

LIMITS WITH A PLUS (+) AFTER ITTUDS (eg 3000'-FL195 IS ARE THE UPPER LIMIT OF L195 BOTH BASE AND UPPER

LIMITS ARE DEFINED BY EL UNITS OTHERWISE NOTED. ENDS AT THE EXTREMITY OF DE NARROW TINT BANDING FIGES WITHIN AREA.

DERIVED BY CLASSES A-E.....

DOES NOT DEPICT CONTROLLED AIRSPACE WITH A BASE LEVEL OF ABOVE. IN THE UK ALL CLASS C AIRSPACE (WHERE ATS IS NOT FL195.

(TSU) Area. See UK AIP ENR 1.6.....

try/Exit of lane.)

(VRP). Notified in UK AIP

Recommended Routes

TRAFFIC ZONES (MATZ)
 al limits: SFC to 3000ft AAL within to 3000ft AAL within the stub.
 rary, often two or more MATZs are ce a Combined Zone (CMATZ).
 s show the MATZ penetration e UK AIP ENR 2.2.

TRAFFIC SERVICE (LARS).
 as been added to the MATZ frequency to identify those participating participating Units are identified by a LARS frequency annotation. The Service or a Traffic Service, is available to all aircraft in unregulated iding FL95 within approximately 30NM of each participating ATS

TRAFFIC ZONE (TMZ)
 e required to carry and operate secondary surveillance radar equipment. ENR 2.2 for details.

io Range.....VOR

pment.....DME

associated and freq-paired with DB/NDB(L) procedure. UK AIP

OR/DME.....

tion Aid.....TACAN

Beacon.....NDB and NDB(L)

VOR COMPASS ROSE
 Oriented on Magnetic North

GOVERNMENT AERODROMES. For information on Navigational dromes, chart users are advised to consult Royal Air Force Flight

FI(3)30.0secs Lightship..... FIWR12.0secs y range is 15NM or more).

CLES
 cle (Lighted)

825 (350) 1614 (505) 1841 (381)

cables 519 (394) 1726 (328)

d) minor group and major group.

te elevation of top of obstacle above Mean Sea Level.

cate height of top of obstacle above local Ground Level.

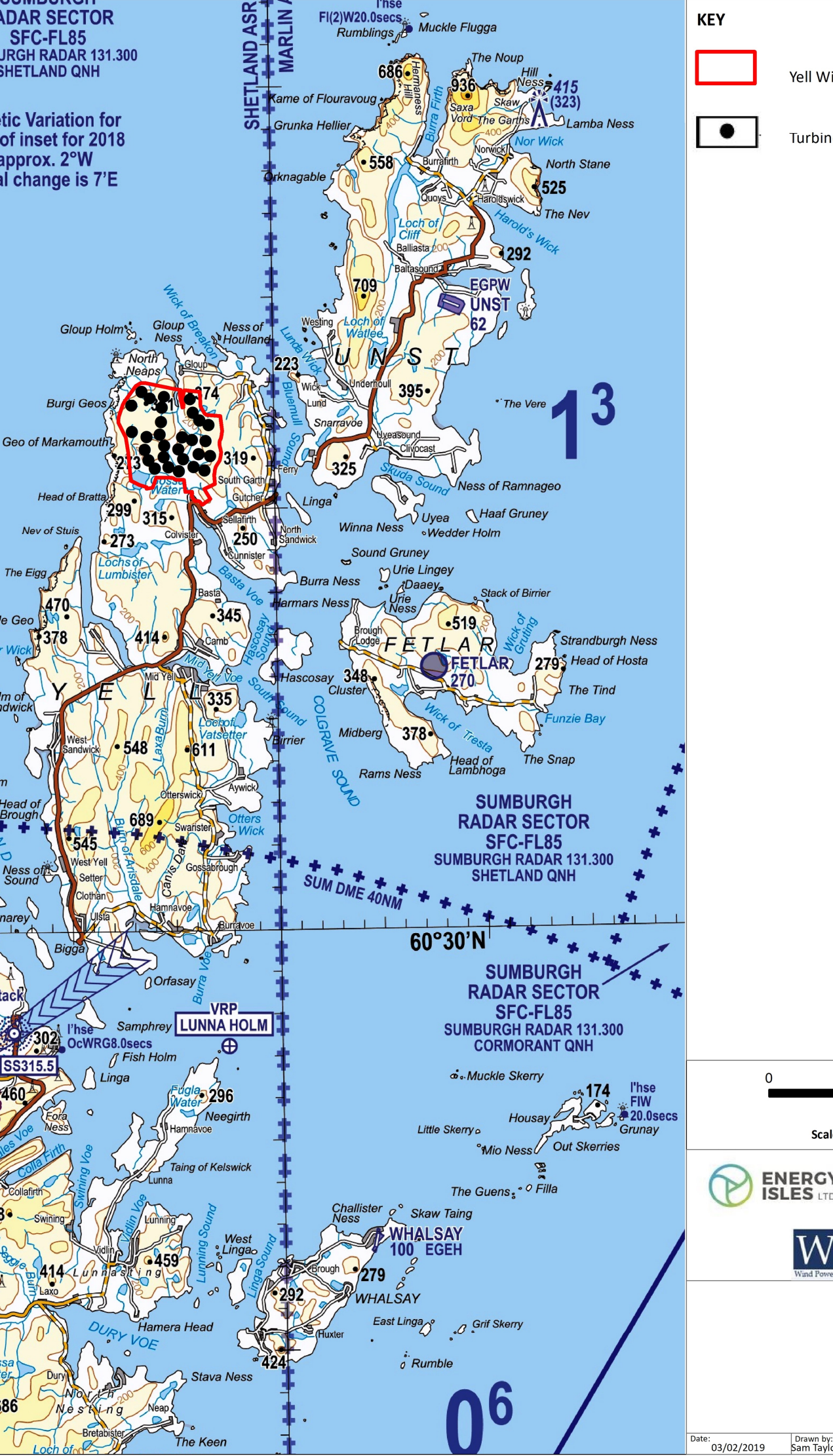
stack" burn off high pressure gas. The flame, which ht sunlight, can extend up to 600ft above the installation.

OBSTACLES ABOVE 300ft AGL ARE SHOWN ON NUMBER OF OBSTACLES BELOW 300ft AGL MARK PURPOSES. PERMANENT OFF-SHORE VN REGARDLESS OF HEIGHT CATEGORY.
AWARE THAT GROUPS OF OBSTACLES UNLIGHTED MAY BE A MIXTURE OF RMATION IS TAKEN FROM BEST BUT IS NOT GUARANTEED COMPLETE.

not necessarily complete

OBSTACLE HEIGHT FIGURES (MEF)
 ation Figures are shown s bounded by graticule half degree of latitude MEFs are represented s of feet above mean ed on information ghest known , including allowing for

1. ABERDEEN ATSU OFFSHORE AREA OF RESPONSIBILITY. In the Aberdeen Sector the area of responsibility excludes both those portions of Y904 and Y905 and also the Aberdeen CTR/CTA that are contained within the area.
2. ABERDEEN HELICOPTER TRACK STRUCTURE. INTENSE HELICOPTER OPERATIONS SFC-FL85. Helicopter Main Routes (HMR) are shown. Tracks are designated inbound, outbound or bi-directional (arrows indicate direction) and are identified by the track name. Detailed information regarding the track structure for Aberdeen airport RWYs 16 and 34 in the vicinity of Aberdeen is shown at UK AIP ENR 1.6. Reporting Points only are shown on the chart.
3. METEOROLOGICAL BROADCASTS (VOLMET)
 LONDON VOLMET (MAIN) 135-375MHz.
 LONDON VOLMET (SOUTH) 128-600MHz.
 LONDON VOLMET (NORTH) 126-600MHz.
 SCOTTISH VOLMET 125-725 MHz.
4. RESTRICTED AREA R612 (ARBROATH). Overflying permitted when inactive, contact RAF LEUCHARS LARS/VDF 126-500MHz or telephone: 01334 838722. See UK AIP ENR 5.1.
5. AIRWAY P18. Available Tue-Fri 0530-0900 (0430-0800) and between Fri 1500 (1400) Fri or the day preceding a PH and Mon 1000 (0900) or the day following a PH. Also available May-Sep Mon-Thu 1900-0900. Subject to MoD requirements. See UK AIP ENR 3.1.
6. KINLOSS/LOSSIEMOUTH CMATZ. If Lossiemouth is closed, a MATZ penetration service will be provided by Kinloss Tower on 122.100MHz (alternate frequency 119.350MHz). See UK AIP ENR 2.2.
7. RESTRICTED AREA R504 applies only to Helicopters. See UK AIP ENR 5.1.



KEY
 Yell Windfarm Site Boundary
 Turbines

Scale 1:231,298 @ A3

ENERGY ISLES LTD
 IPENERGISED Earth. Smart. Solutions.

WPAC Wind Power Aviation Consultants Ltd

Energy Isles Wind Farm EIA Report
Figure 13:2
 VFR 250k Chart Extract

Date: 03/02/2019 Drawn by: Sam Taylor Checked by: Cdr John Taylor RN Version: V1

Project Number: 11075