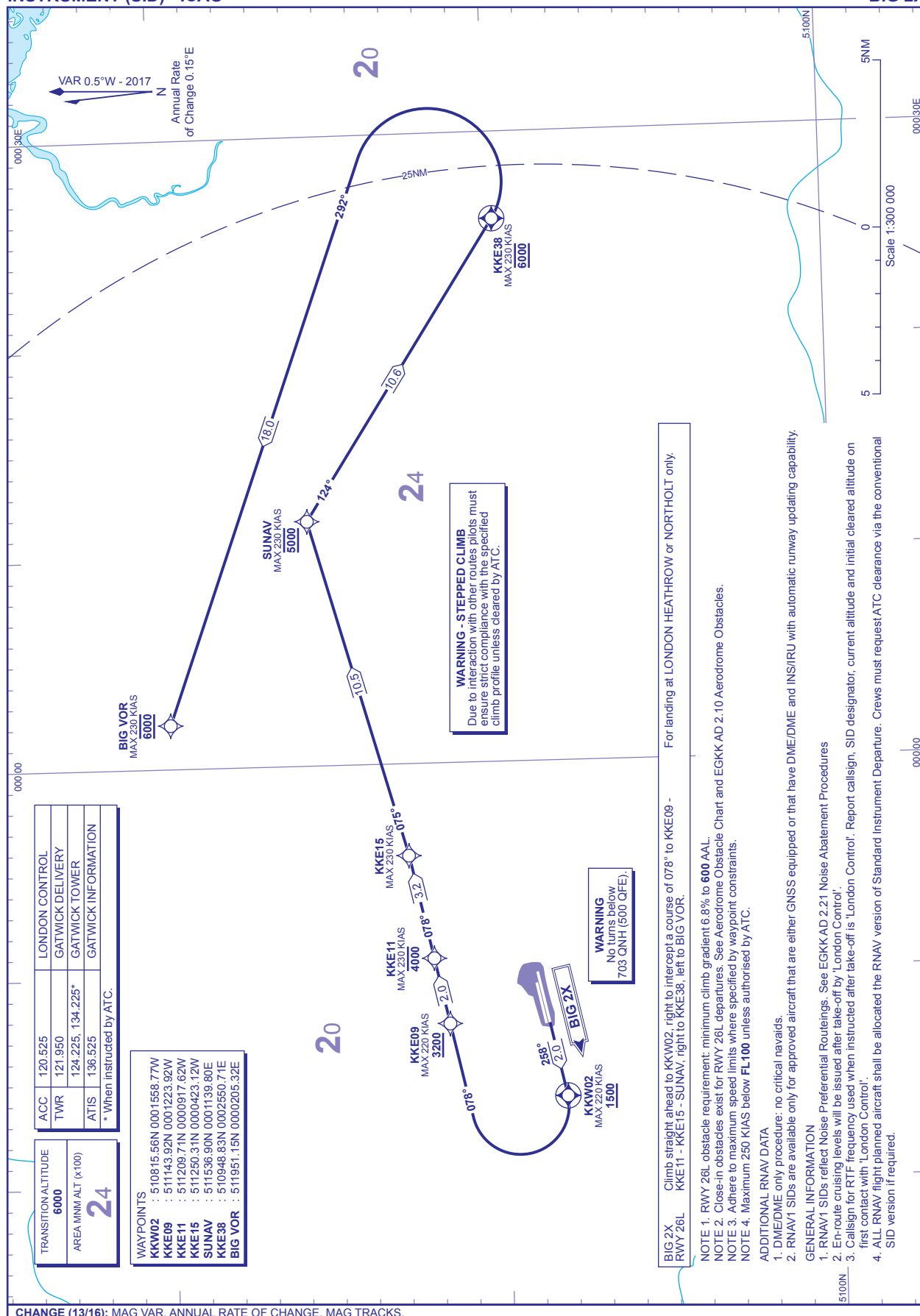
**LONDON GATWICK**  
RWY 08R  
**BIG 2Z**



**CHANGE (4/17):** BIG 1Z REPLACED WITH BIG 2Z. KKE02 REPLACED WITH KKE04.  
AERO INFO DATE 08 DEC 16

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

**LONDON GATWICK**  
RWY 26L  
**BIG 2X**

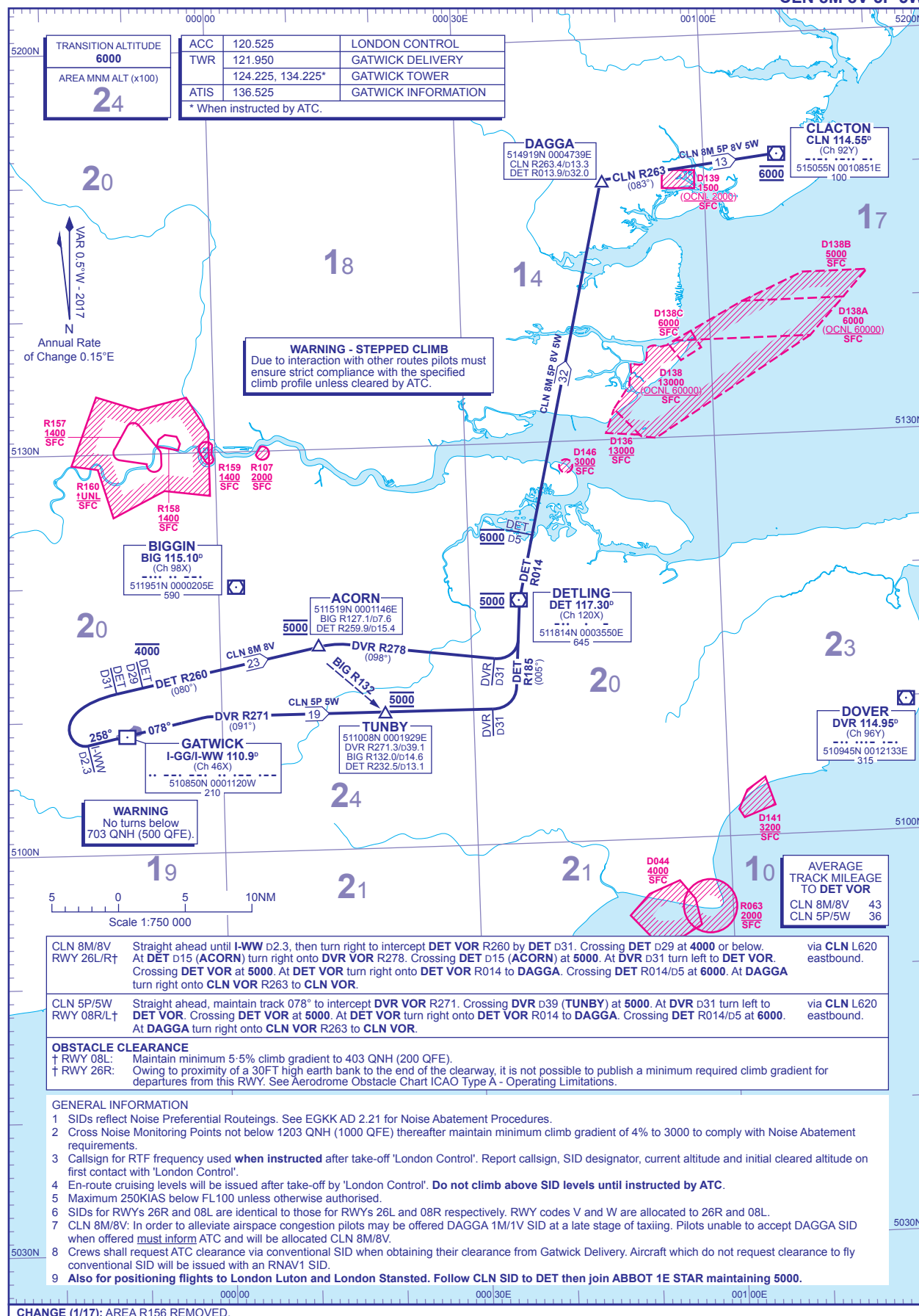


**CHANGE (13/16):** MAG VAR. ANNUAL RATE OF CHANGE. MAG TRACKS.  
AERO INFO DATE 08 SEP 16

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

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

**LONDON GATWICK**  
RWY 08R/L 26L/R  
**CLN 8M 8V 5P 5W**

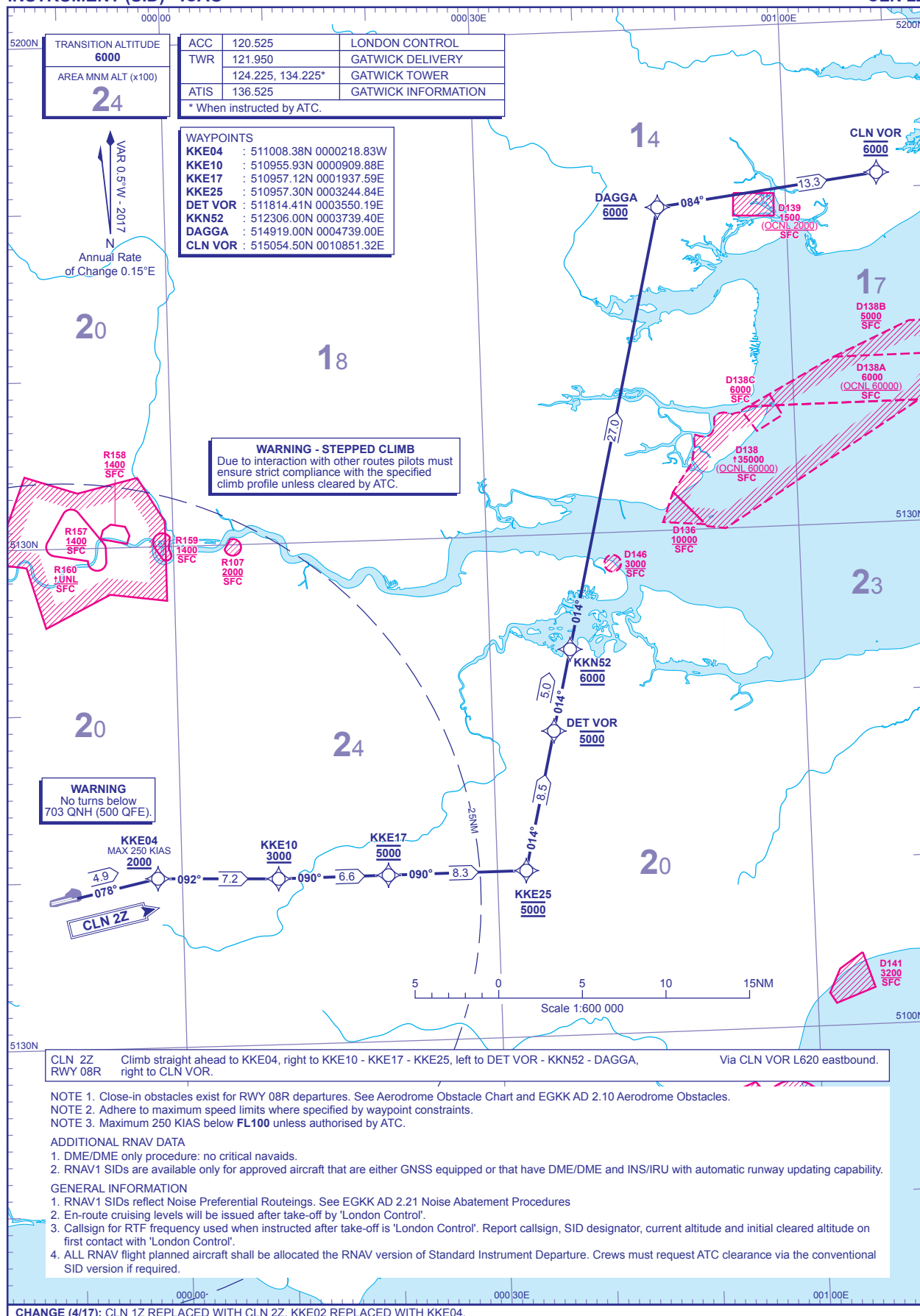


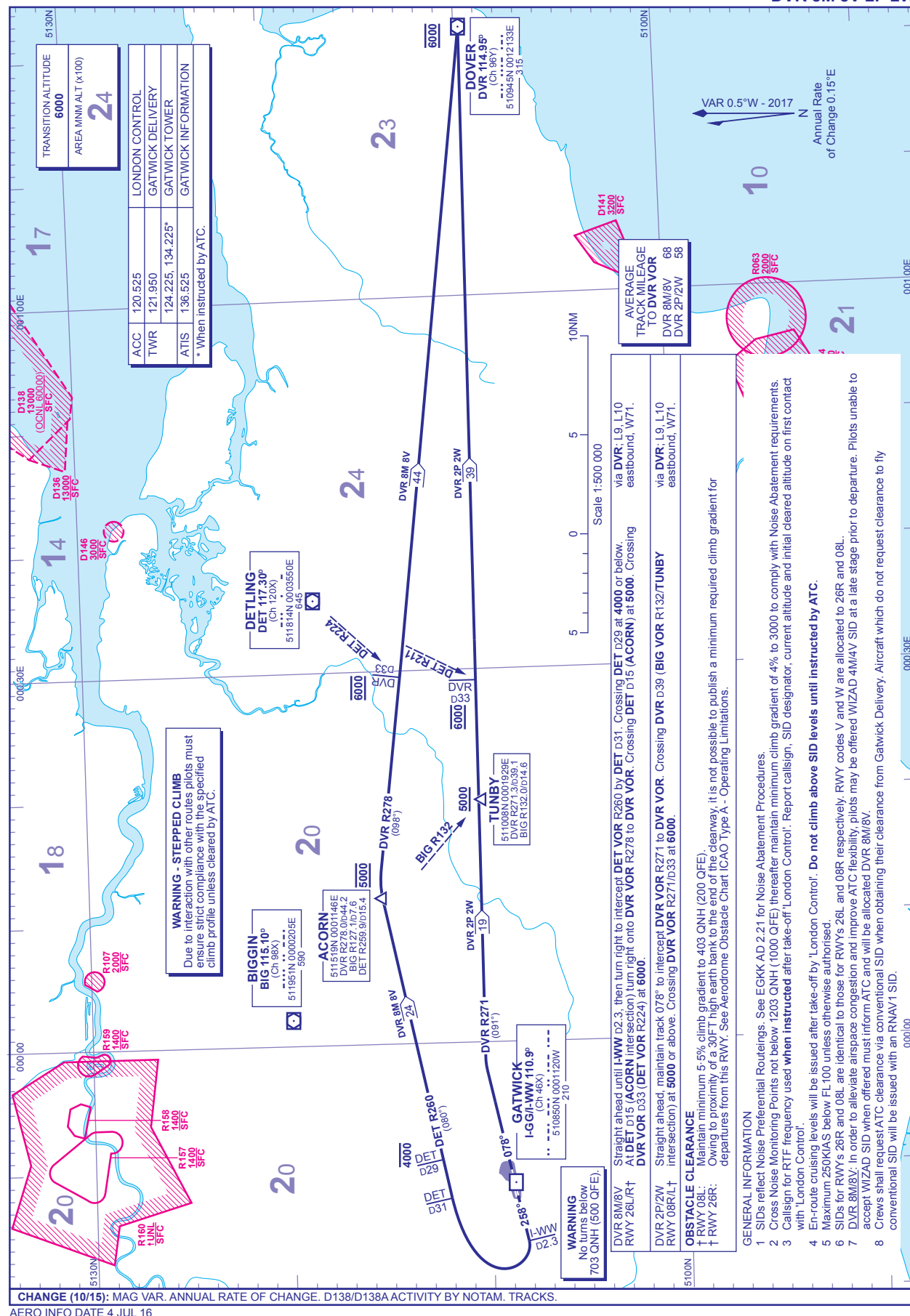
AERO INFO DATE 13 OCT 16



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

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

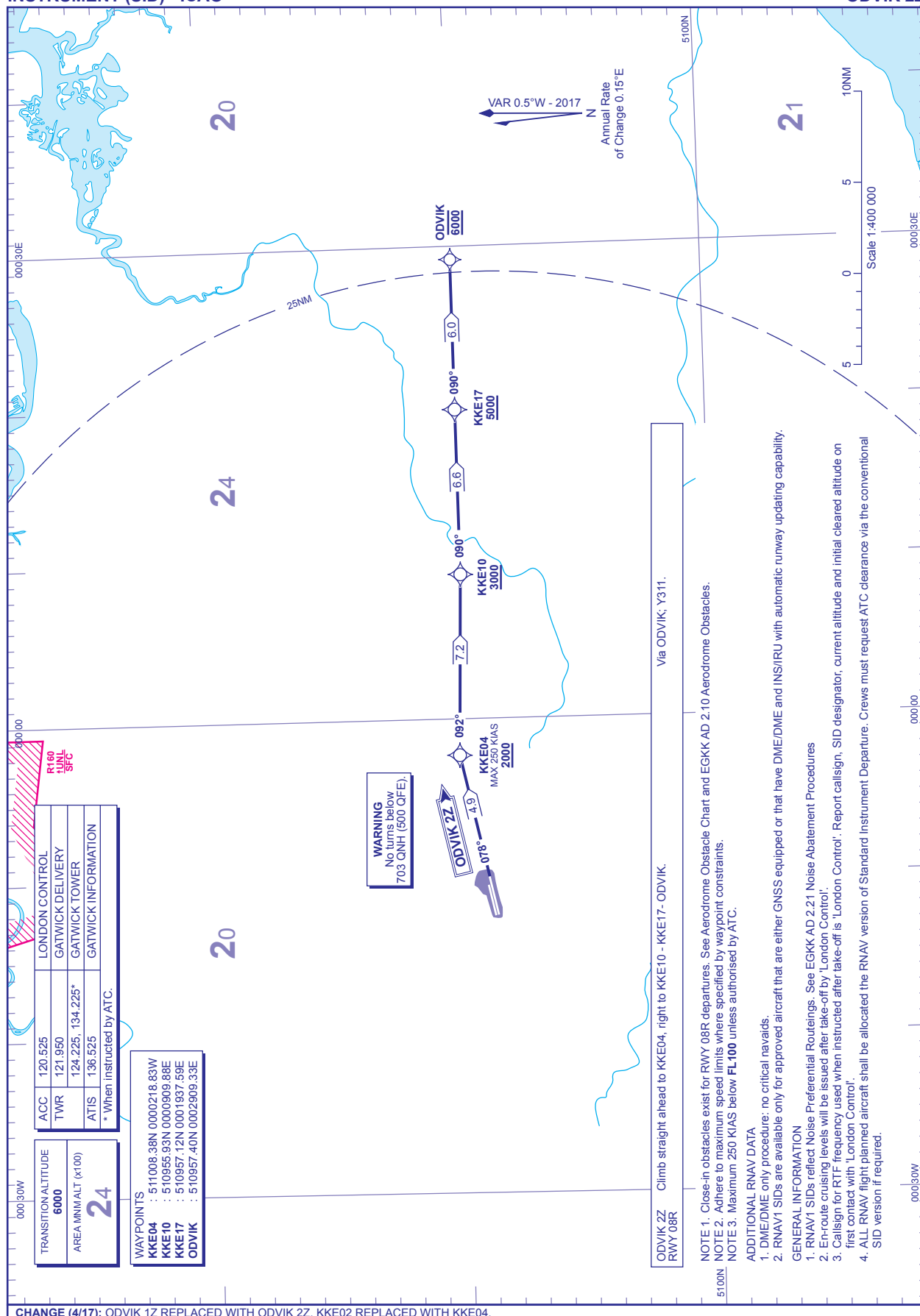
**LONDON GATWICK  
RWY 08R  
CLN 22**


STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON GATWICK  
RWY 08R/L 26L/R  
DVR 8M 8V 2P 2W



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

**LONDON GATWICK**  
RWY 08R  
ODVIK 2Z



**CHANGE (4/17):** ODVIK 1Z REPLACED WITH ODVIK 2Z. KKE02 REPLACED WITH KKE04.  
AERO INFO DATE 18 JAN 17

## Standard Instrument Departure Coding Tables

### London Gatwick Runway 08R BIG 2Z

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| BIG 2Z     | 001             | CF              | KKE04         | 511008.38N<br>0000218.83W | N        | 078°<br>(077.6°)     | -0.5               | 4.9           | RIGHT          | +2000            | -250             | RNAV1                  |
| BIG 2Z     | 002             | TF              | KKE10         | 510955.93N<br>0000909.88E | N        | 092°<br>(091.6°)     | -0.5               | 7.2           | -              | +3000            | -250             | RNAV1                  |
| BIG 2Z     | 003             | TF              | KKE17         | 510957.12N<br>0001937.59E | N        | 090°<br>(089.8°)     | -0.5               | 6.6           | -              | +5000            | -250             | RNAV1                  |
| BIG 2Z     | 004             | TF              | KKE23         | 510957.40N<br>0002909.33E | Y        | 090°<br>(089.9°)     | -0.5               | 6.0           | LEFT           | 6000             | -210             | RNAV1                  |
| BIG 2Z     | 005             | CF              | BIG           | 511951.15N<br>0000205.32E | N        | 292°<br>(291.0°)     | -0.5               | 19.7          | -              | 6000             | -210             | RNAV1                  |

### London Gatwick Runway 26L BIG 2X

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| BIG 2X     | 001             | CF              | KKW02         | 510815.56N<br>0001558.77W | Y        | 258°<br>(257.7°)     | -0.5               | 2.0           | RIGHT          | +1500            | -220             | RNAV1                  |
| BIG 2X     | 002             | CF              | KKE09         | 511143.92N<br>0001223.92W | N        | 078°<br>(077.5°)     | -0.5               | -             | -              | +3200            | -220             | RNAV1                  |
| BIG 2X     | 003             | TF              | KKE11         | 511209.71N<br>0000917.62W | N        | 078°<br>(077.6°)     | -0.5               | 2.0           | -              | -4000            | -230             | RNAV1                  |
| BIG 2X     | 004             | TF              | KKE15         | 511250.31N<br>0000423.12W | N        | 078°<br>(077.6°)     | -0.5               | 3.2           | -              | -                | -230             | RNAV1                  |
| BIG 2X     | 005             | TF              | SUNAV         | 511536.90N<br>0001139.80E | N        | 075°<br>(074.5°)     | -0.5               | 10.5          | RIGHT          | 5000             | -230             | RNAV1                  |
| BIG 2X     | 006             | TF              | KKE38         | 510948.83N<br>0002550.71E | Y        | 124°<br>(123.0°)     | -0.5               | 10.6          | LEFT           | 6000             | -230             | RNAV1                  |
| BIG 2X     | 007             | CF              | BIG           | 511951.15N<br>0000205.32E | N        | 292°<br>(291.0°)     | -0.5               | 18.0          | -              | 6000             | -230             | RNAV1                  |

CHANGE (4/17): BIG 1Z REPLACED WITH BIG 2Z. KKE02 REPLACED WITH KKE04.

AERO INFO DATE 08 DEC 16

## Standard Instrument Departure Coding Tables

## London Gatwick Runway 08R CLN 2Z

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| CLN 2Z     | 001             | CF              | KKE04         | 511008.38N<br>0000218.83W | N        | 078°<br>(077.6°)     | -0.5               | 4.9           | RIGHT          | +2000            | -250             | RNAV1                  |
| CLN 2Z     | 002             | TF              | KKE10         | 510955.93N<br>0000909.88E | N        | 092°<br>(091.6°)     | -0.5               | 7.2           | -              | +3000            | -250             | RNAV1                  |
| CLN 2Z     | 003             | TF              | KKE17         | 510957.12N<br>0001937.59E | N        | 090°<br>(089.8°)     | -0.5               | 6.6           | -              | 5000             | -250             | RNAV1                  |
| CLN 2Z     | 004             | TF              | KKE25         | 510957.30N<br>0003244.84E | N        | 090°<br>(089.9°)     | -0.5               | 8.3           | LEFT           | 5000             | -250             | RNAV1                  |
| CLN 2Z     | 005             | TF              | DET           | 511814.41N<br>0003550.19E | N        | 014°<br>(013.2°)     | -0.5               | 8.5           | -              | 5000             | -250             | RNAV1                  |
| CLN 2Z     | 006             | TF              | KKN52         | 512306.00N<br>0003739.40E | N        | 014°<br>(013.2°)     | -0.5               | 5.0           | -              | 6000             | -250             | RNAV1                  |
| CLN 2Z     | 007             | TF              | DAGGA         | 514919.00N<br>0004739.00E | N        | 014°<br>(013.3°)     | -0.5               | 27.0          | RIGHT          | 6000             | -250             | RNAV1                  |
| CLN 2Z     | 008             | TF              | CLN           | 515054.50N<br>0010851.32E | N        | 084°<br>(083.1°)     | -0.5               | 13.3          | -              | 6000             | -250             | RNAV1                  |

## London Gatwick Runway 26L CLN 4X

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| CLN 4X     | 001             | CF              | KKW02         | 510815.56N<br>0001558.77W | Y        | 258°<br>(257.7°)     | -0.5               | 2.0           | RIGHT          | +1500            | -220             | RNAV1                  |
| CLN 4X     | 002             | CF              | KKE09         | 511143.92N<br>0001223.92W | N        | 078°<br>(077.5°)     | -0.5               | -             | -              | +3200            | -220             | RNAV1                  |
| CLN 4X     | 003             | TF              | KKE11         | 511209.71N<br>0000917.62W | N        | 078°<br>(077.6°)     | -0.5               | 2.0           | -              | -4000            | -250             | RNAV1                  |
| CLN 4X     | 004             | TF              | KKE15         | 511250.31N<br>0000423.12W | N        | 078°<br>(077.6°)     | -0.5               | 3.2           | -              | -                | -250             | RNAV1                  |
| CLN 4X     | 005             | TF              | SUNAV         | 511536.90N<br>0001139.80E | N        | 075°<br>(074.5°)     | -0.5               | 10.5          | RIGHT          | 5000             | -250             | RNAV1                  |
| CLN 4X     | 006             | TF              | KKE42         | 511337.30N<br>0003406.70E | N        | 098°<br>(097.9°)     | -0.5               | 14.2          | LEFT           | 5000             | -250             | RNAV1                  |
| CLN 4X     | 007             | TF              | DET           | 511814.41N<br>0003550.19E | N        | 014°<br>(013.2°)     | -0.5               | 4.7           | -              | 5000             | -250             | RNAV1                  |
| CLN 4X     | 008             | TF              | KKN52         | 512306.00N<br>0003739.40E | N        | 014°<br>(013.2°)     | -0.5               | 5.0           | -              | 6000             | -250             | RNAV1                  |
| CLN 4X     | 009             | TF              | DAGGA         | 514919.00N<br>0004739.00E | N        | 014°<br>(013.3°)     | -0.5               | 27.0          | RIGHT          | 6000             | -250             | RNAV1                  |
| CLN 4X     | 010             | TF              | CLN           | 515054.50N<br>0010851.32E | N        | 084°<br>(083.1°)     | -0.5               | 13.3          | -              | 6000             | -250             | RNAV1                  |

CHANGE (4/17): CLN 1Z REPLACED WITH CLN 2Z. KKE02 REPLACED WITH KKE04.

AERO INFO DATE 08 DEC 16

## Standard Instrument Departure Coding Tables

### London Gatwick Runway 26L WIZAD 1X

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| WIZAD 1X   | 001             | CF              | KKW04         | 510750.70N<br>0001857.30W | N        | 258°<br>(257.6°)     | -0.5               | 4.0           | LEFT           | +2000            | -220             | RNAV1                  |
| WIZAD 1X   | 002             | TF              | KKS06         | 510422.79N<br>0001744.35W | N        | 168°<br>(167.5°)     | -0.5               | 3.6           | LEFT           | +3000            | -220             | RNAV1                  |
| WIZAD 1X   | 003             | TF              | KKS09         | 510347.42N<br>0001043.34W | N        | 098°<br>(097.5°)     | -0.5               | 4.5           | RIGHT          | -                | -250             | RNAV1                  |
| WIZAD 1X   | 004             | TF              | KKS14         | 510311.65N<br>0000652.24W | N        | 104°<br>(103.8°)     | -0.5               | 2.5           | -              | +4000            | -250             | RNAV1                  |
| WIZAD 1X   | 005             | TF              | MAY           | 510101.86N<br>0000658.04E | N        | 104°<br>(103.8°)     | -0.5               | 9.0           | LEFT           | +5000            | -250             | RNAV1                  |
| WIZAD 1X   | 006             | TF              | KKS33         | 510327.27N<br>0002657.12E | N        | 080°<br>(079.0°)     | -0.5               | 12.8          | -              | 6000             | -250             | RNAV1                  |
| WIZAD 1X   | 007             | TF              | WIZAD         | 510700.00N<br>0005711.00E | N        | 080°<br>(079.3°)     | -0.5               | 19.4          | -              | 6000             | -250             | RNAV1                  |

CHANGE (13/16): MAG VAR. MAG TRACKS.

AERO INFO DATE 09 SEP 16

## Standard Instrument Departure Coding Tables

## London Gatwick Runway 08R ODVIK 2Z

| Designator | Sequence Number | Path Terminator | Waypoint Name | Waypoint Co-ordinates     | Fly-over | Course/Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|------------|-----------------|-----------------|---------------|---------------------------|----------|----------------------|--------------------|---------------|----------------|------------------|------------------|------------------------|
| ODVIK 2Z   | 001             | CF              | KKE04         | 511008.38N<br>0000218.83W | N        | 078°<br>(077.6°)     | -0.5               | 4.9           | RIGHT          | +2000            | -250             | RNAV1                  |
| ODVIK 2Z   | 002             | TF              | KKE10         | 510955.93N<br>0000909.88E | N        | 092°<br>(091.6°)     | -0.5               | 7.2           | -              | +3000            | -250             | RNAV1                  |
| ODVIK 2Z   | 003             | TF              | KKE17         | 510957.12N<br>0001937.59E | N        | 090°<br>(089.8°)     | -0.5               | 6.6           | -              | +5000            | -250             | RNAV1                  |
| ODVIK 2Z   | 004             | TF              | ODVIK         | 510957.40N<br>0002909.33E | N        | 090°<br>(089.9°)     | -0.5               | 6.0           | -              | 6000             | -250             | RNAV1                  |

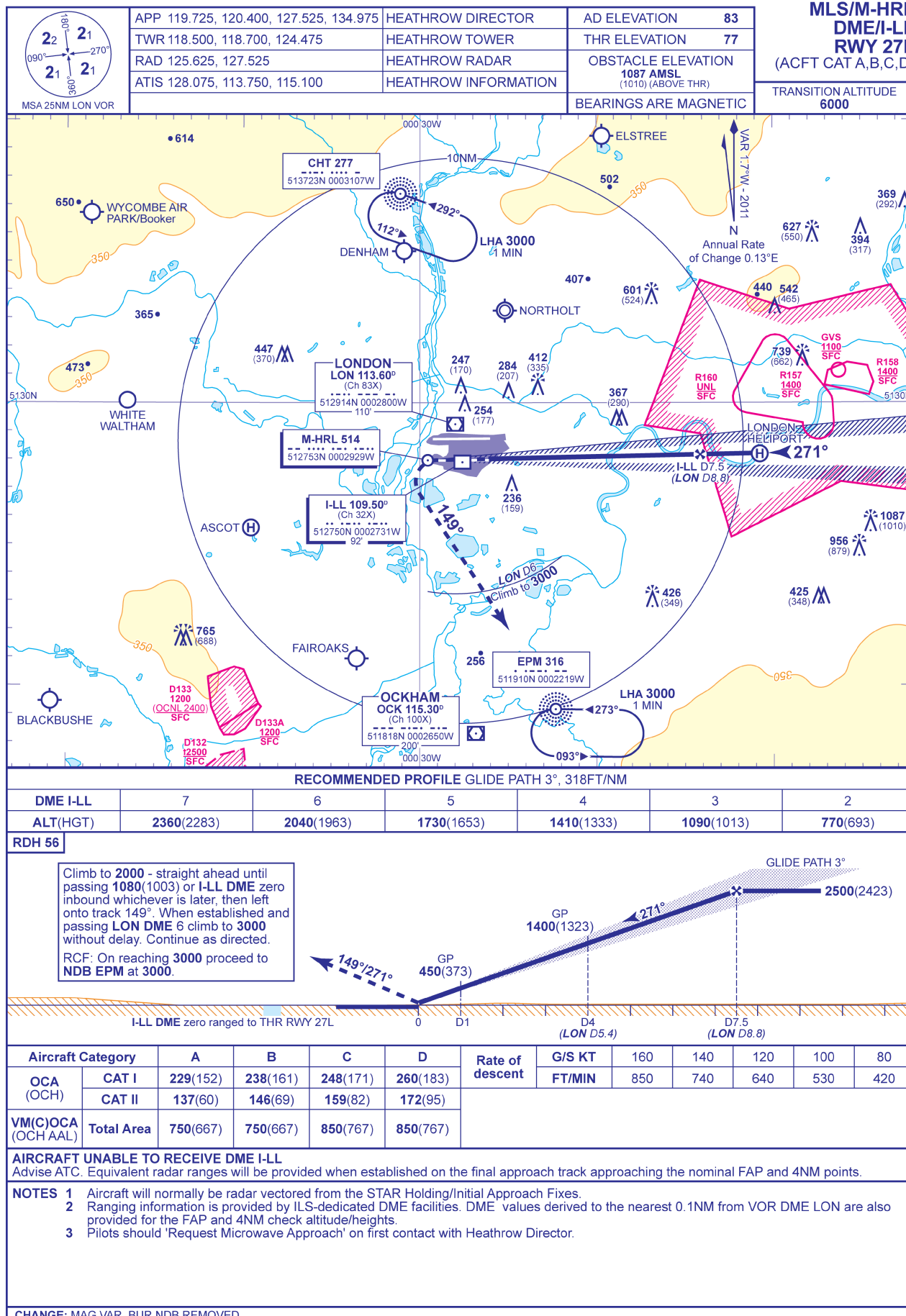
CHANGE (4/17): ODVIK 1Z REPLACED WITH ODVIK 2Z. KKE02 REPLACED WITH KKE04.

AERO INFO DATE 08 DEC 16

## INSTRUMENT APPROACH CHART - ICAO

## LONDON/HEATHROW

MLS/M-HRL  
DME/I-LL  
RWY 27L  
(ACFT CAT A,B,C,D)

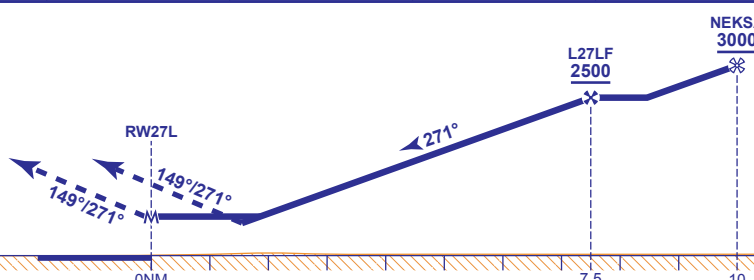


AERO INFO DATE 29 OCT 10

**LONDON/HEATHROW**

|             |            |            |            |            |            |          |
|-------------|------------|------------|------------|------------|------------|----------|
| NM to RW27L | 7          | 6          | 5          | 4          | 3          | 2        |
| ALT(HGT)    | 2360(2283) | 2040(1963) | 1720(1643) | 1410(1333) | 1090(1013) | 770(693) |

RCF: On reaching **3000** proceed to **NDB EPM** at **3000**.



| Aircraft Category     |            | A        | B        | C        | D        | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80  |
|-----------------------|------------|----------|----------|----------|----------|-----------------|--------|-----|-----|-----|-----|-----|
| OCA<br>(OCH)          | LNAV/VNAV  | 510(433) | 510(433) | 510(433) | 510(433) |                 | FT/MIN | 850 | 740 | 640 | 530 | 420 |
|                       | LNAV       | 560(483) | 560(483) | 560(483) | 560(483) |                 |        |     |     |     |     |     |
| VM(C)OCA<br>(OCH AAL) | Total Area | 750(667) | 750(667) | 850(767) | 850(767) |                 |        |     |     |     |     |     |

- CHANGE (4/17):** CORRECTION TO DISTANCE NEKSA - L27LF ON PLAN VIEW.



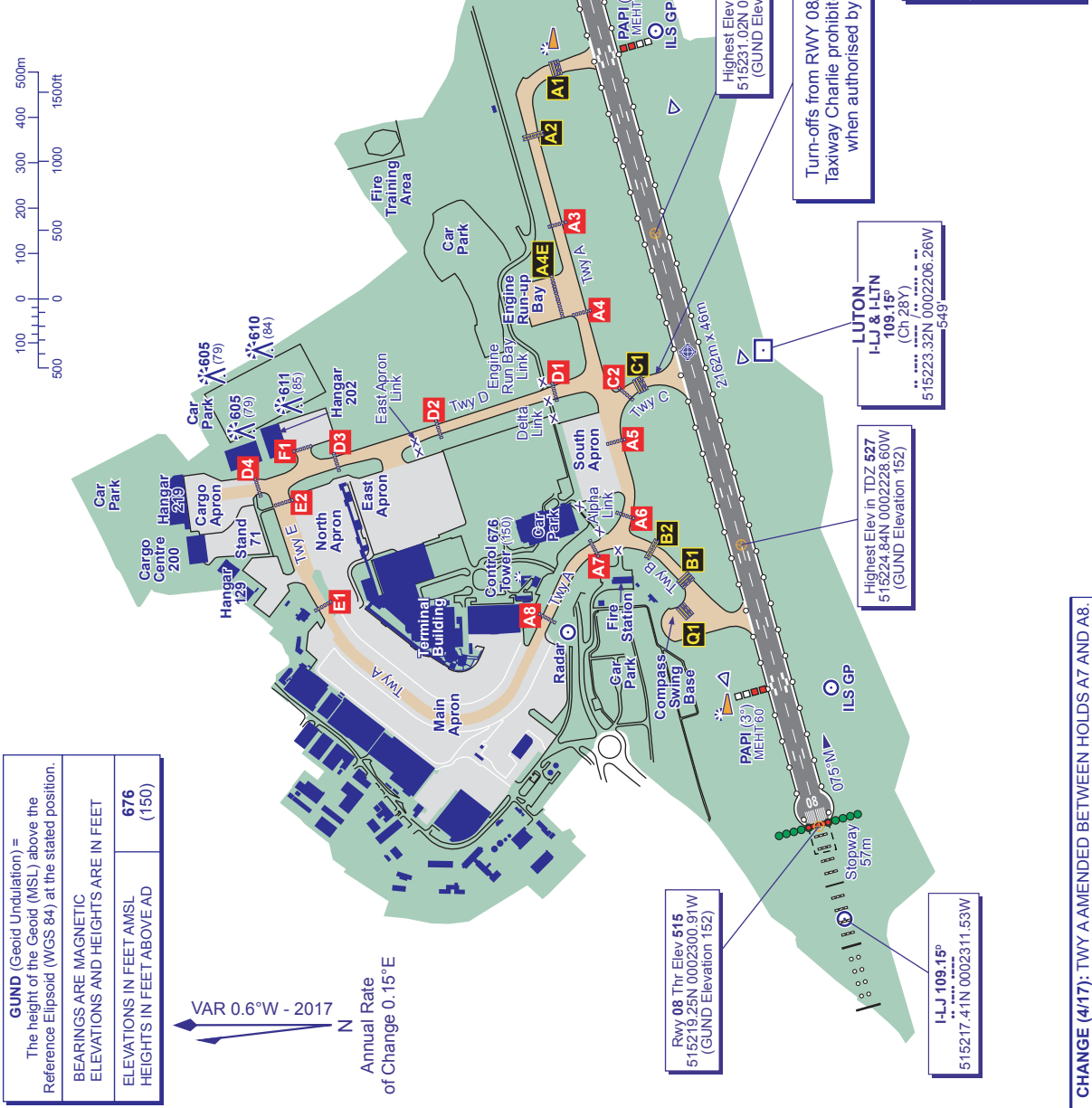
LONDON LUTON  
EGGW

AD ELEV 526FT

ARP 515229N 0002206W

AERODROME  
CHART - ICAO

| COM        |                                                                                                                              |                |
|------------|------------------------------------------------------------------------------------------------------------------------------|----------------|
| ATIS       | 120.575                                                                                                                      | LUTON INFO     |
| TWR        | 132.550                                                                                                                      | LUTON TOWER    |
|            | 121.750 (GMC)                                                                                                                | LUTON GROUND   |
|            | 121.885                                                                                                                      | LUTON DELIVERY |
|            | 121.600                                                                                                                      | LUTON FIRE     |
| LIGHTING   |                                                                                                                              |                |
| APCH 08    | 427m. HI coded C/L with 3 crossbars.                                                                                         |                |
| APCH 26    | 844m. HI coded C/L with 5 crossbars.                                                                                         |                |
| APCH 08/26 | Supplementary lighting inner 240m.                                                                                           |                |
| THR 08/26  | Flush uni-d green with elev green W bars.                                                                                    |                |
| RWY 08/26  | Elev HI bi-d with LI omni-d component.<br>HI colour coded C/L. TDZ 900m. End lights red.<br>Blue turning circle lights.      |                |
| TWY        | colour coded C/L. Blue edge in run-up area.<br>Switched red runway stop bars.<br>Green/Yellow lead on/off C/L at A1, B1, C1. |                |



AERO INFO DATE 11 JAN 17



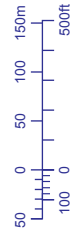
LONDON LUTON  
EGGW

AD ELEV 526FT

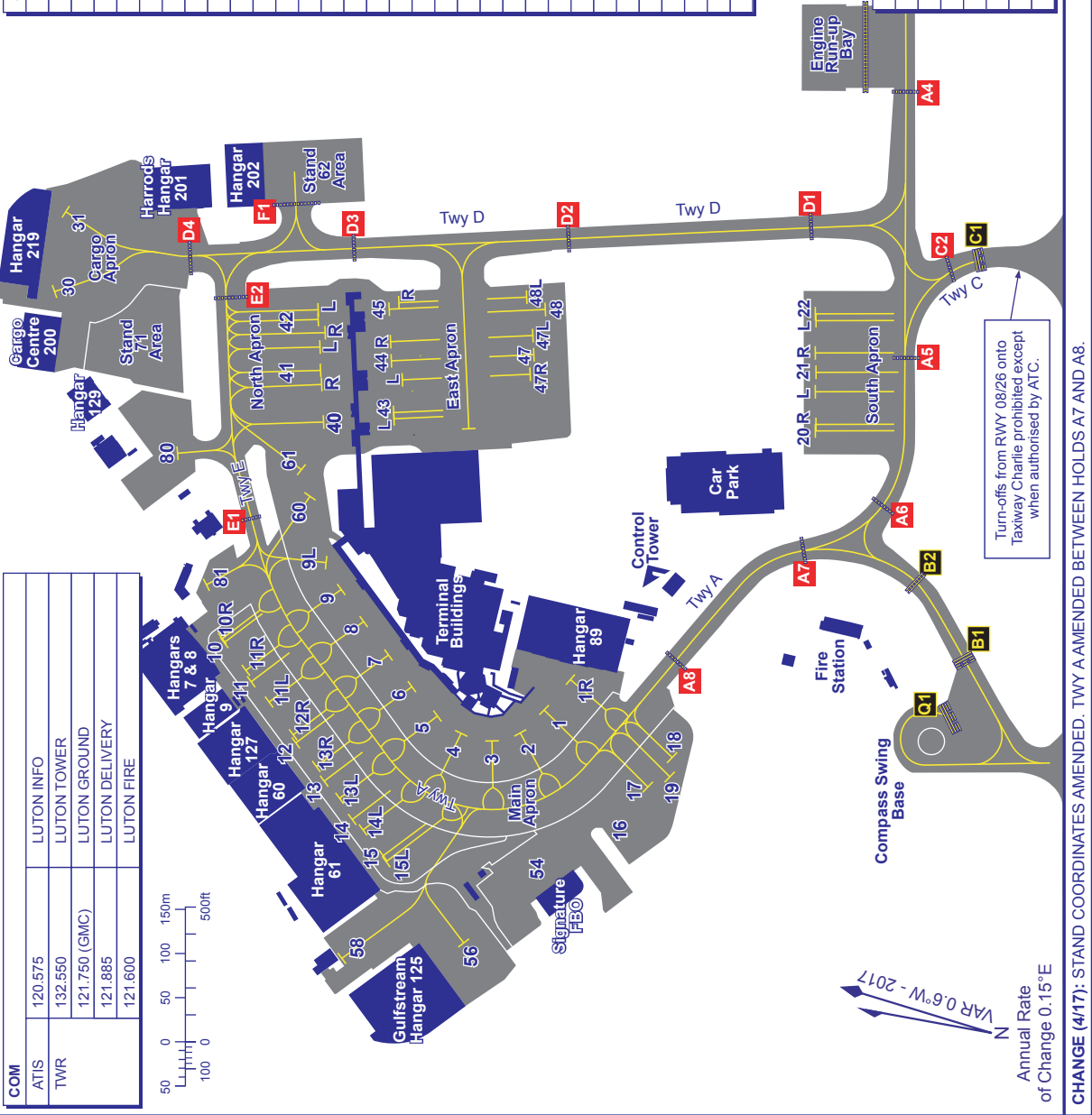
ARP 515229N 0002206W

AIRCRAFT PARKING/DOCKING  
CHART - ICAO

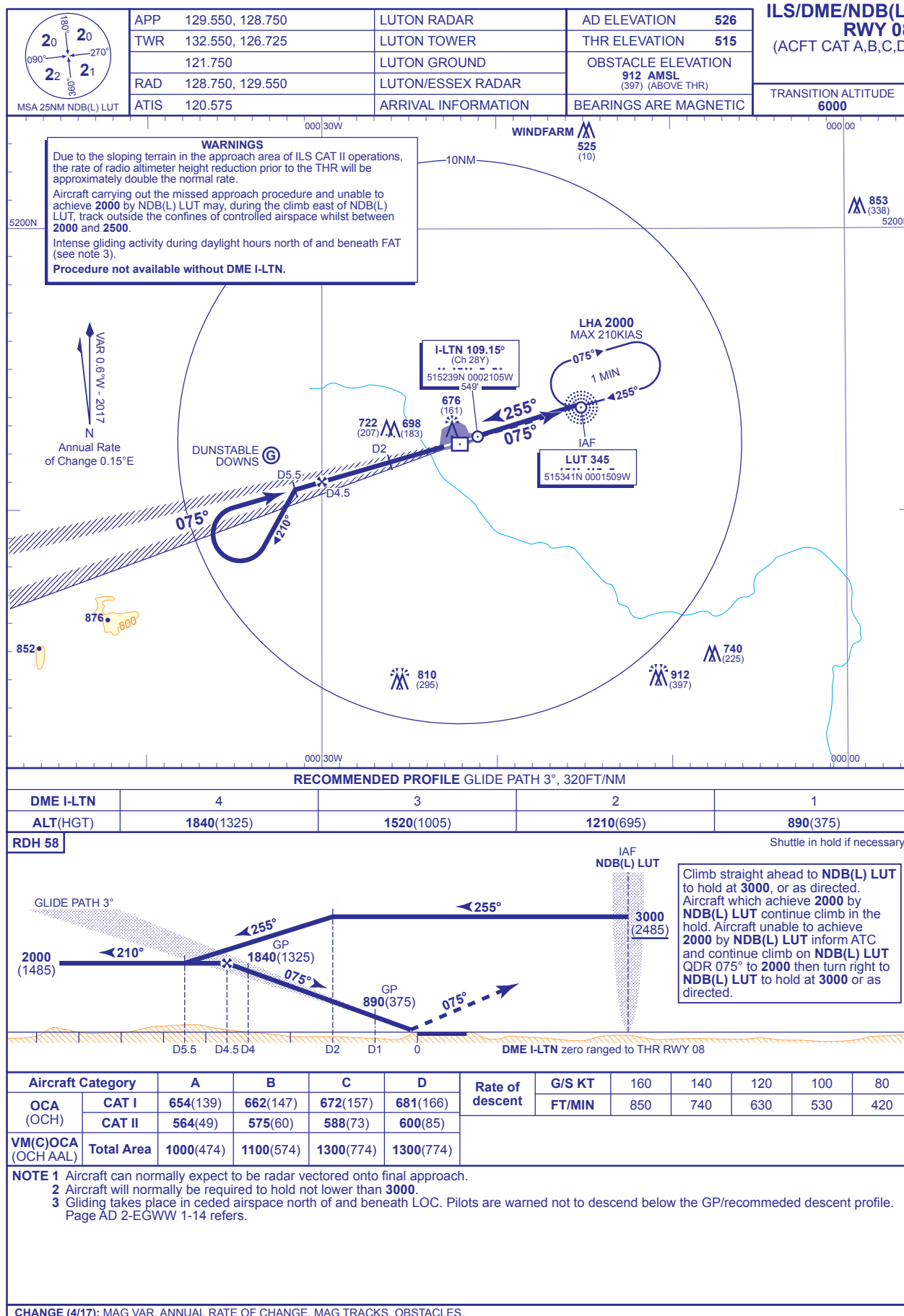
| COM  | LUTON INFO    |
|------|---------------|
| ATIS | 120.575       |
| TWR  | 132.550       |
|      | 121.750 (GMC) |
|      | 121.885       |
|      | 121.600       |



| STAND | COORDINATES            | STAND | COORDINATES            |
|-------|------------------------|-------|------------------------|
| 1     | 515242.66N 0002241.91W | 21L   | 515236.41N 0002220.08W |
| 1R    | 515242.05N 0002239.81W | 21R   | 515236.78N 0002217.91W |
| 2     | 515243.26N 0002243.55W | 22    | 515237.16N 0002215.75W |
| 3     | 515244.15N 0002244.43W | 22L   | 515237.07N 0002216.10W |
| 4     | 515245.28N 0002244.49W | 30    | 515303.47N 0002226.31W |
| 5     | 515246.26N 0002243.90W | 31    | 515303.85N 0002221.68W |
| 6     | 515247.42N 0002242.67W | 40    | 515253.00N 0002229.36W |
| 7     | 515248.53N 0002241.28W | 41    | 515253.58N 0002228.56W |
| 8     | 515249.70N 0002239.81W | 41L   | 515253.83N 0002225.27W |
| 9     | 515250.78N 0002238.38W | 41R   | 515253.41N 0002227.31W |
| 9L    | 515251.55N 0002237.13W | 42    | 515254.16N 0002223.75W |
| 10    | 515254.28N 0002243.13W | 42L   | 515254.25N 0002223.22W |
| 10R   | 515254.38N 0002242.94W | 42R   | 515253.79N 0002224.39W |
| 11    | 515252.98N 0002244.89W | 43    | 515250.68N 0002227.75W |
| 11L   | 515252.17N 0002245.74W | 43L   | 515250.61N 0002228.09W |
| 11R   | 515253.27N 0002244.34W | 44    | 515251.26N 0002224.92W |
| 12    | 515250.86N 0002247.59W | 44L   | 515250.70N 0002225.80W |
| 12R   | 515251.03N 0002247.18W | 44R   | 515251.47N 0002223.87W |
| 13    | 515249.52N 0002249.27W | 45    | 515251.83N 0002222.09W |
| 13L   | 515248.83N 0002248.98W | 45R   | 515251.56N 0002221.58W |
| 13R   | 515249.93N 0002250.96W | 47    | 515246.43N 0002222.37W |
| 14    | 515248.19N 0002250.96W | 47L   | 515246.65N 0002221.32W |
| 14L   | 515247.72N 0002251.37W | 47R   | 515246.37N 0002223.51W |
| 15    | 515246.78N 0002252.49W | 48    | To be surveyed         |
| 15L   | 515246.62N 0002252.77W | 48L   | 515247.23N 0002219.29W |
| 16    | To be surveyed         | 54    | To be surveyed         |
| 17    | 515238.36N 0002244.56W | 56    | 515243.18N 0002256.08W |
| 18    | 515237.78N 0002242.61W | 58    | 515247.21N 0002258.82W |
| 19    | To be surveyed         | 60    | 515252.75N 0002233.69W |
| 20    | 515236.03N 0002222.24W | 61    | 515253.29N 0002232.34W |
| 20R   | 515236.07N 0002221.86W | 80    | 515257.10N 0002233.00W |
| 21    | 515236.57N 0002218.98W | 81    | 515255.44N 0002240.21W |

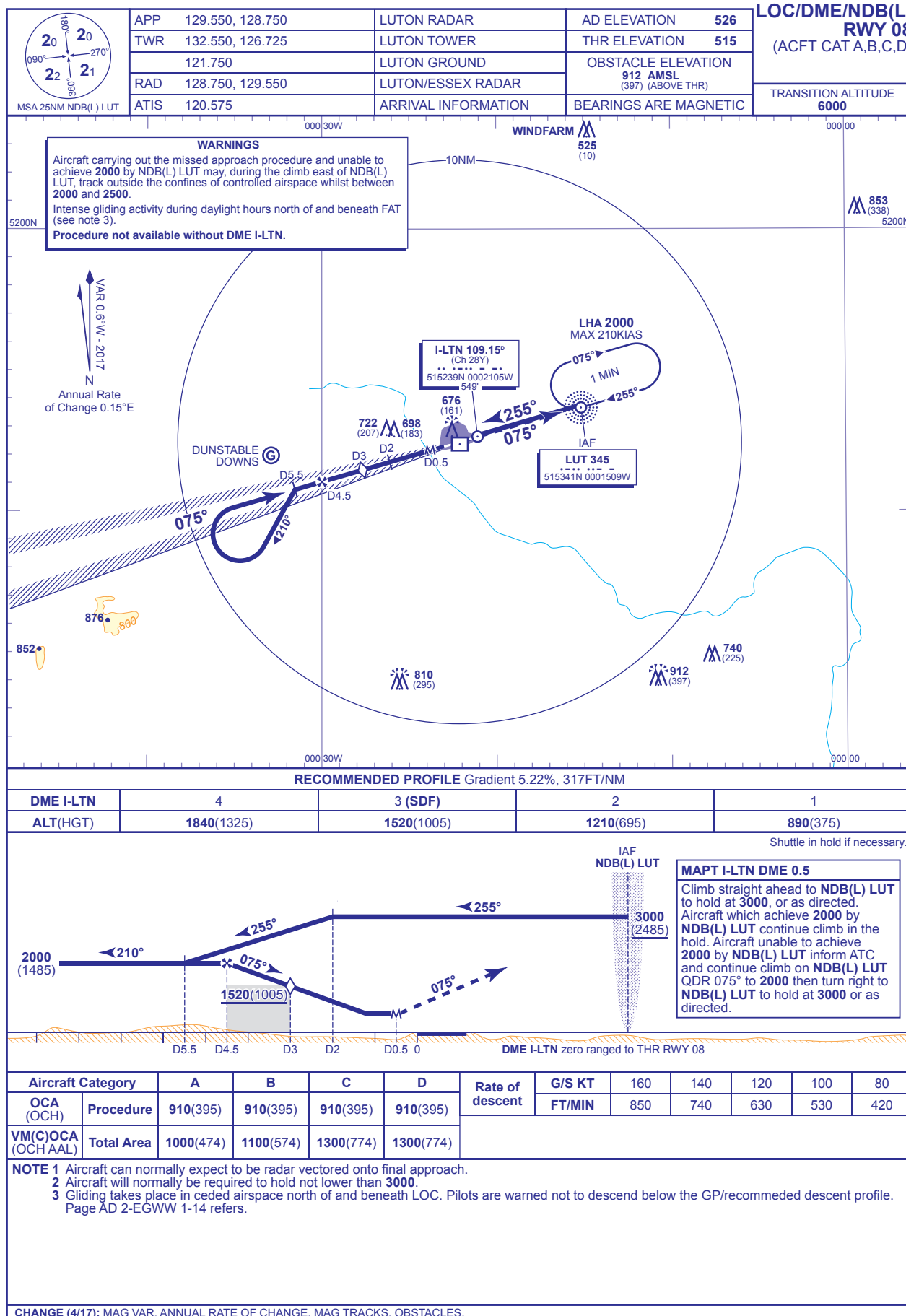


## INSTRUMENT APPROACH CHART - ICAO

**LONDON LUTON**  
**ILS/DME/NDB(L)**  
**RWY 08**  
(ACFT CAT A,B,C,D)

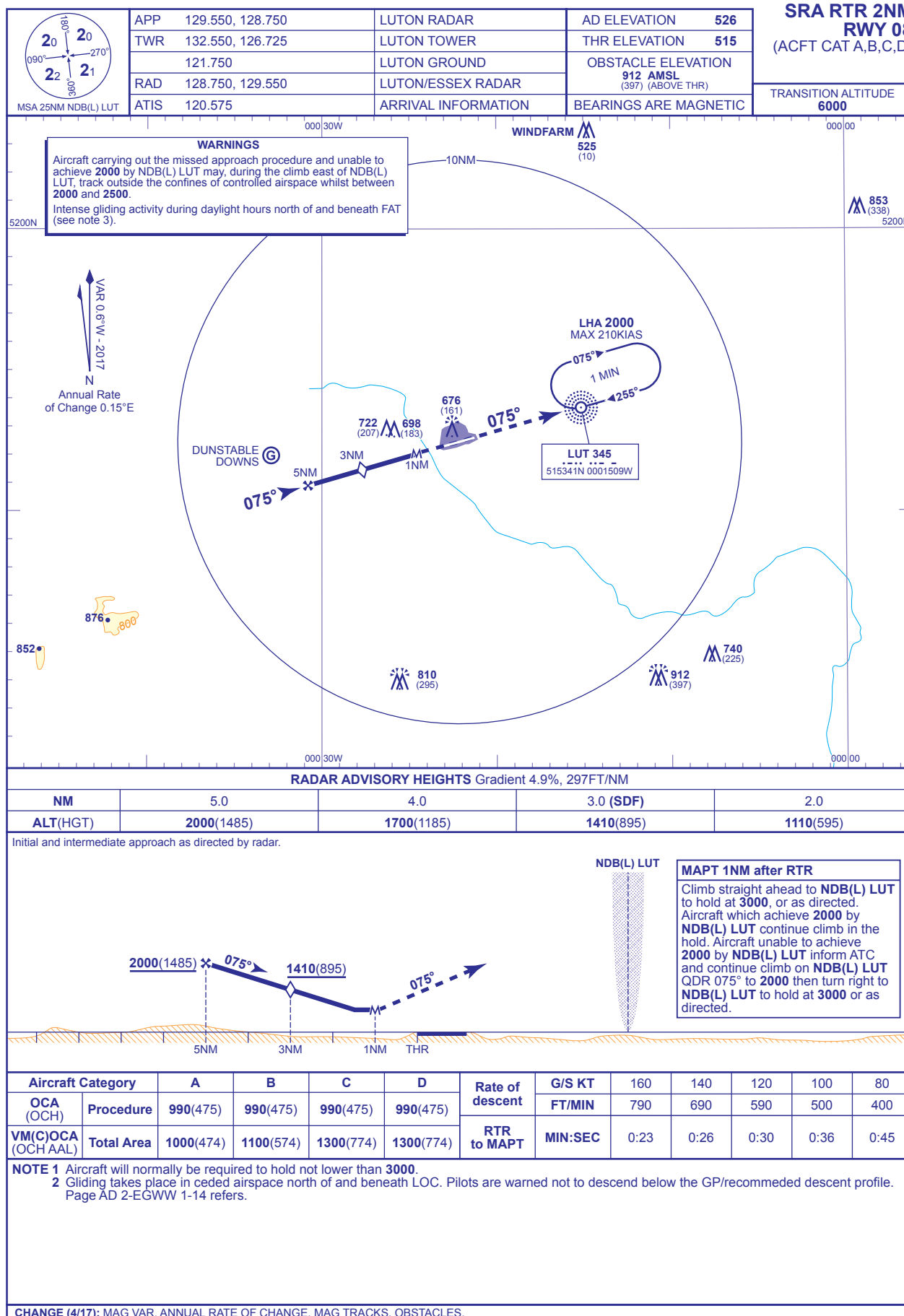
AERO INFO DATE 21 DEC 16

## INSTRUMENT APPROACH CHART - ICAO

**LONDON LUTON**  
**LOC/DME/NDB(L)**  
**RWY 08**  
(ACFT CAT A,B,C,D)

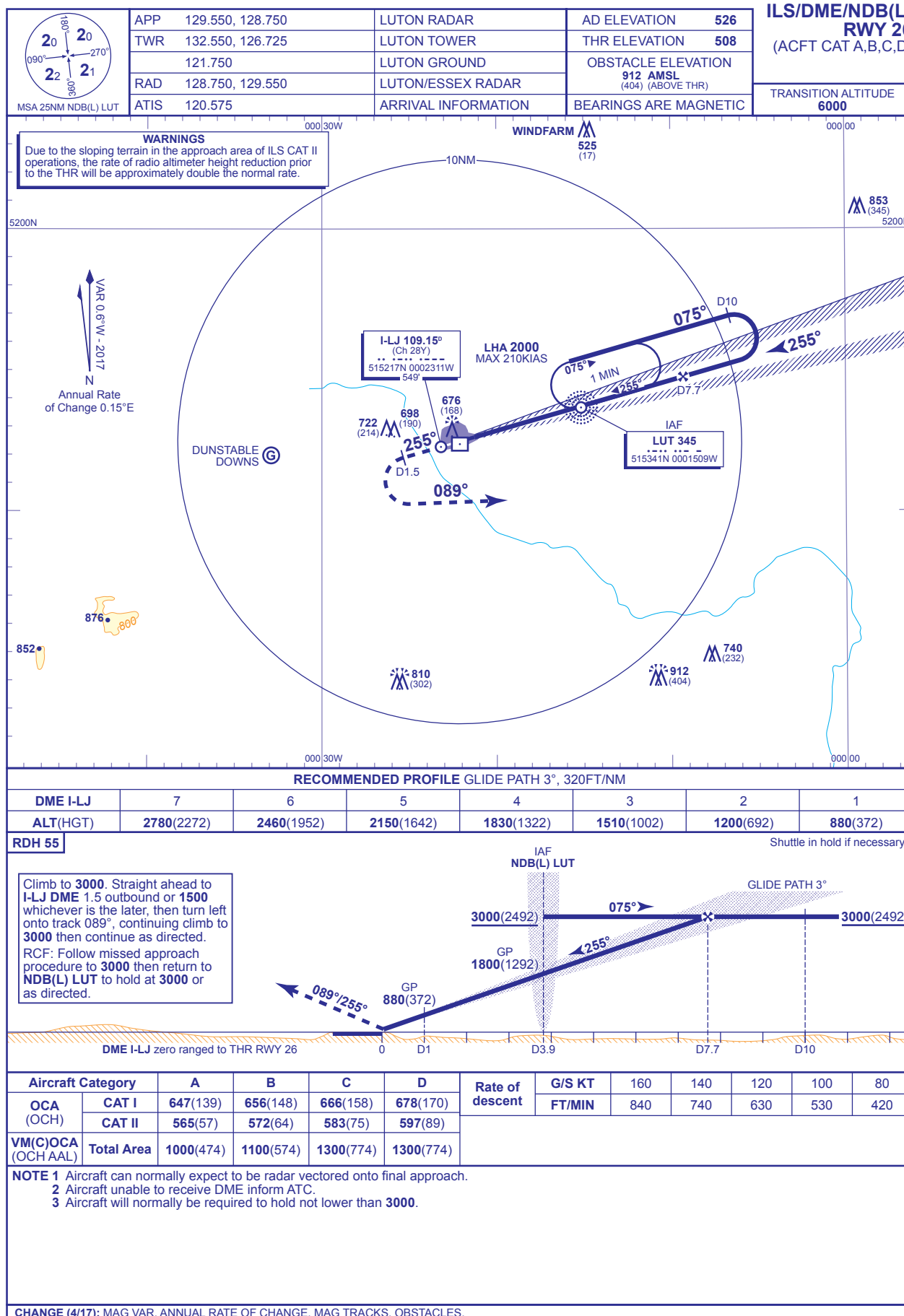
AERO INFO DATE 21 DEC 16

## INSTRUMENT APPROACH CHART - ICAO

**LONDON LUTON**  
**SRA RTR 2NM**  
**RWY 08**  
(ACFT CAT A,B,C,D)

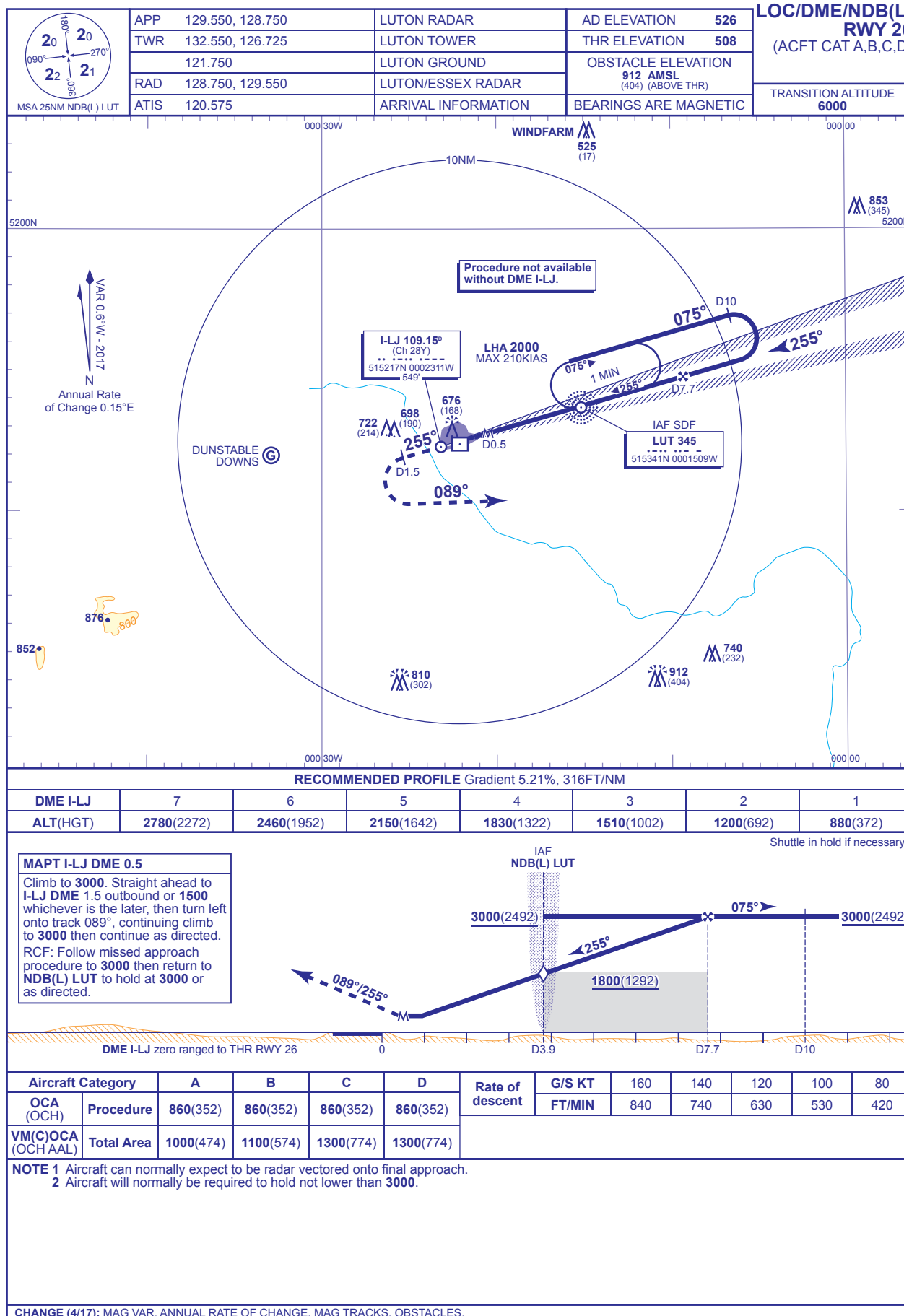
## INSTRUMENT APPROACH CHART - ICAO

**LONDON LUTON**  
**ILS/DME/NDB(L)**  
**RWY 26**  
 (ACFT CAT A,B,C,D)

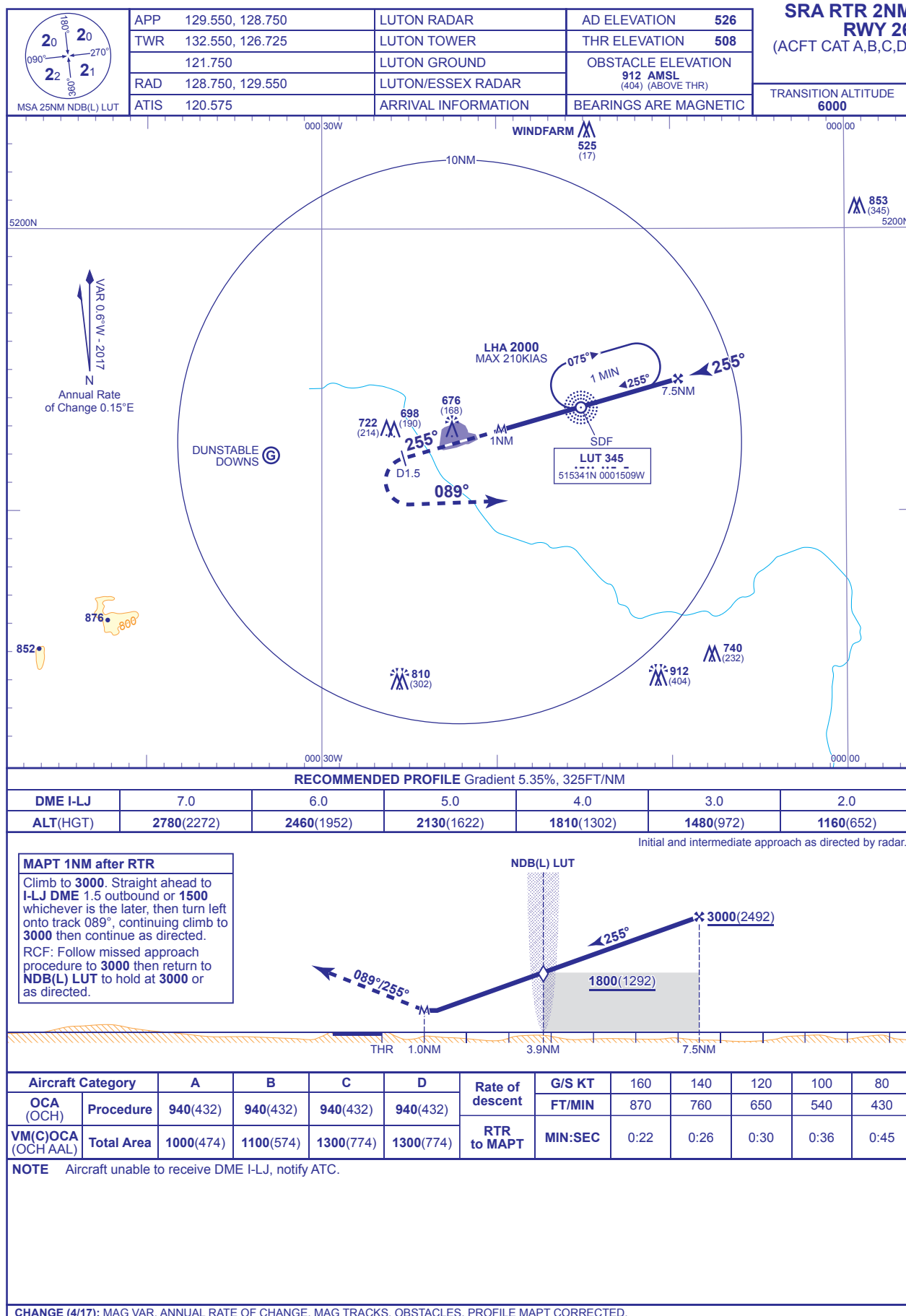


AERO INFO DATE 16 JAN 17

## INSTRUMENT APPROACH CHART - ICAO

**LONDON LUTON**  
**LOC/DME/NDB(L)**  
**RWY 26**  
(ACFT CAT A,B,C,D)

## INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON  
SRA RTR 2NM  
RWY 26  
(ACFT CAT A,B,C,D)

AERO INFO DATE 16 JAN 17



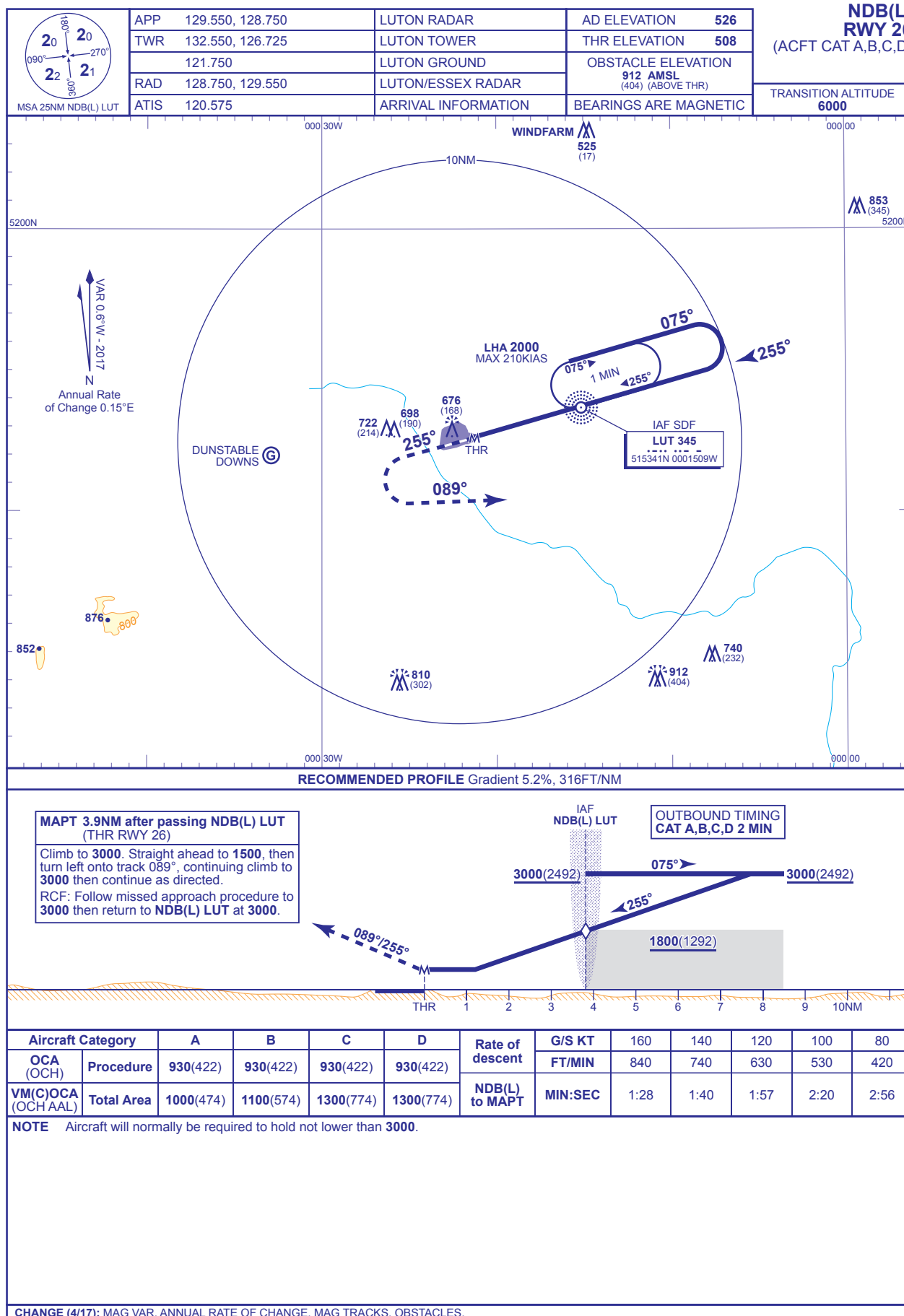
## INSTRUMENT APPROACH CHART - ICAO

## LONDON LUTON

NDB(L)

RWY 26

(ACFT CAT A,B,C,D)





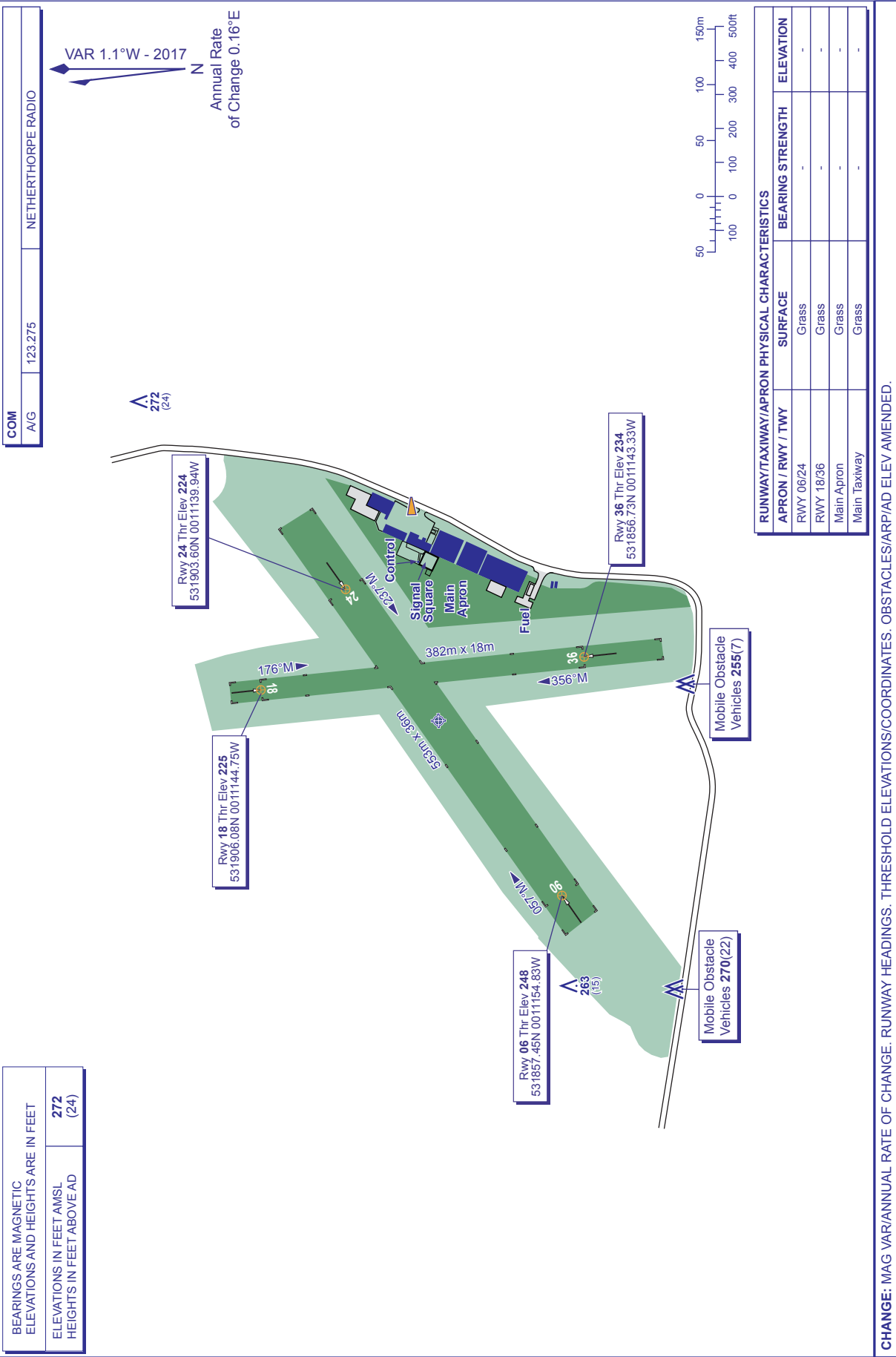
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AERODROME  
CHART - ICAO

ARP 531901N 0011146W

AD ELEV 248FT

NETHERTHORPE  
EGNF

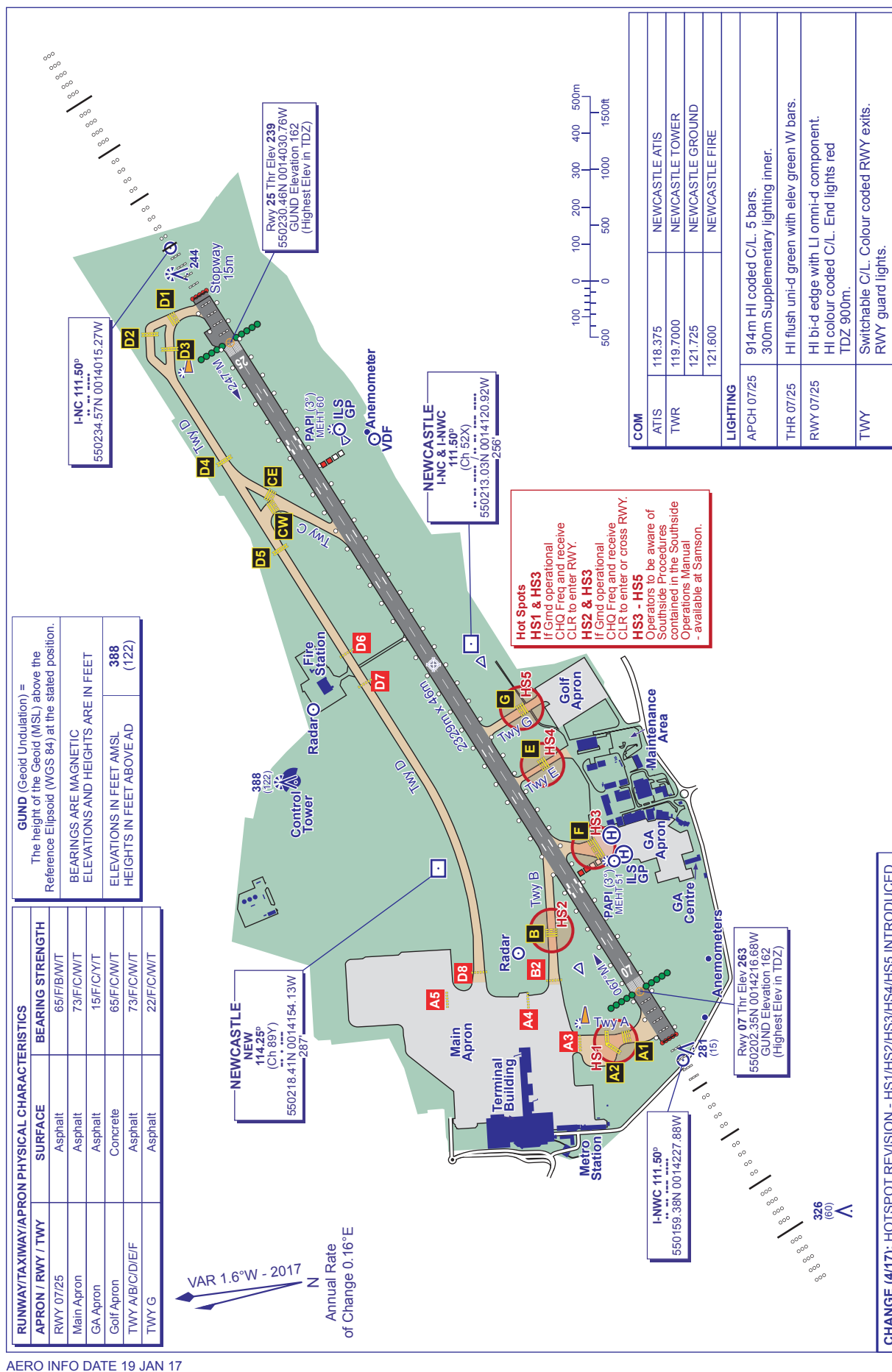


**INTENTIONALLY BLANK**

NEWCASTLE  
EGNT

AD ELEV 266FT

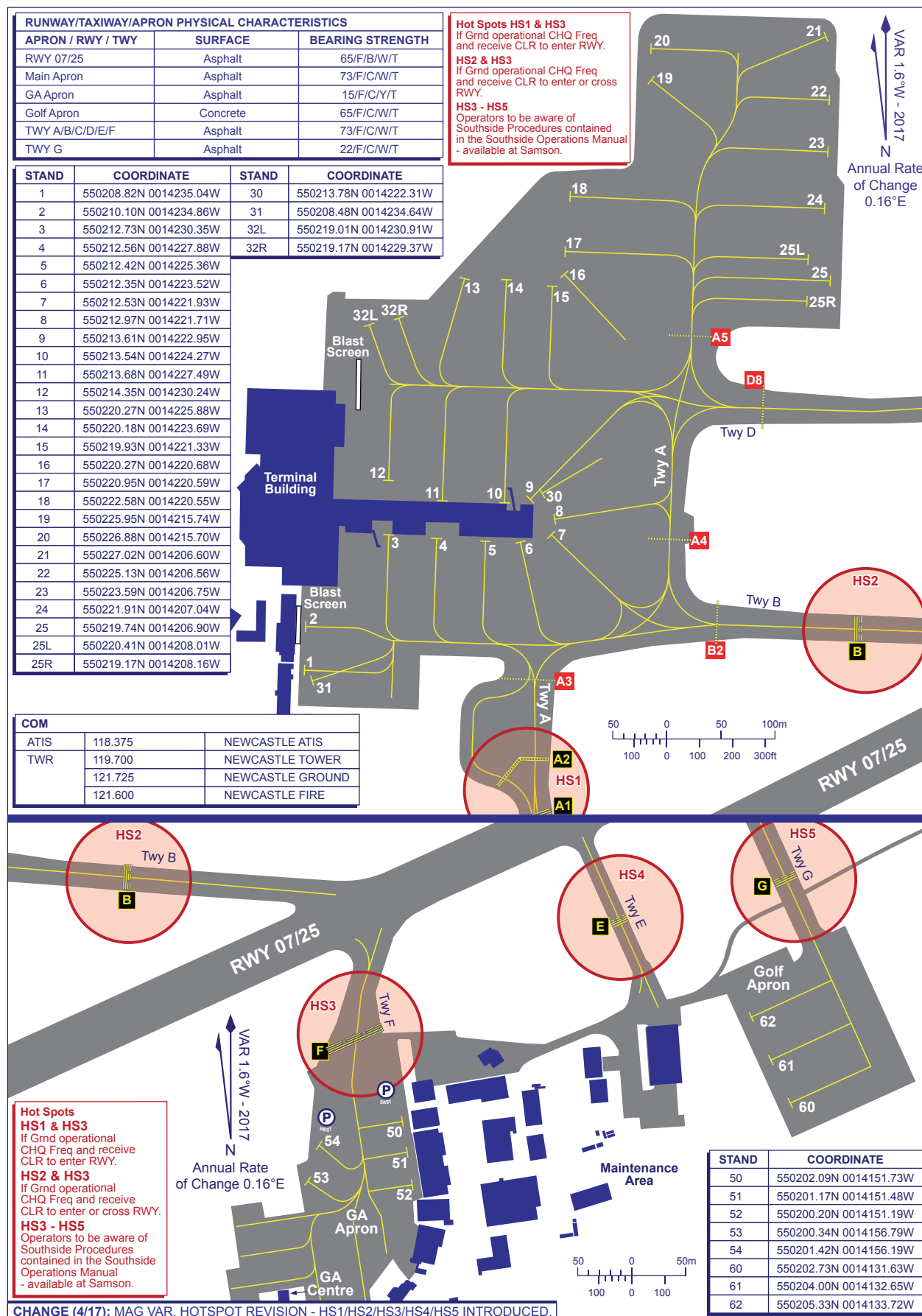
ARP 550217N 0014123W

AERODROME  
CHART - ICAO

AIRCRAFT PARKING/DOCKING  
CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

NEWCASTLE  
EGNT

## CONTROL ZONE AND CONTROL AREA CHART

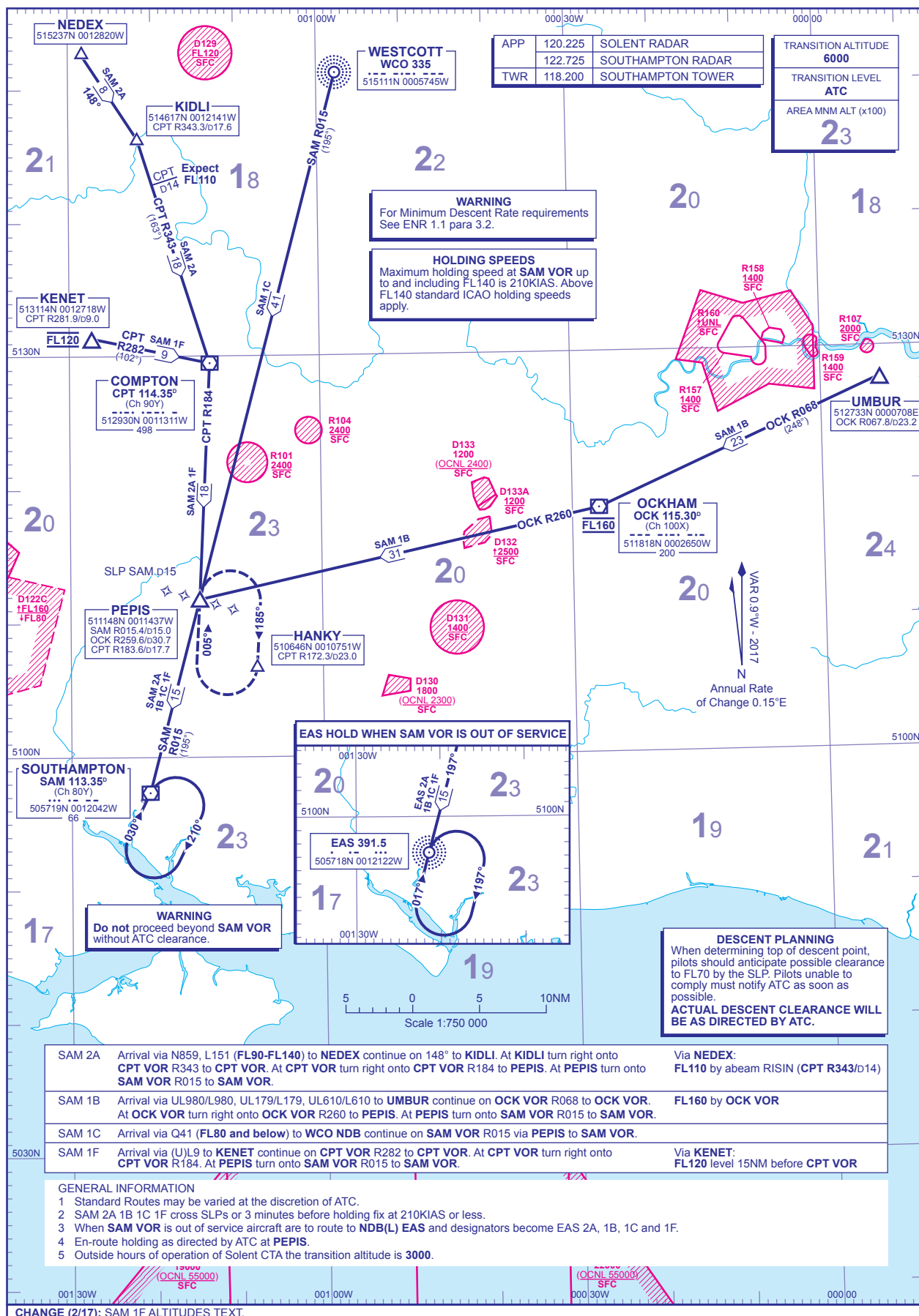
## SOUTHAMPTON



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STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

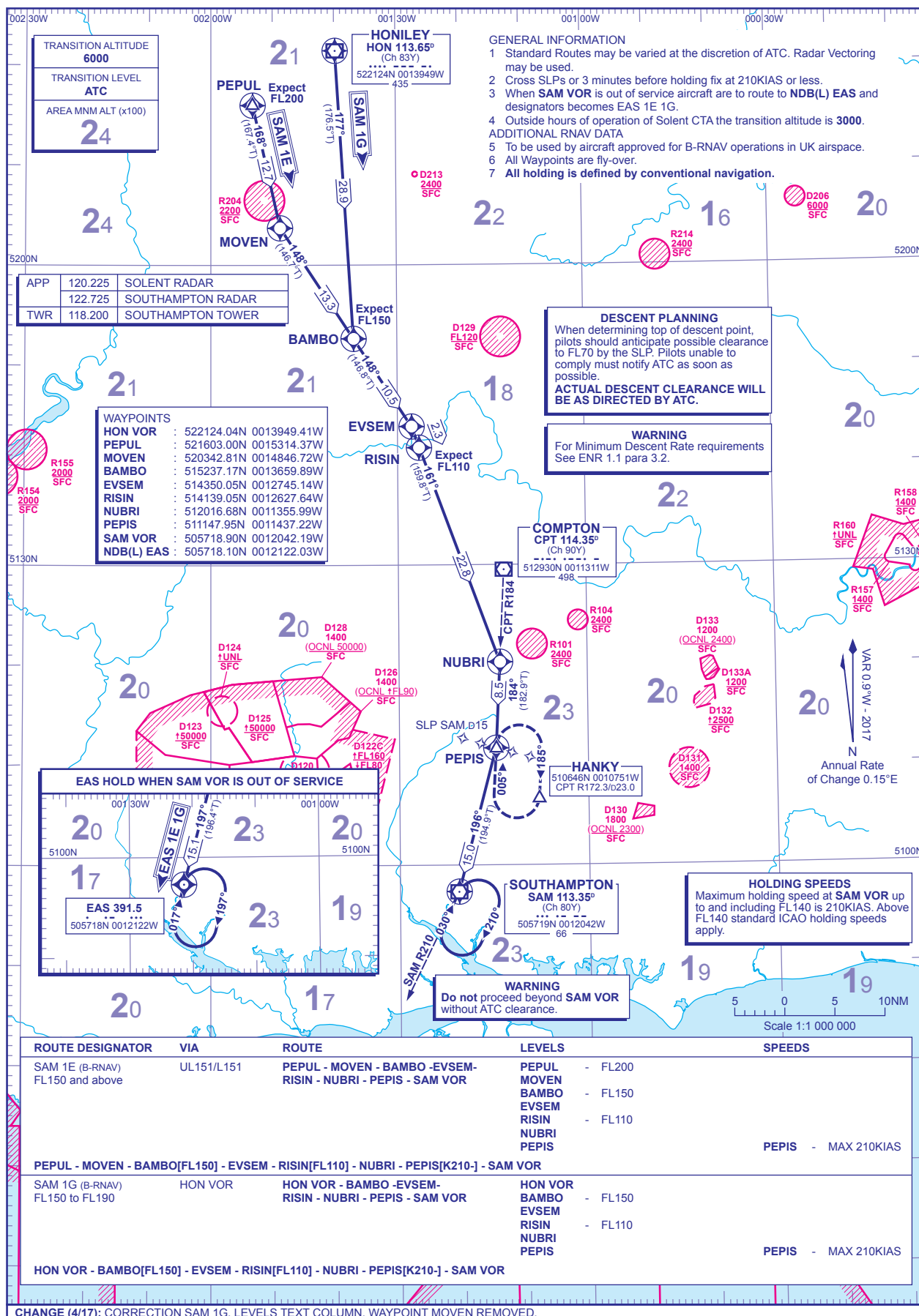
DISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

SOUTHAMPTON  
SAM 2A 1B 1C 1F



## B-RNAV STAR

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

SOUTHAMPTON  
SAM 1E 1G

AERODROME  
CHART - ICAO

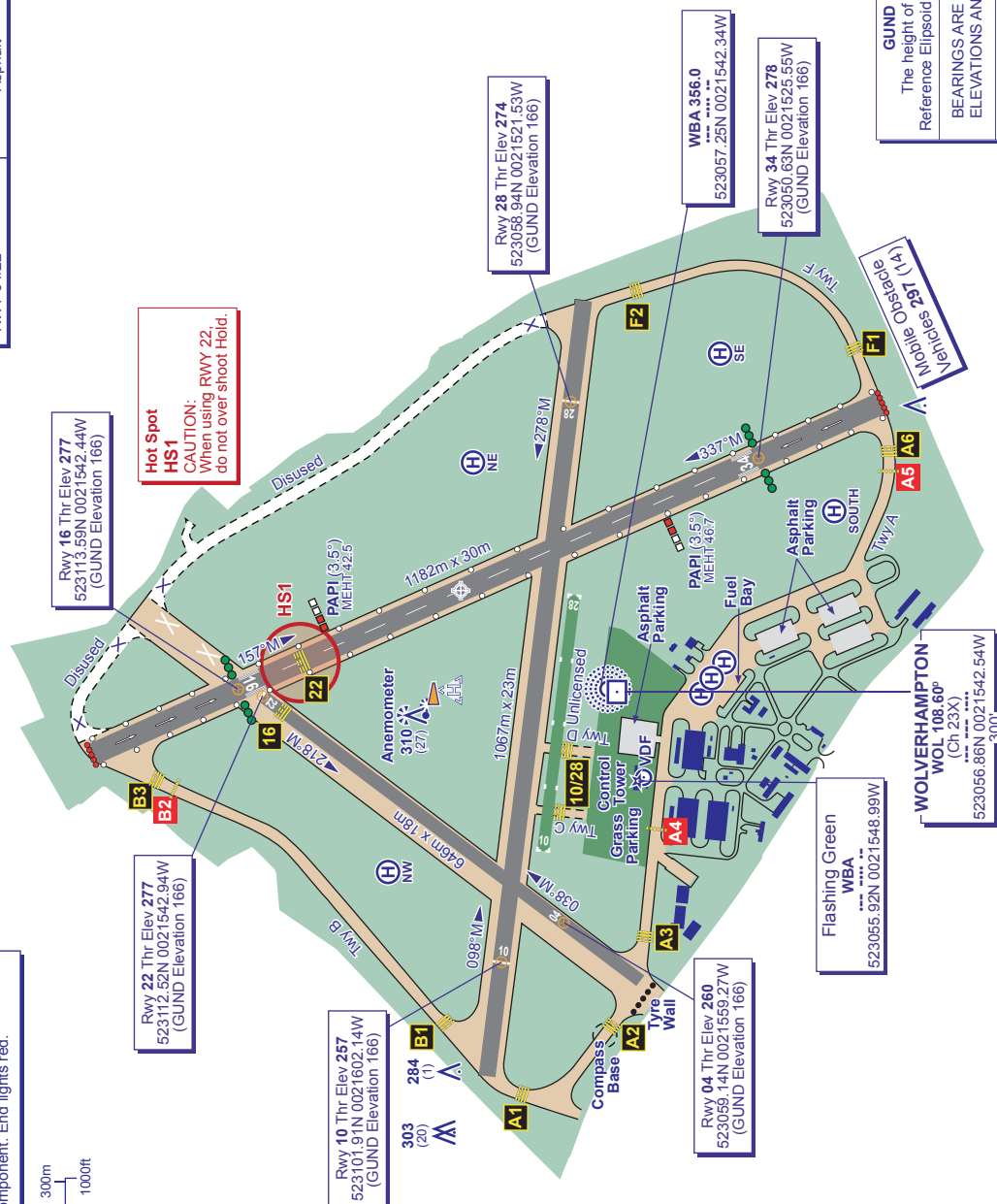
ARP 523104N 0021535W

AD ELEV 283FT

**WOLVERHAMPTON**  
**EGBO**

|                  |                                                      |                      |
|------------------|------------------------------------------------------|----------------------|
| <b>COM</b>       |                                                      |                      |
| AFIS             | 123,000                                              | HALFPENNY GREEN INFO |
| <b>LIGHTING</b>  |                                                      |                      |
| Hl green W bars. |                                                      |                      |
| RWY 16/34        | Hl elev bid with L omni-d component. End lights red. |                      |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS |         |                  |
|-----------------------------------------------|---------|------------------|
| APRON / RWY / TWY                             | SURFACE | BEARING STRENGTH |
| RWY 16/34                                     | Asphalt | -                |
| RWY 10/28                                     | Asphalt | -                |
| RWY 04/22                                     | Asphalt |                  |



|                                                                                                                                     |                     |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| <b>GUND</b> (Geoid Undulation) =<br>The height of the Geoid (MSL) above the<br>Reference Ellipsoid (WGS 84) at the stated position. |                     |
| <b>BEARINGS ARE MAGNETIC<br/>ELEVATIONS AND HEIGHTS ARE IN FEET</b>                                                                 |                     |
| <b>ELEVATIONS IN FEET AMSL<br/>HEIGHTS IN FEET ABOVE AD</b>                                                                         | <b>326<br/>(43)</b> |

**CHANGE (4/17): OBSTACLES RWY 10/APPROACH RWY 28/TAKE-OFF. AERODROME BEACON CO-ORDINATES.**

**INTENTIONALLY BLANK**

**GLASGOW**



INTENTIONALLY BLANK



AERODROME CHART - ICAO

| COM  |                              |                                     |
|------|------------------------------|-------------------------------------|
| ATIS | 136.525                      | GATWICK INFO                        |
| TWR  | 124.225, 121.500*            | GATWICK TOWER *Emergency On Request |
|      | 134.225 (As directed by ATC) |                                     |
|      | 121.950                      | GATWICK DELIVERY                    |
|      | 121.800 (GMC)                | GATWICK GROUND                      |
|      | 121.600                      | GATWICK FIRE                        |

| LIGHTING    |                                                                                                                                                                        |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| THR 08R/26L | HI green with HI green W bars.                                                                                                                                         |
| THR 08L/26R | HI green with W bars. RTILS synchronised flashing White.                                                                                                               |
| RWY 08R     | HI flush bi-d edge, red for first 393m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 914m. End lights red. Stopway 74m red beyond RWY end lights. RETILS. |
| RWY 26L     | HI flush bi-d edge, red for first 267m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 914m. End lights red. Stopway 61m red beyond RWY end lights. RETILS. |
| RWY 08L/26R | HI flush bi-d edge with LI omni-d component. End lights red.                                                                                                           |
| TWY         | Green C/L. Colour coded C/L on CAT 3 exits from RWY 08R/26L. Blue edge on Taxiway Yankee from Y2 to W1.                                                                |

VAR 0.5°W - 2017  
N  
Annual Rate of Change 0.15°E

**Hot Spot - Foxtrot Romeo RET HS1**  
Traffic vacating FR to cross Runway 26R onto taxiway Juliet.  
When exiting Runway 26L aircraft do not have to call for clearance to cross Runway 26R.

Rwy 08L Thr Elev 195  
510851.04N 0001229.18W  
(GUND Elevation 149)

Synchronised Flashing White Lights

RTILS

Stopway 61m

Rwy 08R Thr Elev 196  
510845.10N 0001224.59W  
GUND Elevation 149  
(Highest Elev in TDZ)

I-WW 110.90°  
510841.15N 0001253.25W

CHANGE (13/16): HOLDS W1 & Y3 AMENDED TO PATTERN A. MAINTENANCE AREA BUILDING REMOVED. PHYSICAL CHARACTERISTICS BOX AMENDED.

AERO INFO DATE 21 SEP 16

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK EGKK

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS |                       |                  |
|-----------------------------------------------|-----------------------|------------------|
| APRON / RWY / TWY                             | SURFACE               | BEARING STRENGTH |
| RWY 08R/26L                                   | Grooved Asphalt       | 100/F/C/W/T      |
| RWY 08L/26R                                   | Grooved Asphalt       | 100/F/C/W/T      |
| Taxiways                                      | Concrete              | 89/R/C/W/T       |
| Taxiways                                      | Asphalt               | 100/F/C/W/T      |
| Taxiway U                                     | Concrete              | 89/R/C/W/T       |
| Taxiways V/W                                  | Concrete              | 59/R/D/W/T       |
| Taxiways T/Y                                  | Concrete/Asphalt      | 55/R/C/W/T       |
| Apron - Parking Stands                        | Concrete              | 89/R/C/W/T       |
| Apron - Parking Stands                        | Concrete Block Paving | 100/F/C/W/T      |

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

BEARINGS ARE MAGNETIC  
ELEVATIONS AND HEIGHTS ARE IN FEET

|                          |       |
|--------------------------|-------|
| ELEVATIONS IN FEET AMSL  | 326   |
| HEIGHTS IN FEET ABOVE AD | (123) |

100 0 100 200 300m  
200 0 200 400 600 800 1000ft

GATWICK  
I-GG & I-WW  
110.90°  
(Ch 46X)  
510849.97N 0001120.44W  
210°

Trees up to 302ft south of and parallel to runway

**Hot Spot - Taxiway Juliet HS2**  
Pilots routing Eastbound on Taxiway Juliet should exercise caution at this junction, as the Taxiway deviates to the North.

Highest Elev in TDZ 196  
510901.13N 0001028.35W  
(GUND Elevation 149)

Rwy 26R Thr Elev 195  
510903.69N 0001057.40W  
(GUND Elevation 149)

PAPI (3°) MEHT 69

ILS GP

Anemometer

Y2

Y1

Y2

Y1

Y2

Y1

Y2

Y1

Y2

Y1

Y2

Y1

Y2

Y1

Y2

Y1

Y2

Y1

Y2

Y1

Y2

Y1

Y2

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Y2

Y1

Y2

Y1

Y2

Y1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING  
CHART - ICAO

ARP 510853N 0001125W

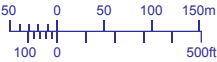
AD ELEV 203FT

LONDON GATWICK  
EGKK

| COM  |                              |                                     |
|------|------------------------------|-------------------------------------|
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| TWR  | 124.225, 121.500*            | GATWICK TOWER *Emergency On Request |
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|      | 121.600                      | GATWICK FIRE                        |

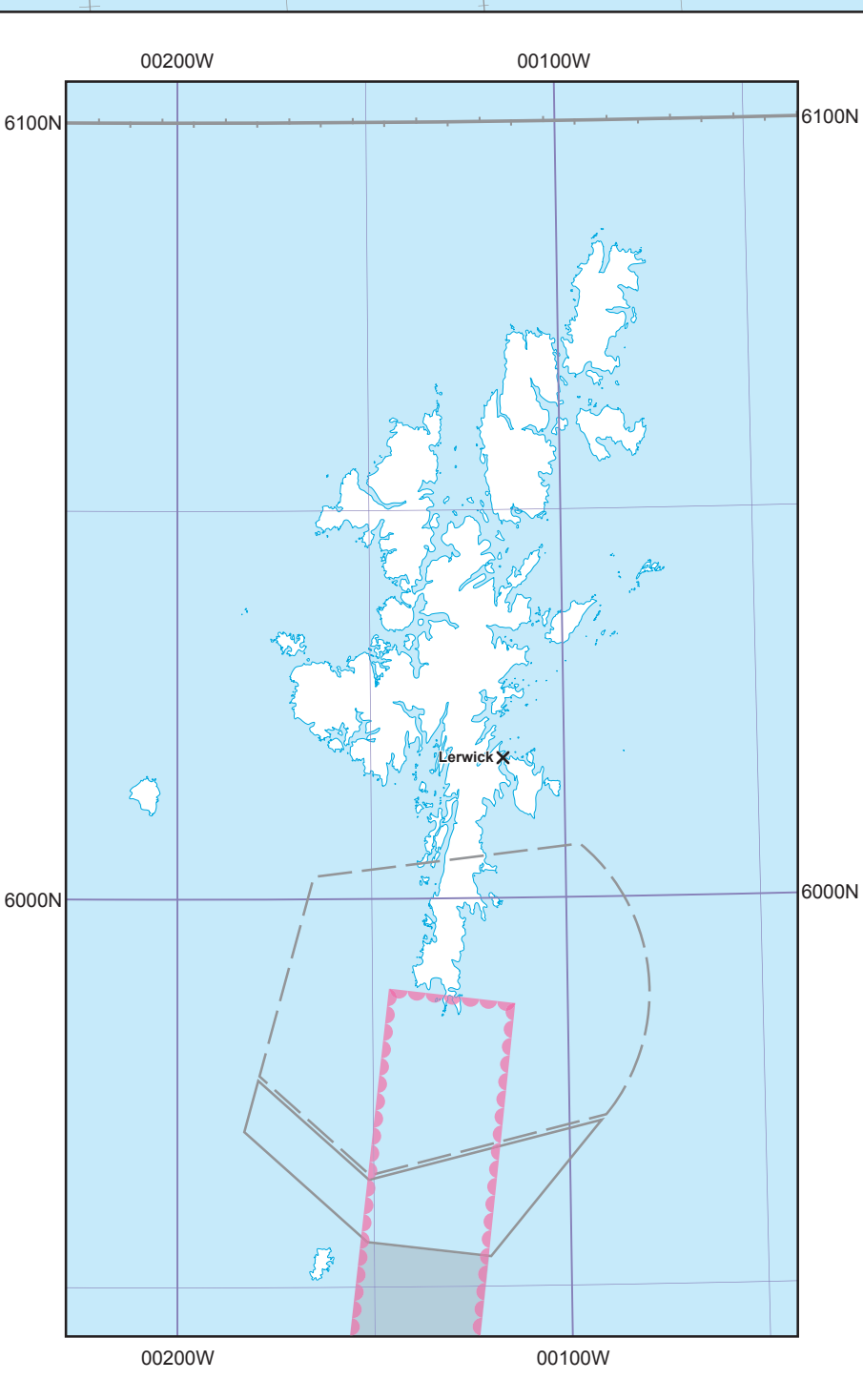
VAR 0.5°W - 2017  
N  
Annual Rate  
of Change 0.15°E

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS |                       |                  |
|-----------------------------------------------|-----------------------|------------------|
| APRON / RWY / TWY                             | SURFACE               | BEARING STRENGTH |
| RWY 08R/26L                                   | Grooved Asphalt       | 100/F/C/W/T      |
| RWY 08L/26R                                   | Grooved Asphalt       | 100/F/C/W/T      |
| Taxiways                                      | Concrete              | 89/R/C/W/T       |
| Taxiways                                      | Asphalt               | 100/F/C/W/T      |
| Taxiway U                                     | Concrete              | 89/R/C/W/T       |
| Taxiways V/W                                  | Concrete              | 59/R/D/W/T       |
| Taxiways T/Y                                  | Concrete/Asphalt      | 55/R/C/W/T       |
| Apron - Parking Stands                        | Concrete              | 89/R/C/W/T       |
| Apron - Parking Stands                        | Concrete Block Paving | 100/F/C/W/T      |



CHANGE (4/17): ADDITIONAL LEAD OFF LINE ADDED STAND 43 FROM TWY K.  
AERO INFO DATE 09 JAN 17



[illegible]