

NORTH SEA

Jeppesen CHART CHANGE NOTICES highlight only **significant** changes affecting Jeppesen Charts, also regularly updated at www.jeppesen.com.
IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

ENROUTE CHARTS

GENERAL

According to Amendment 85 to ICAO Annex 10 all ACAS units shall be compliant with version 7.1 after 1 January 2017.

TERMINAL CHARTS

GENERAL

GERMANY

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckebug, Norvenich to Noervenich.

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

U.K.

(STARs) Do not commence descent without ATC clearance. STAR level restrictions are for descent planning purposes only. Based on SUP 045-22.

TERMINAL

Aalborg, Denmark, (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, Ballflag 3 ('LED lights') from RWY 08L/26R PAPI withdrawn.

(13-3) HI-VORTAC RWY 26R, (14-2) HI-TACAN RWY 08L, VORTAC SKR changed to TACAN SKR.

Aberdeen, U.K., (Dyce), (11-2) ILS DME OR LOC DME RWY 34, (16-1) NDB DME RWY 34. Alternative basetrun procedure not available for use. All other aspects of these IAPs remain available for use. Based on SUP 048-20.

121.250 MHz available by prior arrangement with ATC for non-8.33 kHz capable acft. Frequency is not continuously monitored when not in use.

Agen, France, (La Garenne), ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact TOULOUSE Information on 121.250 MHz.

Aix, France, (Les Milles), RWY 14/32 length is 5262'/1604m. Stopway RWY 14 avbl, length 338'/103m. RL RWY 14/32 avbl, spacing 60m. PAPI-L RWY 14/32 avbl, 3.0°.

Alderney, U.K., (16-1) NDB Rwy 08, (16-2) NDB Rwy 26 - procedures unavailable, NDB Locator ALD unavailable.

Runway 13/31 APAPI U/S.

Amsterdam, Netherlands, (Schiphol), (10-3Q2, 10-3T3, 10-3V6, 10-3V8) Rwy 18C SIDs EDUPO 3X, ELPAT 3X, LARAS 2X, ROVEN 3X and TORGA 2X: minimum climb gradient of 3.9% required up to 500'. (10-3M) Rwy 22 SID BERGI 2G amended: No turns allowed until 500'. Based on SUP 017-24.

(11-1A) CAT II/III ILS RWY 06, CAT II ILS mnms changed as follows: CAT C DA(H) 93'(104'), CAT DDL RA 122' DA(H) 108'(119').

(11-4) ILS or LOC Rwy 22, (11-8) ILS or LOC Rwy 22 (Copter), (12-6) RNP Rwy 22 - Missed approach: no turn allowed before 1.2 NM prior Thr Rwy 22 due to cranes left of the final approach. Based on AIPSUP 004-24.

(11-6) ILS OR LOC RWY 36C - Daily 0600-1500 - LOC minimums should read: DA/MDA(H) 390'(401'), RVR with ALS R1200m, TDZ or CL out R1200m, ALS out CAT CD R1900m.

(11-6) ILS or LOC Rwy 36C - LOC (GS out) minimums should read: DA/MDA(H) 430'(442') with ALS R1400m, TDZ or CL out R1400m, ALS out for CAT A, B R1500m, for CAT C, D/DL R2100m.

(11-6) ILS OR LOC RWY 36C, (11-6) ILS OR LOC RWY 36C Jeppesen Commercial Airline chart (CAO) - Monday to Friday 0400-1600 - LOC minimums should read: DA/MDA(H) 400'(411'), RVR with ALS R1200m, TDZ or CL out R1200m, ALS out CAT CD R1900m. Based on NOTAM A1277/24.

(11-6) ILS or LOC Rwy 36C, LOC minimums changed as follows: DA/MDA(H) 430'(442'), with ALS and with ALS (TDZ or CL out) RVR 1400m, ALS out CAT AB RVR 1500m, CAT CD RVR 2100m.

(12-9) RNP Rwy 36C, RNAV minimums changed as follows: DA/MDA(H) 440'(452'), with ALS and with ALS (TDZ or CL out) RVR 1400m, ALS out CAT AB RVR 1500m, CAT CD RVR 2100m. Based on NOTAM A0771/24.

NORTH SEA

(11-7A) CAT II/III ILS RWY 36R, (11-7) - ILS OR LOC RWY 36R Jeppesen Commercial Airline chart (CAO) - MON-FRI 0400-1800 - Minimums should read for CAT II ILS: for CAT A RA 121', DA(H) 108'(119'), for CAT B RA 139', DA(H) 125'(136'), RVR 400m, for CAT C RA 153', DA(H) 137'(148'), RVR 450m, for CAT D/DL RA 164', DA(H) 151'(162'), RVR 450m.

(11-2) RNP Rwy 04 - LNAV DA/MDA(H) should read 440'(453').

(12-2) RNP Rwy 06 - LNAV/VNAV minimums should read: CAT A DA(H) 319' (330'), with ALS R800m, TDZ or CL out R800m, ALS out R1500m; CAT B DA(H) 329' (340'), with ALS R800m, TDZ or CL out R800m, ALS out R1500m; CAT C DA(H) 337' (348'), with ALS R900m, TDZ or CL out R900m, ALS out R1600m; CAT D/DL DA(H) 348' (359'), with ALS R900m, TDZ or CL out R900m, ALS out R1600m.

(12-2) RNP Rwy 06, LNAV/VNAV minimums changed as follows: CAT A DA(H) 319'(330'), with ALS and with ALS (TDZ or CL out) RVR 800m, ALS out RVR 1500m. CAT B DA(H) 329'(340'), with ALS and with ALS (TDZ or CL out) RVR 800m, ALS out RVR 1500m. CAT C DA(H) 337'(348'), with ALS and with ALS (TDZ or CL out) RVR 900m, ALS out RVR 1600m. CAT D DA(H) 348'(359'), with ALS and with ALS (TDZ or CL out) RVR 900m, ALS out RVR 1600m. Based on NOTAM A0772/24.

(12-7) RNP RWY 24 -MON-FRI 0400-1800 - Minimums should read for LPV: for CAT A DA(H) 242'(254'), for CAT B DA(H) 254'(266'), for CAT C DA(H) 263'(275'), for CAT D/DL DA(H) 273'(285').

(12-9) RNP Rwy 36C - LNAV minimums should read: DA/MDA(H) 440'(452') with ALS R1400m, TDZ or CL out R1400m, ALS out for CAT A, B R1500m, for CAT C, D/DL R2100m.

(12-10) RNP RWY 36R - Minimums for LPV changed as follows: For CAT A DA(H) 243'(254'), RVR with ALS R600m, TDZ or CL out (1)R600m, ALS out R1300m, for CAT B DA(H) 253'(264'), RVR with ALS R600m, TDZ or CL out (1)R600m, for CAT C DA(H) 263'(274'), for CAT D/DL DA(H) 273'(284'), RVR with ALS R650m, TDZ or CL out (1)650m, ALS out R1400m. (1) Show ballnote: R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

All SIDs and omnidirectional departures Rwy 36L only turn at or above 500' AMSL due to crane (based on SUP 002-24).

All SIDs Rwy 18L: Minimum climb gradient of 5.2% is required up to 500', deviation from SID strictly prohibited up to 500' AMSL. Based on SUP 006-24 and SUP 012-24.

Andenes, Norway, (Andoya), Displaced THR, reduced declared distances and suspended procedures (11-1) LOC Rwy 14, (12-1) RNP Rwy 14 and (13-1) VOR Rwy 14 due to military exercise (based on SUP 03/2024). Refer to Temp chart 10-8A for rwy configuration. Refer to Temp 10-9Y1 for Copter minimums. Refer to Temp charts (12-01) RNP Z Rwy 14 and (12-02) RNP X Rwy 14 for usable procedures and latest NOTams.

Angelholm, Sweden, (11-2A) ILS OTS CAT II RWY 14 - Procedure not available.

Angouleme, France, (Brie-Champniers), ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact LIMOGES Information on 124.050 MHz.

Are Ostersund, Sweden, (10-2, 10-2B) RNAV (GNSS) STARS RWY 30 not available (based on SUP 090-22).

Arnhem, Netherlands, (Deelen AB), (10-9) - AIRPORT, AIRPORT INFO, TAKE-OFF MNMS - Rwy 19 ALS length - 420m.

Auch, France, (Gers), Undesignated unpaved TWY East of RWY 18L/36R available.

For IAPs RNP RWY 18/36 (charts 12-1 and 12-2) Baro-VNAV restriction established:
For uncompensated Baro-VNAV systems minimum temperature -20°C, local QNH only.

Avord, France, (Avord AB), (10-3, 10-3A) SIDs CTX, MOTAL, NEV & OSKIN 2E unusable.

Based on NOTAM M1891/24 minimums for following procedure read as follows:

ILS Z Rwy 24 (chart 11-1):

CAT A unchanged.

CAT B DA(H) 837'(260'), RVR 800m, ALS out RVR 1300m.

CAT C DA(H) 847'(270'), RVR 800m, ALS out RVR 1300m.

CAT D DA(H) 857'(280'), RVR 800m, ALS out RVR 1300m.

Circle-to-land unchanged.

TACAN Rwy 06 (chart 14-1):

Straight-in: DA/MDA(H) 920'(374'), RVR CAT AB 1500m, CAT CD 1700m.

Circle-to-land MDA(H) CAT A unchanged, CAT B 1090'(544'), CAT C 1250'(704'), CAT D 1340'(794'), VIS unchanged.

TACAN Rwy 24 (chart 14-2A):

Straight-in: DA/MDA(H) 950'(372'), RVR 1000m, ALS out RVR CAT AB 1500m, CAT CD 1700m.

Circle-to-land MDA(H) CAT A unchanged, CAT B 1090'(512'), CAT C 1250'(672'), CAT D 1340'(762'), VIS unchanged.

Based on NTM M1894/24:

Minimums for LOC Z Rwy 24 (chart 11-1) raised as follows:

DA/MDA(H) 940'(363'), RVR 900m, CAT AB ALS out RVR 1500m and CAT CD ALS out RVR 1600m.

Minimums for RNP Rwy 24 (chart 12-2) raised as follows:

DA/MDA(H) 940'(363'), RVR 1000m, CAT AB ALS out RVR 1500m and CAT CD ALS out RVR 1700m.

Bardufoss, Norway, Construction works (based on SUP 14/24). Refer to temp chart 10-8 and latest NOTAMS.

Basle-Mulhouse, France, ACFT non 8.33 KHz equipped. On departure ACFT shall contact ATS on BASLE Tower on 118.3 MHz. On arrival, unless otherwise instructed, ACFT shall contact BASLE Approach on 130.9 MHz.

Helicopter landing area on stands G30 and G31 established.

Bastia, France, (Poretta), Works on apron A in progress (based on SUP 101-24). Refer to temp chart 10-8 and latest NOTAMS.

NORTH SEA

- Batsfjord**, Norway, LPV minimums on (12-1) RNP Rwy 03, (12-2) RNP Rwy 21 and (12-2A) RNP Rwy 21 Minimums are suspended.
- Bergen**, Norway, (Flesland), Chart 11-3 COPTER ILS Y OR LOC Y RWY 17: Minimum RVR for ILS with approach lights should read R550m.
Chart 11-4 COPTER ILS Y OR LOC Y RWY 35: Minimum RVR for LOC GS out with approach lights should read R800m.
- Berlevag**, Norway, LPV minimums on (12-1) RNP Rwy 06, (12-2) RNP Rwy 24 and (12-2A) RNP Rwy 24 Minimums are suspended.
- Beziers**, France, (Vias), PAPI now available with PCL.
For unpaired apron G following restrictions apply:
- Entrance A: Engine must be shut down on apron A and hand-push on parking stand.
- Entrance B: Engine must be shut down on service road (extension of TWY B) and hand-push on parking stand.
- Biarritz**, France, (Pays Basque), Modification of Apron K markings (based on SUP 049-24). Please refer to temporary chart 10-8A and latest NOTAMs.
- Billund**, Denmark, (11-1) ILS Z or LOC Z Rwy 09, (11-1A) CAT II/III ILS Z Rwy 09, (11-2) ILS Y or LOC Y Rwy 09, (11-2A) CAT II/III ILS Y Rwy 09: PBN note changed and reads: RNAV 1 required for EPARA, ADABO and GIVNA transitions until OSLAS and for missed approach.
(11-3) ILS Z or LOC Z Rwy 27, (11-3A) CAT II/III ILS Z Rwy 27, (11-4) ILS Y or LOC Y Rwy 27, (11-4A) CAT II/III ILS Y Rwy 27: PBN note changed and reads: RNAV 1 required for ODNEV, BEVRA and UVINA transitions until ELRIT and for missed approach (based on AIRAC AMDT 007-24).
- Blackpool**, U.K., (11-1) ILS DME or LOC DME Rwy 28, (16-4) NDB DME Rwy 28 - direct arrival from POL VOR not available.
- Bodo**, Norway, Construction works on Runway (based on SUP 06/24). Refer to temp chart 10-8B and latest NOTAMs.
- Bordeaux**, France, (Merignac), Work on twys U1 and U2 (based on SUP 47-24). Please refer to charts 10-8 thru 10-8C and latest NOTAMs.
- Bornholm**, Denmark, (Ronne), (11-1-0) ILS Y RWY 11 (TEMP), (11-2-0) ILS Y RWY 29 (TEMP), (11-3-0) ILS X RWY 11 (TEMP), (11-4-0) ILS X RWY 29 (TEMP), (12-1-0) RNP Y RWY 11 (TEMP), (12-2-0) RNP Y RWY 29 (TEMP), (12-3-0) RNP X RWY 11 (TEMP), (12-4-0) RNP X RWY 29 (TEMP), (13-1-0) VOR Y RWY 11 (TEMP): source update - should read SUP 006/24 instead of SUP 028/23 (based on SUP 006-24 AIRAC).
- Bourges**, France, IAP NDB Rwy 06 (16-1): Radial definition for (IAF) BRG NDB reads: 067° from CHX VOR, 108.65 MHz.
- Brive**, France, (Souillac), ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact LIMOGES Information on 124.050 MHz.
- Buchel**, Germany, (Buchel AB), RWY 03/21 closed. 24 HR PPR.
- Cannes**, France, (Mandelieu), (10-1R) Several altitudes and sectors revised.
- (10-2 thru 10-2F) Speed restriction in chart heading should read: MAX 250 KT BELOW FL100 OR AS BY ATC.
- Carcassonne**, France, (Salvaza), ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact TOULOUSE Information on 121.250 MHz.
TWY A redesignated Z. TWY B redesignated A. TWY B1 redesignated B.
- Castres-Mazamet**, France, ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact TOULOUSE Information on 121.250 MHz.
- Charleroi**, Belgium, (Brussels South), (12-2) RNP Rwy 24, LNAV/VNAV minimums changed as follows: CAT A DA(H) 895' (319'), with ALS R750m, square note 1 should read: with TDZ & CL & HUD R700m, ALS out R1400m; CAT B DA(H) 905' (329'), with ALS R800m, ALS out R1500m; CAT C DA(H) 915' (339'), with ALS R800m, ALS out R1500m; CAT D DA(H) 925' (349'), with ALS R900m, ALS out R1600m. LNAV DA/MDA(H) changed as follows: all CAT 1010' (434').
- (13-2) VOR Rwy 24: VOR with D2.9 minimums changed as follows: DA/MDA(H) all CAT 1010' (434'), with ALS R1300m, ALS out CAT CD R2000m.
- Colmar**, France, (Houssen), Departing ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact ATS on COLMAR Tower on 119.000 MHz.
Arriving ACFT, unless otherwise instructed by ATS, not having compatible radiocommunication equipment in 8.33 kHz spacing contact ATS on COLMAR Tower on 119.000 MHz.
- Cologne-Bonn**, Germany, Construction works on Twy B (based on SUP 23/24). Refer to temp chart 10-8 and latest NOTAMs.
- Copenhagen**, Denmark, (Kastrup), (12-1) RNP Rwy 04L, LNAV minimums changed as follows: DA/MDA(H) 440'(427'), with ALS and with ALS (TDZ or CL out) RVR 1300m, ALS out CAT AB RVR 1500m, CAT CD RVR 2000m. Based on NOTAM A0554/24.
(12-1 thru 12-6) All RNP procedures suspended.
A380 operations not allowed at APT (based on SUP 032-23).
New cargo stands G117 (N55 37.3 E012 40.2), G118 (N55 37.3 E012 40.2) and G119 (N55 37.3 E012 40.2) with A-VDGS, will be operational from the 3rd of June 2024. Based on AIRAC SUP 011-24.
- Copenhagen**, Denmark, (Roskilde), (21-1) ILS Rwy 11 (CAT C & D), (21-2) ILS Rwy 11 (CAT A & B) and (21-3) ILS Rwy 21. Due to risk of poor signal strength possible flag warning below nominal GP track can occur (based on SUP 018-24).
- Culdrose**, U.K., (Culdrose Navy), (18-5) PAR OR SRA RWY 29: PAR RWY 29 unserviceable. Based on SUP 006-22.
- Dijon**, France, (Longvic), Based on NOTAM C1369/24 straight-in minimums for VOR Z Rwy 35 (chart 13-2) read as follows:
DA/MDA(H) 1130'(420'), RVR 1200m, ALS out RVR CAT AB 1500m CAT CD 1900m.
- Dole**, France, (Tavaux), TWY J restricted to ACFT with code letters A and B.

NORTH SEA

Stands 1A and 2B renamed 1 and 2 respectively.
Doncaster Sheffield, U.K., (All Airport Charts and Approach Procedures): Doncaster Sheffield Aerodrome has been closed. Controlled Airspace reverts to class G. No service available. Instrument flight procedures not available. Aerodrome facilities not available. Based on AIP SUP 017-24.

Dublin, Ireland, (Dublin Intl), (11-3) ILS OR LOC RWY 16: TCH should read 50'. Based on NOTAM A0841-24.

Apron and drainage channel refurbishment in progress (based on AIRAC SUP 009-23). Refer to 10-8S chart and latest NOTAMs.

Construction of Apron 5H (based on AIRAC SUP 024-22). Refer to temp charts 10-8K, 10-8L and latest NOTAMs.

Construction of critical TWY North phase 1. Refer to temporary chart 10-8A and latest NOTAMs. (Based on AIRAC SUP 007-23).

Construction of reconfigured TWYs F-INNER, C, DN & DS. Refer to 10-8E chart and to latest notams. (Based on SUP 004-23).

Construction of temporary taxiway F-INNER to twy's C, DN and DS (based on SUP 001-22). Refer to temp chart 10-8C and latest NOTAMs

Construction works on South Apron and new Twy T (based on AIRAC SUP 027-22). Refer to temporary charts 10-8M, 10-8N, 10-8P and 10-8R and latest NOTAM.

MM Rwy 10R, OM Rwy 10R, MM Rwy 28L and OM Rwy 28L are out of service (Based on AIRAC SUP 020-19).

RWY 16/34 LVP Taxiing lighting installation works Phase 2 (based on AIRAC SUP 021-22). Refer to temp charts 10-8H, 10-8J and latest NOTAMs.

Duesseldorf, Germany, Construction works on TWY P4 (based on SUP 04-24). Refer to temp chart 10-8A and latest Notams.

Farnborough, U.K., (11-1) ILS DME Rwy 06, ILS MACG 5.0 percent minimums changed as follows: CAT A DA(H) 491'(266'), with ALS RVR 600m (square note 1 applies), ALS out RVR 1300m, CAT B DA(H) 505'(280'), with ALS RVR 600m (square note 1 applies), ALS out RVR 1300m, CAT C DA(H) 518'(293'), with ALS RVR 650m (square note 1 applies), ALS out RVR 1400m, CAT D DA(H) 527'(302'), with ALS RVR 700m (square note 1 applies), ALS out RVR 1400m. Based on NOTAM C3719/24.

(11-3) ILS DME Z Rwy 24 and (11-5) ILS DME Y Rwy 24, minimums changed as follows:
 CAT A DA/MDA(H) 539'(320'), with ALS RVR 700m (square note 1 applies), ALS out RVR 1400m,
 CAT B DA/MDA(H) 552'(333'), with ALS RVR 800m, ALS out RVR 1500m,
 CAT C DA/MDA(H) 565'(346'), with ALS RVR 900m, ALS out RVR 1600m,
 CAT D DA/MDA(H) 575'(356'), with ALS RVR 900m, ALS out RVR 1600m. Based on NOTAM C3723/24.

(11-4) LOC DME Z Rwy 24 and (11-6) LOC DME Y Rwy 24, minimums changed as follows:
 all CAT DA(H) 650'(431'), with ALS RVR 1300m, ALS out CAT AB RVR 1500m, CAT CD RVR 2000m. Based on NOTAM C3720/24.

Figari/Sud Corse, France, (RNAV STARs) If unable RNAV, flight needs to be announced as 'non-RNAV' in order to receive RADAR guidance or to be assigned a conventional arrival. In case RNAV capability is lost during procedure, inform ATC and follow or join the corresponding conventional arrival.

Frankfurt/Main, Germany, Reconstruction of eastern Twy bridges and partial closure of Twy P (based on SUP 08/24). Refer to temp charts 10-8C, 10-8D and latest NOTAMs.

Reconstruction of TWY R (based on SUP 19/24). Refer to temp chart 10-8B and latest NOTAMs.

Temporary construction works near J-Pier (based on SUP 12/24). Refer to temp chart 10-8A and latest NOTAMs.

TWY L9 closed due to construction works. Please refer to latest NOTAMs.

Gallivare, Sweden, Reduced radio coverage on channel 122.330 in the southwestern part of Gallivare TIZ/RMZ, 3000' and below (based on SUP 125-23).

Gloucestershire, U.K., Radar services not available. Based on SUP 025-24.

Goteborg, Sweden, (Landvetter), (10-9Y) STD COPTER MNMS, during the period 02 AUG 24 - 08 AUG 24 current procedures to RWY 03 not available. Mnms for new temporary procedure LOC T Rwy 03 read: DA(H)/MDA(H) 880'(384'), RVR (ALS/ALS out) R1000m. ILS and LOC procedures to RWY 21 not available. Eff 02 Aug 24.

D-ATIS U/S due work in progress (based on SUP 063-23).

Goteborg, Sweden, (Save), No IFR traffic permitted to or from APT. SAR, HOSP and Police exempted (based on SUP 094-23).

Guernsey, U.K., (11-1) VOR ILS DME OR VOR LOC DME RWY 09, (11-2) VOR ILS DME OR VOR LOC DME RWY 27 - Rwy 09/27 ILS associated mid point DME IU/Y/IGH 979 MHz is operating with a non associated ident (based on SUP 030-24).

Halmstad, Sweden, (10-9) AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS. Take-off table: minima for first column raised to R400m. Based on SUP 039-23.

Hannover, Germany, Construction works (based on SUP 17/24). Refer to temp chart 10-8 and latest NOTAMs.

Hasvik, Norway, LPV minimums on (12-1) RNP Rwy 11, (12-1A) RNP Rwy 11 Minimums, (12-2) RNP Rwy 29 and (12-2A) RNP Rwy 29 Minimums are suspended.

Hawarden, U.K., ABN removed from service (based on AIRAC AMDT 002-24).

Inverness, U.K., For all IACs: Bearing fluctuations may be observed within 226° - 269° magnetic sector radials from INVERNESS VOR DME (INS).

Ireland West, Ireland, (Knock), (10-9) AIRPORT, PARKING, AIRPORT INFO, LVP, TAKE-OFF MNMS: RWY guard lights TWY B unserviceable. Based on SUP 013-24 AIRAC. Refer also to latest NOTAMs.

(10-9) Apron B is not available for Private Parking or Schedule Traffic. Based on SUP 014-24 AIRAC.

NORTH SEA

ATIS frequency 118.525 not available.

Based on SUP 012-24 AIRAC.

Jonkoping, Sweden, (12-2) RNP Rwy 19, LPV DA(H) changed as follows: CAT B 1000'(261'), CAT C 1008'(269'), CAT D 1018'(279'). Based on SUP 046-24.

Kalmar, Sweden, (11-1) ILS or LOC Rwy 16, circling minimums changed as follows: MDA(H) CAT A 510'(492'). (13-1) VOR Rwy 34, VOR minimums changed as follows: DA/MDA(H) 460'(444'), CAT CD RVR 2100m. Circling minimums changed as follows: MDA(H) CAT A 510'(492'). Based on SUP 031-24.

(11-1) ILS or LOC Rwy 16, missed approach procedure changed to: climb straight ahead to 2000'. Based on SUP 065-24.

All STARs and SIDs and (13-1) VOR RWY 34 unavailable, VOR KAL 111.6 MHz unserviceable until further notice (based on SUP 027-24, SUP 065-24).

Karup, Denmark, (Midtjyllands Luffhavn), (14-1) HI-TACAN RWY 09R, (14-2) HI-TACAN RWY 27L, VOR SKR changed to TACAN SKR.

Kerry, Ireland, (11-1) ILS or LOC Rwy 26. LOC (GS out) DA/MDA(H) changed to 510' (398'). CAT ABC with ALS: RVR 1100m; CAT C ALS out: RVR 1800m.

Circle-to-land minimums changed as follows:

North of rwy MDA(H) for CAT AB: 700' (588'), CAT C: 1040' (928'), total area MDA(H) for CAT A: 1100' (988'), CAT B 1200' (1088'), CAT C 1500' (1388'). (12-1) RNP Rwy 08, (12-1A) RNP Rwy 08 MNMS and (12-2) RNP Rwy 26, LPV approaches unavailable. Based on AIRAC SUP 013-23.

Kirkenes, Norway, (Hoybuktnoen), LPV minimums on (12-1) RNP Z Rwy 05, (12-2) RNP Z Rwy 23 and (12-2A) RNP Z Rwy 23 Minimums are suspended.

Kirkwall, U.K., (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS - Runway guard lights on holding point W5 unserviceable.

(10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS - Rwy 09/27 RVR system unserviceable.

Kortrijk-Wevelgem, Belgium, (10-1P) AIRPORT BRIEFING (GEN) - 1.2.1. General Noise Abatement Procedures: noise certification for touch-and-go circuit training required also on Saturdays.

1.2.2. Run-up Tests text updated to read: When performing high power test runs up to 75 percent N1, Apron 3 shall be kept completely free. Take-off power engine test runs and high power test runs above 75 percent N1 are only allowed on the Rwy, after prior approval of the Airport Authority and when traffic permits. Based on AMDT 007-24.

Kristiansund, Norway, (Kvernberget), Chart 11-2 ILS Y OR LOC Y RWY 07 (COPTER): Minimum RVR for ILS with approach lights should read R700m.

Chart 11-2 ILS Y OR LOC Y RWY 07 (COPTER): Minimum RVR for LOC GS out (All MACGs) with approach lights should read R800m.

Chart 12-3 COPTER RNP Y RWY 07: Minimum LNAV RVR (All MACGs) with approach lights should read R800m.

Lakselv, Norway, (Banak), (10-9A) Stand 3 elev changed to 16', new stands: M21 N70 03.5 E024 58.4 elev 26', H1 N70 03.5 E024 57.8 elev 27', H2 N70 03.5 E024 57.9 elev 27', H3 N70 03.5 E024 57.7 elev 27' and stand HC1 renamed to H4.

LPV minimums on (12-2) RNP X Rwy 16 (LPV only) and (12-4) RNP X Rwy 34 (LPV only) are suspended.

Le Touquet, France, (Cote d'Opale), Airport name reads Elizabeth II. Air-to-air frequency available, 118.450 MHz, PTO, w/o local ATS and French only.

Leeds Bradford, U.K., (11-3) NDB ILS DME or NDB LOC DME Rwy 32 - ILS CAT I DA(H) changed as follows: CAT A 871'(209'), CAT B 881'(219'), CAT C 892'(230'), CAT D 901'(239'). Based on SUP 062-24.

Leeming, U.K., (Leeming AB), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS. Airfield refurbishment. Twy B and Twy G (East) are of poor surface quality and will close when concrete temps exceed 35°C. Alternative taxi routes may be utilized due to ongoing refurbishment on surfaces. Use of temporary AGL IAW RA 3515. Truck Runway Control: Due to unserviceability, the Truck Runway Caravan and associated controller are unavailable. (Based on SUP 009-23)

Leeming Primary Surveillance Radar (PSR) has a sector blank installed from 237°T - 277°T. No PSR coverage is available within this sector. Traffic will be based on Secondary Surveillance Radar (SSR) data. Based on SUP 001-24.

Lelystad, Netherlands, All SIDs Rwy 05: Deviation strictly prohibited up to 600' AMSL (based on SUP 011-24)

Liege, Belgium, (12-3) RNP Rwy 22L, LNAV/VNAV minimums changed as follows: CAT A DA(H) 932'(337'), with ALS and with ALS (TDZ or CL out) R800m, ALS out R1500m, CAT B DA(H) 942'(347'), with ALS and with ALS (TDZ or CL out) R900m, CAT C DA(H) 952'(357'), with ALS and with ALS (TDZ or CL out) R900m, ALS out R1600m, CAT D DA(H) 962'(367'), with ALS and with ALS (TDZ or CL out) R1000m, ALS out R1700m; LNAV minimums changed as follows: DA/MDA(H) 1050'(455'), with ALS and with ALS (TDZ or CL out) R1400m, ALS out CAT CD R2100m. Based on NOTAM A2217/24 and D0013/24.

(12-4) RNP Rwy 22R, LNAV/VNAV minimums changed as follows:

CAT A DA(H) 932'(355'), with ALS R900m, CAT B DA(H) 942'(365'), with ALS R1000m, CAT C DA(H) 952'(375'), with ALS R1000m, ALS out R1700m, CAT D DA(H) 962'(385'), with ALS R1100m, ALS out R1800m. Based on NOTAM D0011/24.

Follow-me is mandatory for all arrivals to Apron South Acft stands. (based on SUP 020-24).

Limoges, France, (Bellegarde), Departing ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact LIMOGES Tower on 119.550 MHz.

NORTH SEA

Arriving ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact LIMOGES Information on 124.050 MHz.

Linköping, Sweden, (Malmen AB), Locator SC withdrawn. (21-2) ILS or LOC Rwy 19: Radar vectoring required. Holding and racetrack cannot be performed. MSA 25 NM SC L withdrawn. (26-4) NDB Rwy 19: Procedure completely withdrawn (based on AIRAC SUP 085-22, Eff 11 AUG 22).

Ljungbyhed, Sweden, (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, OMNI DEP, (11-1) ILS or LOC Rwy 29L, (13-1) VOR Rwy 11R, (13-2) VOR Rwy 29L. VOR LJU 113.40 MHz out of service. (Based on SUP 031-23)

London, U.K., (Gatwick), Twy RA is closed between its junctions with Twy R and Twy Q. Based on SUP 059-24.

London, U.K., (Heathrow), (10-9) AIRPORT, (10-9C) PARKING STANDS - Twy T closed between Link 44 and stand 412 due to work in progress. Stand 412 remains available (based on SUP 026-24).

There may be observations of VOR DME 'LON' bearing fluctuations within the 030-075 degrees sector radials from the London VOR DME 'LON' station.

There may be observations of VOR DME 'LON' bearing fluctuations within the 125-160 degrees mag sector radials from the London VOR DME station.

London, U.K., (Luton), (56-1) NDB Rwy 25 not available. NDB(L) LUT 345.000 KHZ unavailable until further notice (based on SUP 031-20).

Malmö, Sweden, D-ATIS U/S due work in progress - based on SUP 120-23.

Marham, U.K., (Marham AB), Runway 01/19 closed - following procedures affected: (10-3) MID 01 NORTH, 01 WEST & 19 DEPS, (14-1) TACAN Rwy 01, (14-3) TACAN Rwy 19, (18-1) SRA Rwy 01, (18-4) SRA Rwy 19 - based on SUP 002-24.

Marseille/Provence, France, ACFT non 8.33 KHz equipped. On departure ACFT shall contact ATS on PROVENCE Tower 133.100 MHz. On arrival, unless otherwise instructed by ATS, ACFT shall contact ATS on PROVENCE Approach 129.475 MHz.

(STARs) Where it says 'D-ATIS' it should read 'ATIS' instead.

Mehamn, Norway, LPV minimums on (12-1) RNP Rwy 17, (12-1A) RNP Rwy 17 Minimums and (12-2) RNP Rwy 35 Minimums are suspended.

Metz-Nancy/Lorraine, France, Departing ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact LORRAINE Tower on 122.075 MHz.

Arriving ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact LORRAINE Approach on 119.125 MHz.

Montpellier/Mediterranee, France, ACFT non 8.33 KHz equipped. On departure ACFT shall contact ATS on MONTPELLIER Tower North incl rwy 12L/30R on 118.775 MHz or South incl 12R/30L or by ATC on 118.2 MHz. On arrival,

unless otherwise instructed, ACFT shall contact MONTPELLIER Information on 125.650 MHz or 134.375 MHz or 136.625 MHz.

Works on TWY L3 (based on SUP 042-24). Please refer to temporary chart 10-8 and latest NOTAMs.

Munich, Germany, Construction work on apron 1 (based on SUP 14/24). Refer to temp chart 10-8, 10-8A and latest NOTAMs.

Muret, France, (L'Herm), ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact TOULOUSE Information on 121.250 MHz.

Nancy, France, (Ochey AB), Based on NTMs M1384/24 and M1385/24:

Minimums for ILS Rwy 20 and PAR Rwy 20 (charts 21-1, 28-3 and 28-4) raised as follows:

CAT A DA(H) 1286'(220'), RVR 800m, ALS out RVR 1200m.

CAT B DA(H) 1296'(230'), RVR 800m, ALS out RVR 1200m.

CAT C DA(H) 1306'(240'), RVR 800m, ALS out RVR 1200m.

CAT D DA(H) 1316'(250'), RVR 800m, ALS out RVR 1300m.

Nevers, France, (Fourchambault), RL RWY 12/30 spacing is 60m.

RWY 12/30 restricted as follows: Prohibited for ACFT with reference take-off distance of more than 3937'/1200m. Mandatory take-off from RWY ends.

LDA RWY 12L/30R reads 2789'/850m.

IAP NDB Rwy 30 (16-1): NEV VOR and associated restriction defined by radial 157° withdrawn.

Nice/Cote D'Azur, France, ACFT non 8.33 KHz equipped. On departure ACFT shall contact ATS on NICE TWR 118.700 MHz. On arrival ACFT shall contact ATS on NICE Information North 120.850 MHz or South 122.925 MHz or West 124.425 MHz.

Experimentation of 4 RNAV 1 Initial Approaches in progress (based on SUP 177-23, Eff 18 APR 24 based on SUP 031-24).

Refer to following temp pages and charts: 10-1P20, 10-1P21, 11-0A thru 11-0D.

For modification of stands (based on SUP 20-24) refer to temporary charts 10-8A and 10-8A2 and latest notams.

Niederstetten, Germany, (11-1) ILS or LOC Rwy 25 not available.

Nuernberg, Germany, Construction work (based on SUP 001-24), please refer to TEMP chart 10-8 and latest NOTAMs.

Orange, France, (Caritat AB), Based on NOTAM IM 1960-24 all procedures are unusable except for the following procedures which are, for some, usable with increased minima:

(11-1) ILS Rwy 14 - DA(H) 574' (380') R1000m, ALS out CATAB R1500m, CAT CD 1700m.

(12-1) RNP Rwy 14 - LPV DA(H) 574' (380') R1100m, ALS out CAT AB R1500m, CAT C R1700m - LNAV DA/MDA(H) 590' (396') R1100m, ALS out CAT AB R1500m, CAT C R1800m.

(12-2) RNP Rwy 32 LNAV DA/MDA(H) 580' (394') CAT AB R1500m, CAT C R1800m.

(14-2) TACAN Rwy 32 MDA(H) 580' (383') CAT AB R1500m, CAT C R1800m.

NORTH SEA

- (18-1) RADAR *PAR Rwy 14 DA(H) 574' (380') R1000m, ALS out CAT AB RVR1500m, CAT CD R1700m.
- (18-2) RADAR *PAR Rwy 32 DA(H) 576' (390') CAT AB R1500m, CAT C R1800m.
- Orleans**, France, (Bricy), IATA code for LFOJ should be deleted.
- Orleans**, France, (St Denis De L'Hotel), IATA code for LFOZ should read ORE.
- Oslo**, Norway, (Gardermoen), Construction works (based on SUP 10/24). Refer to temp chart 10-8A and latest NOTAMs.
- Ostend-Brugge**, Belgium, (Ostend), (11-2) ILS OR LOC RWY 26, DME IOS unserviceable. Based on NOTAM A1985/24.
- (12-1) RNP RWY 08 - LNAV/VNAV minimums changed as follows: CAT A DA(H) 302'(295') with ALS RVR 750m (with TDZ & CL & HUD: RVR 650m), ALS out RVR 1400m, CAT B DA(H) 312'(305') with ALS RVR 750m (with TDZ & CL & HUD: RVR 700m), ALS out RVR 1400m, CAT C DA(H) 322'(315') with ALS RVR 750m (with TDZ & CL & HUD: RVR 700m), ALS out 1400m, CAT D DA(H) 332'(325') with ALS (and with TDZ & CL & HUD) RVR 800m, ALS out RVR 1500m (based on NOTAM D0014/24).
- (12-1) RNP RWY 08, LNAV/VNAV minimums changed as follows:
CAT A DA(H) 302'(295'), ALS with TDZ & CL & HUD RVR 650m, ALS out RVR 1400m,
CAT B DA(H) 312'(305'), ALS with TDZ & CL & HUD RVR 700m, ALS out RVR 1400m,
CAT C DA(H) 322'(315'), ALS with TDZ & CL & HUD RVR 700m,
CAT D DA(H) 332'(325'), ALS with TDZ & CL & HUD and ALS TDZ or CL out RVR 800m, ALS out RVR 1500m.
- For all IACs Circling minimums changed as follows: MDA(H) CAT A 600' (593'). Based on SUP 026/23.
- Lctr OO (Freq 375.0) and NDB ONO (Freq 399.5) are unserviceable. Due to the unavailability of OO and ONO following applies:
- (11-1) ILS or LOC Rwy 08: base turn on ONO not available, expect vectoring. Missed approach is affected, pilots unable to comply with these procedures shall request alternative instructions to ATC.
- (11-2) ILS or LOC Rwy 26: base turn based on ONO not available, expect vectoring. Missed approach is affected, pilots unable to comply with these procedures shall request alternative instructions to ATC. LOC procedure: use MM or DME IMI as MAP.
- (12-1) RNP Rwy 08, (12-2) RNP Rwy 26 and (16-1) Lctr Rwy 08: Missed approach is affected, pilots unable to comply with these procedures shall request alternative instructions to ATC.
- Pamiers**, France, (Les Pujols), ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact TOULOUSE Information on 121.250 MHz.
- Paris**, France, (Charles-De-Gaulle), Modification of TWYs in force (based on SUP 105/24). Refer to temp chart 20-8B and latest NOTAMs.
- New parking stands (based on SUP 108-24). Please refer to TEMP chart 20-8C and latest NOTAMs.
- Works on TWY N (based on SUP 006-24). Please refer to TEMP chart 20-8A and latest NOTAMs.
- Perpignan**, France, (Rivesaltes), For non-Schengen flights, mandatory parking on Commercial Apron. State helicopters can use stand P4.
- Rochefort**, France, (Charente-Maritime), ROCHEFORT Information and ROCHEFORT A/A frequencies read 119.305 MHz, all other info unchanged.
- Intersection-TORAs for RWY 30 established as follows: from TWY B 6040'/1841m, from TWY E 6053'/1845m.
- Rodez**, France, (Aveyron), RWY 13 TORA from TWY C intersection reads 3166'/965m. RWY 31 TORA from TWY C intersection reads 3625'/1105m.
- Ronneby**, Sweden, (10-9) AIRPORT, PARKING, AIRPORT INFO, LVP, TAKE-OFF MNMS - Grass RWY 12/30 closed. (Based on SUP 073-24).
- WIP on Civil Apron, caution advised - limitation, Civil Apron is not accessible for aircraft larger than CRJ900. (based on SUP 109-24)
- Rost**, Norway, PLASI changed to APAPI for Rwy 02/20. MEHT 23'.
- Salen**, Sweden, (Scandinavian Mountains), ILS CAT 2 and 3 downgraded to CAT 1 (based on SUP 106-23).
- Schleswig**, Germany, (Schleswig AB), (14-1) TACAN Rwy 05, (14-2) TACAN Rwy 23, Vojens/Skrydstrup VOR changed to Vojens/Skrydstrup TACAN.
- Scilly Isles**, U.K., (St Mary's), Based on SUP 064-23. Rwy 14, 27 and 32 Runway Threshold Identification Lights unserviceable. Rwy 27 Sequenced Strobe Approach unserviceable. AD Identification Beacon unserviceable.
- Shannon**, Ireland, (10-9) SHANNON Center freq changed to 127.9, contact for Oceanic Clearance at least 30 min prior to ETD.
- (11-2) ILS or LOC Rwy 24 and (11-2A) CAT II ILS Rwy 24, OM Rwy 24 is out of service (based on SUP 22-19).
- Shawbury**, U.K., (13-5) VOR DME RWY 23 (COPTER) - SMA block between D6.1 and D5.1 changed from 940'(700') to 1040'(800'), D6.1 alt underbar withdrawn (based on AMDT 007-24 AIRAC).
- Sonderborg**, Denmark, Approach lights for RWY 14 unserviceable.
- Southampton**, U.K., (10-9A) PARKING STANDS & COORDS, Stand 12 closed until further notice. ACFT that are not equipped for 8.33 kHz frequencies cannot operate at this apt.
- Spangdahlem**, Germany, (Spangdahlem AB), (10-3C) - RWY 05 OMNIDIRECTIONAL DEPARTURE see (10-9) chart. - Do not use the (10-3C) chart.
- St Yan**, France, Departing ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact ST YAN Tower on 122.3 MHz.

NORTH SEA

Arriving ACFT, unless otherwise instructed, not having compatible radiocommunication equipment in 8.33 kHz spacing contact ST YAN Tower on 122.3 MHz.

Stockholm, Sweden, (Bromma), (21-2) ILS or LOC Rwy 30 minima for LOC (GS out) Rwy 30 changed as follows: DA/MDA(H) 600' (557), with ALS CAT A,B RVR 1500m, CAT C RVR 2100m, without ALS CAT A,B RVR 1500m, CAT C RVR 2400m. Based on SUP 072-23.

D-ATIS U/S due work in progress. (Based on SUP 043-23).

Stockholm, Sweden, (Skavsta), (30-3B) RNAV SID TRS 3M - To avoid obstacles: Minimum climb gradient 6.6% (401 FT/NM) up to 1000. MAX 204 KT until KN850 (based on SUP 150/23).

(30-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS, OMNI DEP, wind measuring equipment Rwy 34 out of service (based on SUP 127-23).

(30-9) PAPI-L Rwy 16 is out of service.

I-DME EKN Ch56X (111.90 Mhz) Rwy 26 on test. Do not use.

Rwy guard lights 08/26 partly out of service (based on SUP 142-23).

Stockholm, Sweden, (Vaesteras), PPR for all traffic in Vasteras CTR and Stockholm TMA sector Vasteras during Vasteras ATS operational hours. Scheduled traffic, SAR, hospital ACFT and police flights exempted. Based on SUP 097-23.

Stokmarknes, Norway, (Skagen), PLASI changed to APAPI for RWY 08/26. MEHT RWY 08 changed to 21'.

Stord, Norway, (Sorstokken), (10-9) Airport info, SFL for Rwy 32 are unserviceable ufn.

Strasbourg, France, (Entzheim), ACFT non 8.33 KHz equipped. On departure ACFT shall contact ATS on STRASBOURG Tower 119.250 MHz. On arrival, unless otherwise instructed, ACFT shall contact STRASBOURG Approach on 120.7 MHz.

Stuttgart, Germany, Construction work on Twy N (based on SUP 21/24). Refer to temp chart 10-8 and latest NOTAMS.

Sumburgh, U.K., (all charts) Sumburgh Primary Radar unserviceable.

Toulouse, France, (Blagnac), Departing ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact BLAGNAC Ground on 121.9 MHz.

Arriving ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact TOULOUSE Information on 121.250 MHz.

Toulouse, France, (Francazal), ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact TOULOUSE Information on 121.250 MHz.

Tours, France, (Val de Loire), Based on NOTAM B1550/24 minimums for IAP RNP Rwy 20 (chart 12-2) raised as follows:

- LPV unchanged.

- LNAV/VNAV

CAT A DA(H) 621'(270'), R800m ALS out R1300m,

CAT B DA(H) 631'(280'), R800m ALS out R1300m,

CAT C DA(H) 641'(290'), R800m ALS out R1400m,

CAT D DA(H) 651'(300'), R800m ALS out R1400m.

- LNAV DA/MDA(H) 740'(389'), R1100m ALS out CAT AB R1500m CAT CD R1800m.

- Circle-to-land unchanged.

Toussus-Le-Noble, France, (10-2H) ODILO 6M lost comm instructions are unusable since they contain POY NDB. Clarification is under way.

(10-3M) POY NDB unusable. SIDs DORDI 9P & 9V under clarification. Contact ATC.

Tromso, Norway, (Langnes), (10-9A) Stand 15 is now parallel next to stand 16 with new coordinates N69 40.6 E018 54.4 elev 28'.

Troyes, France, (Barberey), (10-1R) PTV VOR replaced by OLZOM Int.

Vadso, Norway, PLASI changed to APAPI for RWY 07/25. MEHT RWY 07 changed to 21' and MEHT RWY 25 changed to 22'.

Vardo, Norway, (Svartnes), (13-1) VOR Rwy 15, (13-2) VOR Rwy 33: VOR part of VRD VOR DME, freq 114.1 MHz is not available.

LPV minimums on (12-1) RNP Rwy 15, (12-1A) RNP Rwy 15 Minimums, (12-2) RNP Z Rwy 33 and (12-2A) RNP Z Rwy 33 Minimums are suspended.

Vaxjo, Sweden, (Kronoberg), (12-1) RNP RWY 01 - LPV minimums changed as follow: DA(H) CAT A 918' (308'), CAT B 930' (320'), CAT C 938' (328'), CAT D 948' (338') - with ALS: CAT AB RVR 1000m, CAT CD RVR 1100m; ALS out: CAT AB RVR 1400m, CAT CD RVR 1500m.

(12-2) RNP RWY 19 - LPV and LNAV/VNAV minimums changed as follow: DA(H) CAT A 918' (355'), CAT B 930' (367'), CAT C 938' (375'), CAT D 948' (385') - with ALS: CAT A RVR 900m, CAT BC RVR 1000m, CAT D RVR 1100m; ALS out: CAT AB RVR 1500m, CAT C RVR 1700m, CAT D RVR 1800m.

LNAV minimums changed as follow: DA/MDA(H) CAT ABCD 1010' (447') - with ALS: CAT ABCD RVR 1400m; ALS out: CAT AB RVR 1500m, CAT CD RVR 2100m.

(16-2) NDB RWY 19 - minimums changed as follow: DA/MDA(H) CAT ABCD 1040' (477') - with ALS: CAT ABCD RVR 1500m; ALS out: CAT AB RVR 1500m, CAT CD RVR 2200m. Based on SUP 102-24.

Villacoublay, France, (Velizy AB), (10-2, 10-2B, 10-2C, 10-3B through 10-3J, 10-3L, 10-3M, 10-3N, 10-3Q, 10-3T, 10-3V, 10-3W) Procedures unavailable due to deletion of Orly 'POY' NDB: use RNAV procedures or expect RADAR vectors.

Based on NTM M1373/24 minimums for IAP RNP Rwy 09 (chart 12-1) read as follows:

Straight-in DA/MDA(H) 1010'(425') CAT AB RVR 1500m, CAT C RVR 1600m ALS out RVR 2000m. Circle-to-land CAT A MDA(H) 1220'(635') VIS 1500m, CAT B MDA(H) 1220'(635') VIS 1600m, CAT C MDA(H) 1320'(735') VIS 2400m

Due to decommissioning of MTD VOR & POY DME the following procedures are unusable:

(10-3T) OB & PT 9A & 9B

(10-3V) PB 9A & 9B

Warton, U.K., (11-1) TACAN ILS DME Rwy 25, (11-2) NDB ILS DME Rwy 25, (11-3) HI- TACAN ILS DME Rwy 25: CAUTION: ILS not to be used for auto-coupled approaches below 460' (406').

NORTH SEA

Wittering, U.K., (Wittering AB), (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS. Main Rwy is undergoing AoS (Aircraft Operations System) refurbishment works: it will not be available for any ACFT. During the same period the temporary addition of Rwy 25/07 North to the western end of Twy N will only be available for Tutor Operational Flying: visitors and diversion commitments will not be accepted. Aerodrome Rescue and Fire Fighting (ARFF) response time is unaffected: works crossing points are provided by contractor to expedite emergency response. (Based on SUP 007-23)

Yeovil, U.K., (Westland), (10-9) Aerodrome closed to fixed-wing acft. CAUTION note deleted: Caution required for propeller-driven fixed wing acft.

(10-9) Rwy 09/27 width increased to 121'/37m. Based on AMDT 003-22 AIRAC.

Based on NOTAM L5454/20 following charts withdrawn: (10-1R) RADAR MNM ALTS, (18-1) SRA Rwy 09, (18-2) SRA Rwy 27.