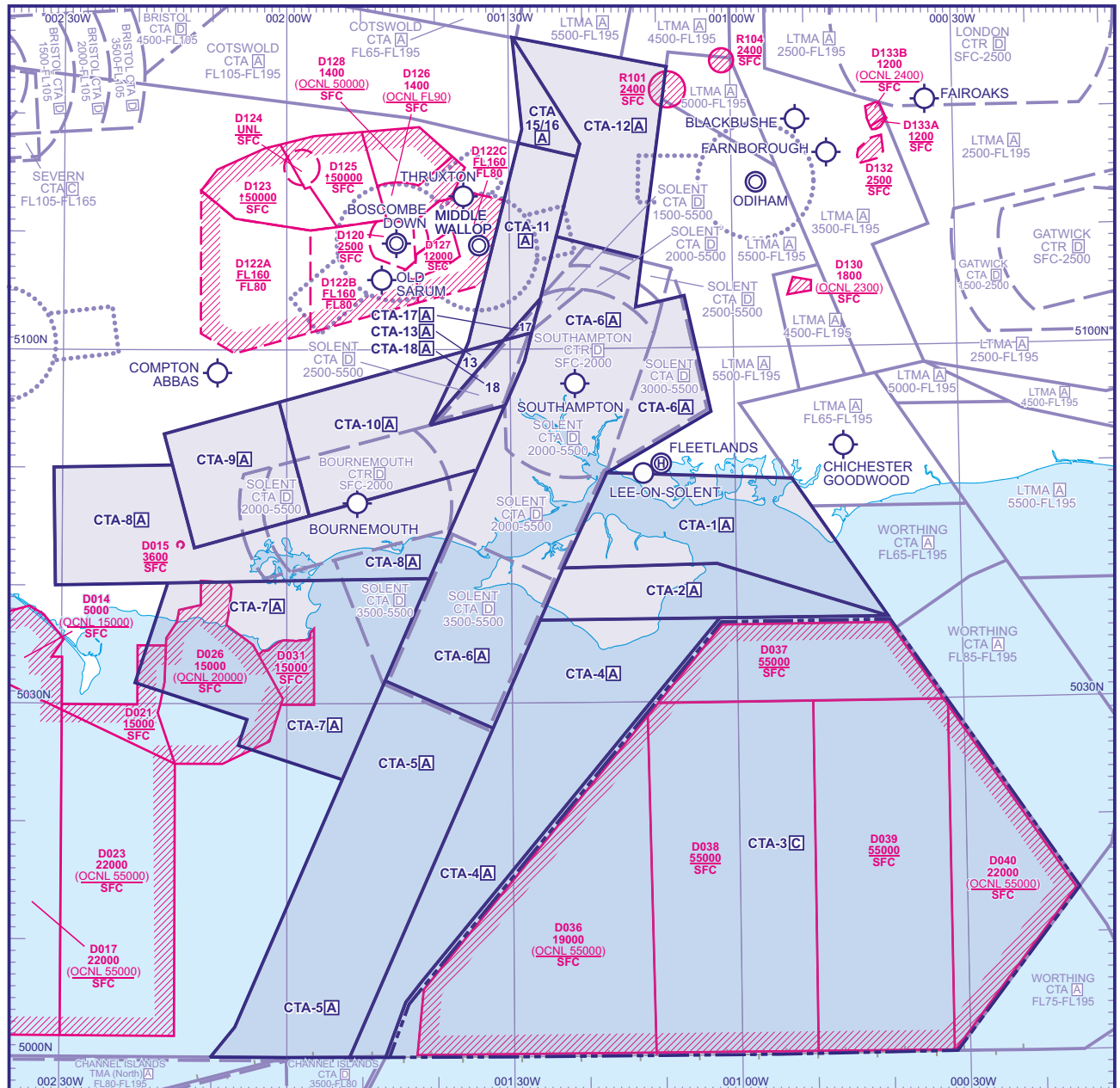


## PORTSMOUTH CTA

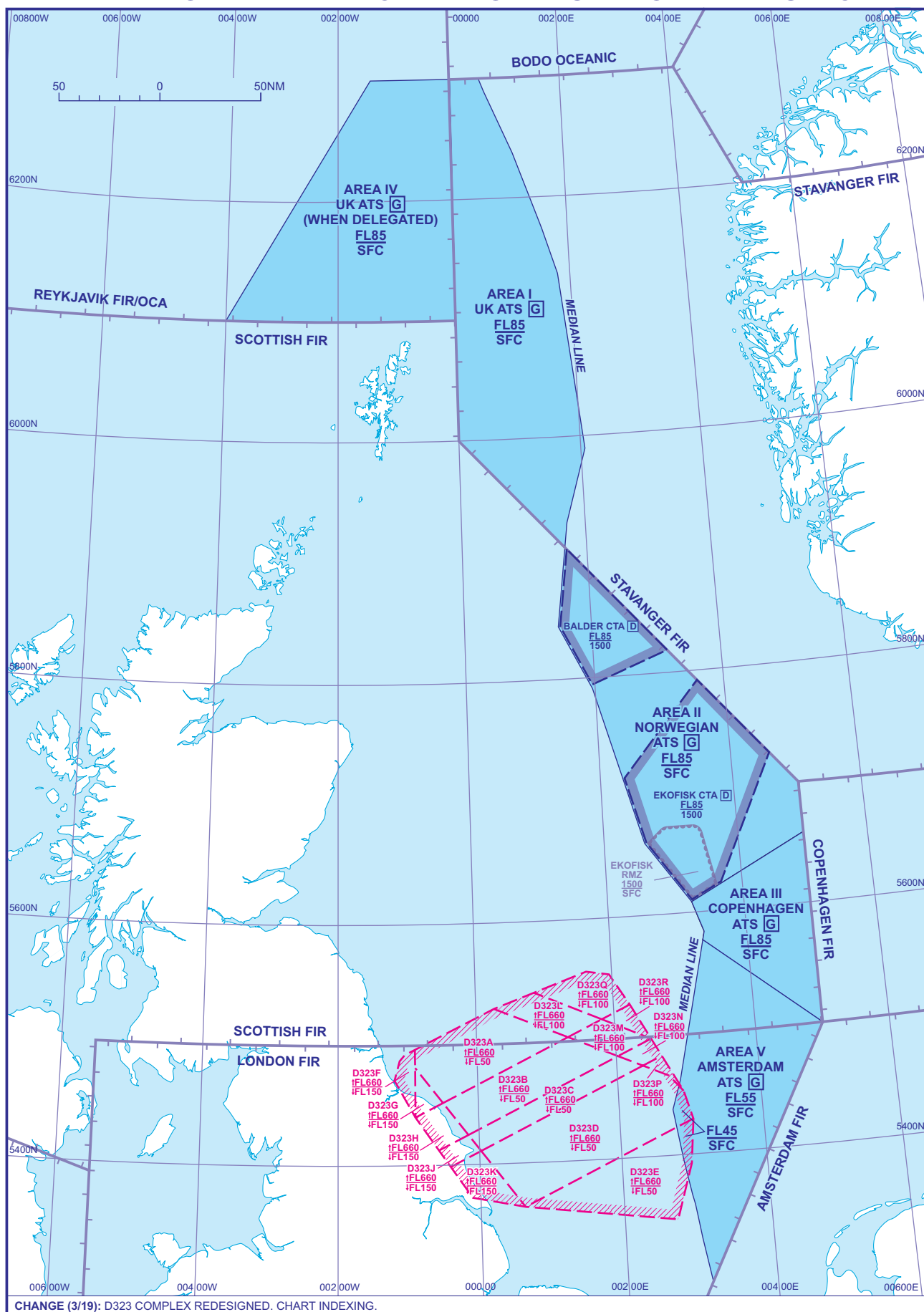


PORTSMOUTH															
CTA-1	A	FL195 FL65		CTA-6	A	FL195 FL55		CTA-11	A	FL115 FL65		CTA-17	A	FL115 FL55	
CTA-2	A	FL195 FL75		CTA-7	A	FL195 FL165		CTA-12	A	FL195 FL65		CTA-18	A	FL95 FL55	
CTA-3	C	FL195 FL125		CTA-8	A	FL195 FL155		CTA-13	A	FL95 FL65					
CTA-4	A	FL195 FL105		CTA-9	A	FL195 FL135		CTA-15	A	FL105 FL65					
CTA-5	A	FL195 FL55		CTA-10	A	FL195 FL95		CTA-16	A	FL195 FL105					
LATERAL LIMITS															
See Portsmouth CTA ENR 2.1															
NOTES															
1. CTA 6: During the notified hours of operation of Solent CTA the base changes to 5500ft ALT								3. CTA 17, CTA 18: Open daily 0630-0930 and 1730-2130 (Winter), 0445-0830 and 1630-2030 (Summer). During the notified hours of operation of Solent CTA the base changes to 5500ft ALT.							
2. CTA 11, CTA 13, CTA 15: Open daily 0630-0930 and 1730-2130 (Winter), 0445-0830 and 1630-2030 (Summer).															
CHANGE (4/19): CHART DESIGNATOR. DANGER AREA RENAMED D133 TO D133B.															

AERO INFO DATE 24 DEC 18

ENR 6-43

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN NORTH ATLANTIC AND NORTH SEA LOWER AIRSPACE

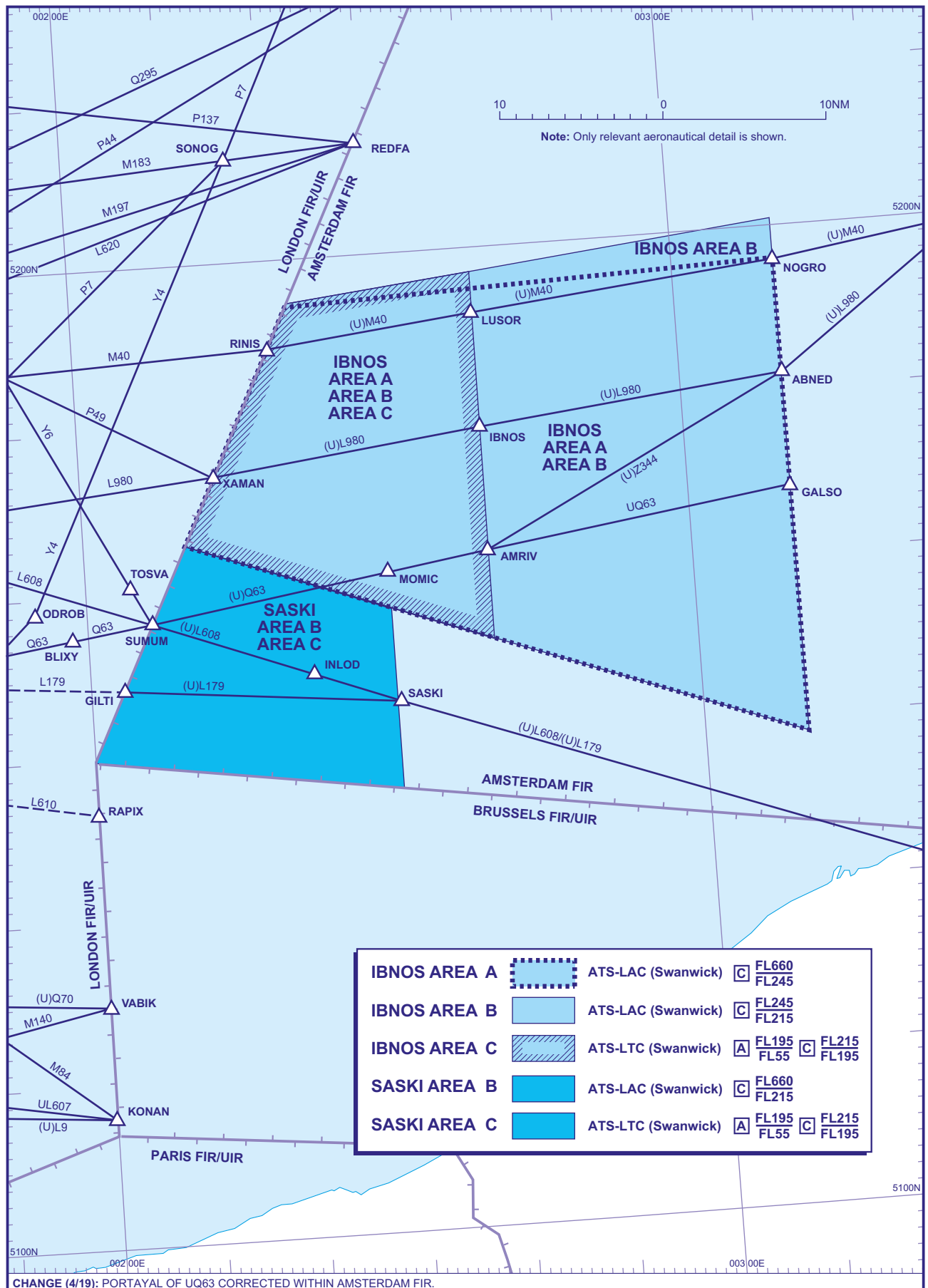


CHANGE (3/19): D323 COMPLEX REDESIGNED. CHART INDEXING.

AERO INFO DATE 04 DEC 18

ENR 6-44

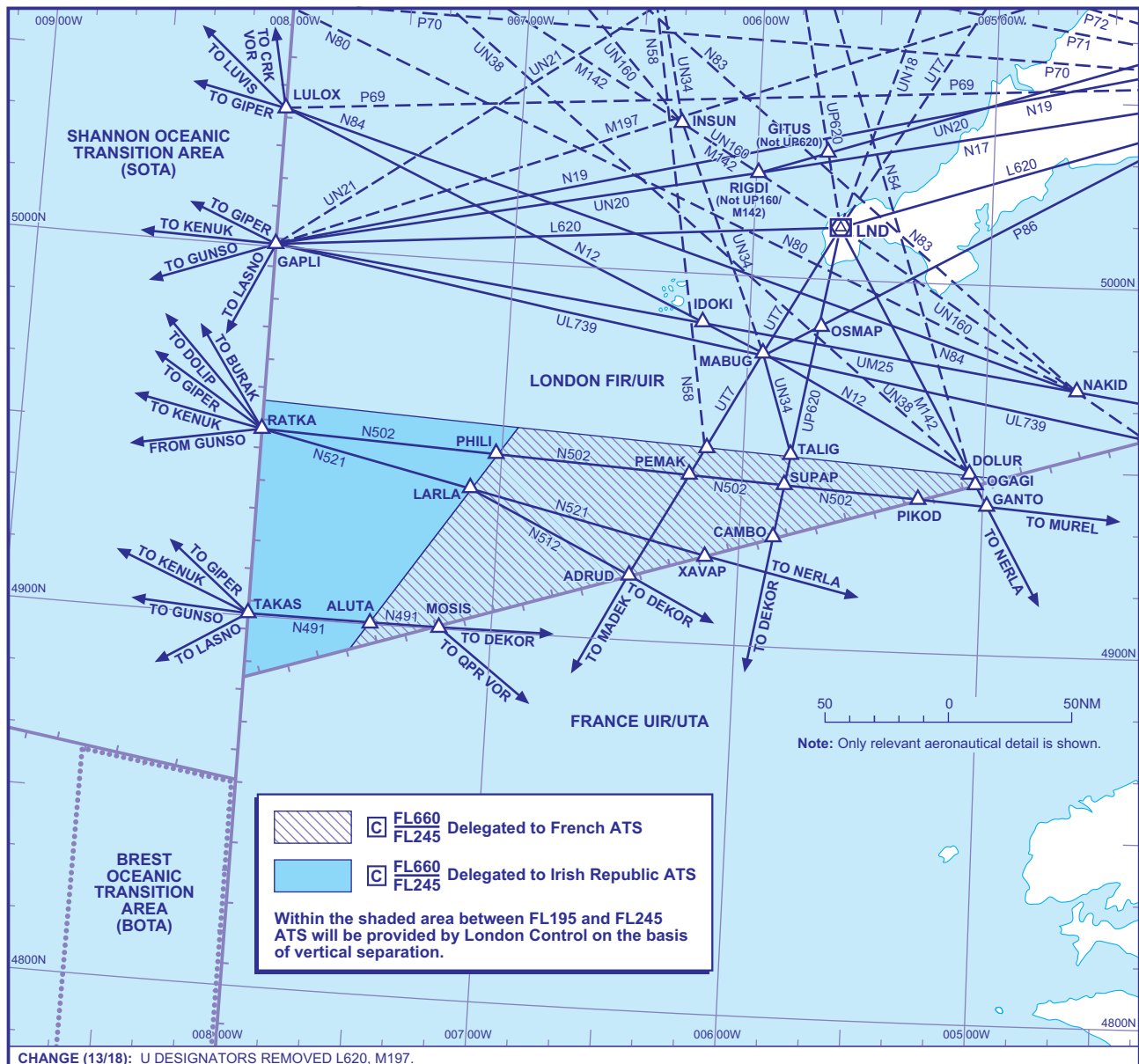
## DELEGATION OF ATS RESPONSIBILITIES - WITHIN AREAS OF AMSTERDAM FIR



AERO INFO DATE 04 JAN 19

ENR 6-47

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SOUTHWESTERN CORNER OF THE LONDON UIR

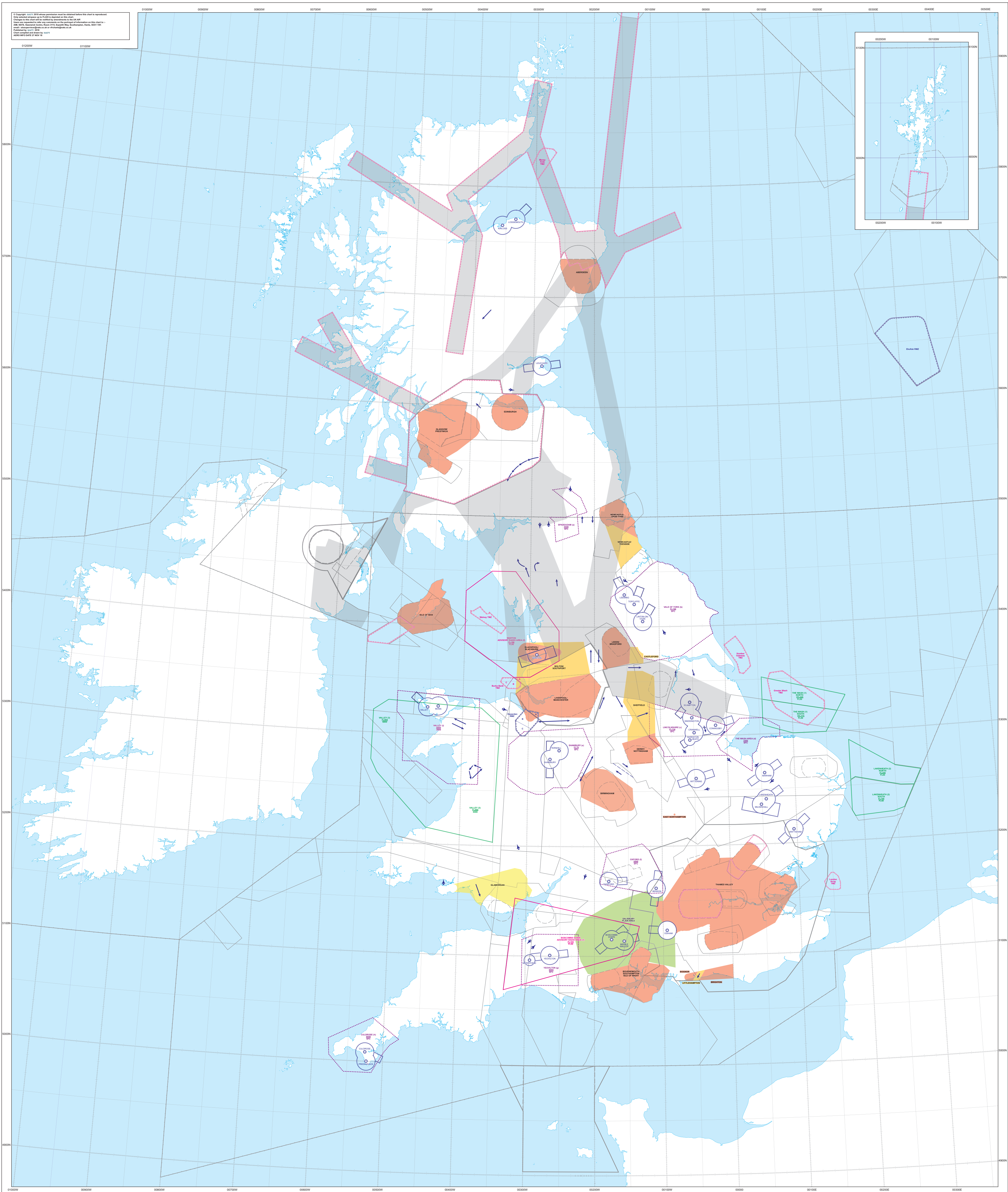




## CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS



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



Areas of Intense Air Activity

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

- a. SPADEADAM** • 0900-1700 Mon-Thu and 0900-1600 Fri and as notified. DACS from Spadeadam on 128.725 MHz, DACS from Newcastle on 124.380 MHz or Carleton on 123.600 MHz.
- b. VALE OF YORK** • 0900-1700 Mon-Fri. LARS from Leeming ATC on 133.375 MHz and Linton ATC on 118.550 MHz.
- c. LINCOLNSHIRE** • 0900-1700 Mon-Fri. LARS from Waddington ATC on 119.500 MHz and Coningsby ATC on 120.800 MHz.
- d. THE WASH AREA** • 0900-1700 Mon-Thu and 0900-1500 Fri. LARS from Shawbury ATC on 133.150 MHz.
- e. SHAWBURY\*** Permanently active from 0700-1700 Mon-Thu and 0700-1700 Fri. LARS from Shawbury ATC on 133.150 MHz.
- f. OXFORD** Permanently active. Brize Norton ATC on 124.275 MHz.
- g. YEOVILTON\*** • 0630-1700 Mon-Thu and 0630-1600 Fri. LARS from Yeovilton ATC on 127.350 MHz.
- h. CULDBROSE\*** • 0630-1700 Mon-Thu and 0630-1630 Fri. LARS from Culdbrose ATC on 134.050 MHz.
- i. VALLEY** • 0600-1800 Mon-Thu and 0600-1700 Fri. Contact Valley ATC or London Radar.

\* These times are one hour earlier during summer period. See UK AIP GEN 2.1.1 for start and finish of summer period.  
\* Peak activity takes place.  
See UK AIP ENR 5.2 for details of AIAAs.  
\* Within these areas, night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights.

Military Low Flying

Military low flying occurs in most parts of the UK at any height up to 2000 feet above the surface. However, the greatest concentration is between surface and 1000 feet and civil pilots should avoid flying in that height band whenever possible.

- Military aircraft are considered low flying when:
  - a. Fixed wing aircraft except light propeller-driven aircraft, are flying below 2000 feet above the surface.
  - b. Light propeller-driven aircraft and helicopters are flying below 500 feet above the surface. (UK AIP ENR 1.1)

**Military Aerodrome Traffic Zones (MATZs)**  
Have the following vertical limits: SFC to 3000ft AAL within the circle and 1000ft AAL to 3000ft AAL within the star. Zone configuration may vary, often two or more MATZs are amalgamated to produce a Combined Zone (CMATZ). Controlling aerodromes show the MATZ penetration frequency to be used. See UK AIP ENR 2.2.

**Directional Flow Over An Area**  
These arrows do not indicate a particular route, and are meant to show the general direction of flight in an area.  
**Directional Flow Through Choke Point**  
These symbols are aligned to the direction of flight. Where there is bi-directional flow through a choke point, aircraft will route in accordance with the depicted symbols.

**The Low Flying System of Directional Flow does not apply during weekends, UK Public Holidays and hours of darkness.**  
**Warning**  
During military exercises, Directional Flow may be changed for operational reasons during the period of the exercise. Such changes will be notified in the Temporary Navigation Warnings giving exercise details. Refer to the AIC for details of the UK Military Low Flying System.  
**Avoidance Areas**  
a. In the Avoidance Areas, military low flying does not normally take place unless the flights are in connection with an airfield located within such an area.  
b. Military low flying does not normally take place within Class A and Class C airspace.  
Where AIAAs and the Avoidance Areas overlap, military aircraft will not normally operate below 2000 feet except in connection with an airfield situated in the area.  
**Transit Areas**  
Military aircraft are not permitted to fly in Transit Areas below 1000 feet above the surface except helicopters and light propeller driven aircraft. These areas are designed to permit the easy transit of military aircraft between one low flying area and another.

Aerial Tactics Areas

ATAs are defined as: 'An airspace of defined dimensions designated for air combat training, within which high energy manoeuvres are regularly practised by aircraft formations'. Pilots of non-participating aircraft who are unable to avoid these areas are strongly advised to make use of a radar service.

- Autonomous operations are only permitted within ATAs above FL195 when the overlying TRA is active.
- 1. WASH • 0700-2300 Mon-Thu and 0700-1700 Fri. Swanwick MI.
- 2. LAKENHEATH • 0700-2300 Mon-Thu and 0700-1700 Fri. Swanwick MI.
- 3. VALLEY • 0600-1800 Mon-Thu and 0600-1700 Fri. RAF Valley ATC or Swanwick MI.
- These times are one hour earlier during summer period. See UK AIP GEN 2.1.1 for start and finish of summer period.
- Peak activity takes place.
- See UK AIP ENR 5.2 for details of ATAs.

**The Salisbury Plain Area**  
The Salisbury Plain Area is an area of high activity used primarily by helicopters, although low flying civil and military fixed-wing aircraft operate from time to time in this airspace.

- Advisory Radio Area**
  - 1. BOSCOMBE DOWN • 0930-1730 Mon-Fri. Boscombe Down on 126.700 MHz.  
Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of the Air. Such flights will receive a radar service from Boscombe Down or the Swanwick Military Special Task Call.  
Pilot of other aircraft flying in the area are strongly advised to call Boscombe on 126.700 MHz who provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.
  - 2. WARTON • 0730-1500 Mon-Thu and 0730-1700 Fri. Warton on 129.530 MHz.  
Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of the Air. Such flights will receive a radar service from Warton.  
Pilot of other aircraft flying in the area are strongly advised to call Warton on 129.530 MHz who provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.
  - These times are one hour earlier during summer period. See UK AIP GEN 2.1.1 for start and finish of summer period.
  - See UK AIP ENR 5.2 for details of ARA.

Low Level Civil Aircraft Notification Procedure (CANP)

Some civil aircraft operators have a requirement to fly at very low heights when carrying out authorised aerial work; the majority of these flights take place at or below 1000 feet above the surface. These operations are reminded that the CANP is designed to enhance flight safety in the lower airspace and they are strongly recommended to notify details of their operations in accordance with the UK AIP ENR 1.10. Notification of flights should be made to LFFC at RAF Wittering.

Fax 0800 3892225, email: cas-asf@bcgroupmail@twittering.af.mod.uk (preferred methods) or tel: 0800 515544.

The types of air activity that should be notified include:  
a. COMMERCIAL AIR ACTIVITIES  
Aerial crop spraying (all agricultural work carried out by aircraft), underslung aerial load lifting, aerial photography/filming, aerial survey/air surveillance.

b. RECREATIONAL AERIAL ACTIVITIES  
Glider, hang glider, para glider, free-flight balloons, microlight aircraft of model aircraft - where 5 or more are operating from a site not listed in the UK AIP for such activity, or are operating outside the hours published in the UK AIP.

c. OTHER AERIAL ACTIVITIES  
Tethered/drop balloons to a height greater than 200 feet (60 metres) AGL, kite flying - 5 or more kites from a specified site to a height greater than 200 feet (60 metres) AGL, aircraft operations from water, any other aerial activity likely to create an exceptional concentration of aircraft at a site not listed in the UK AIP.

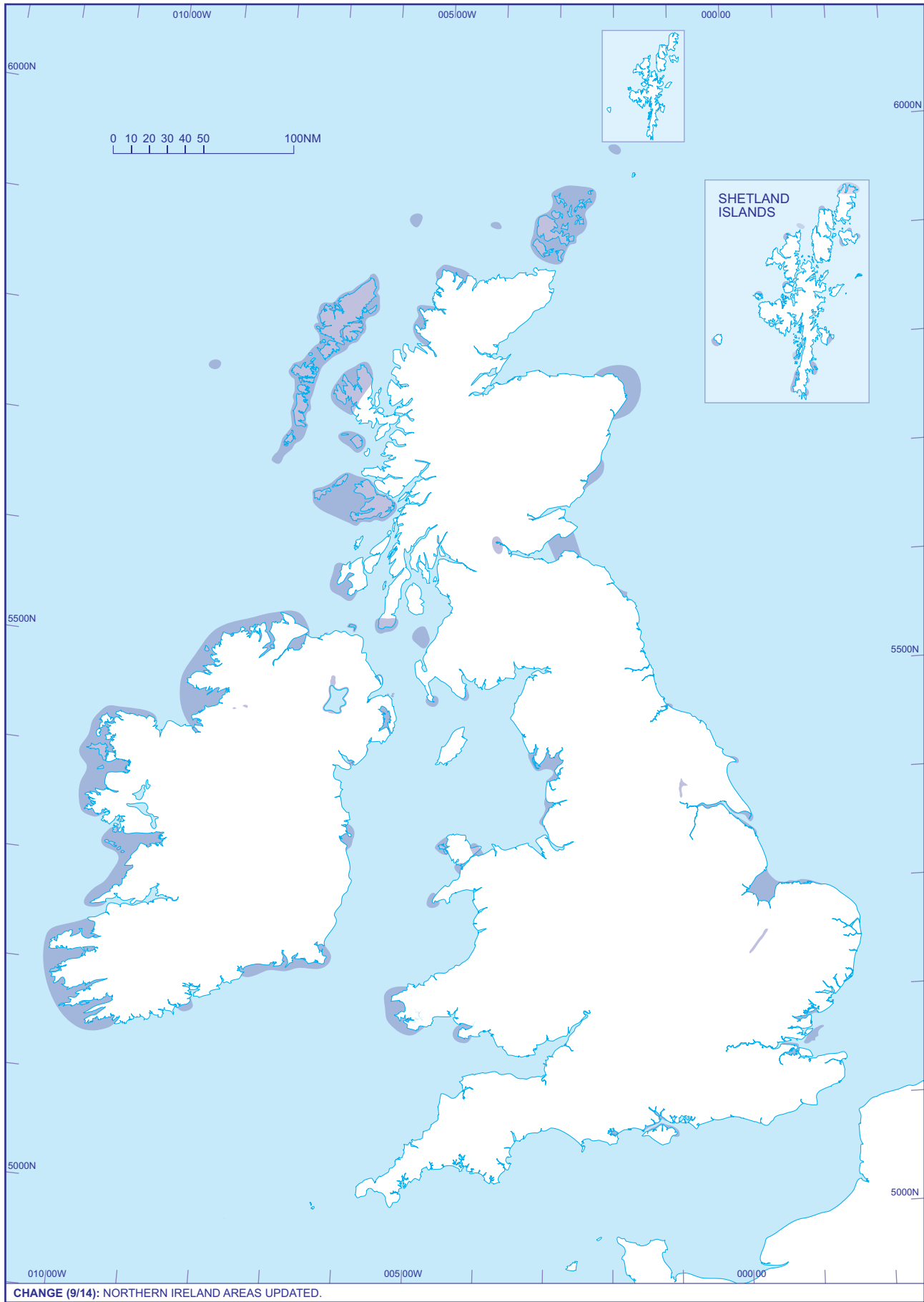
Transponder Mandatory Zones (TMZ)

Radio Mandatory Zones (RMZ)



AERO INFO DATE 23 MAY 17

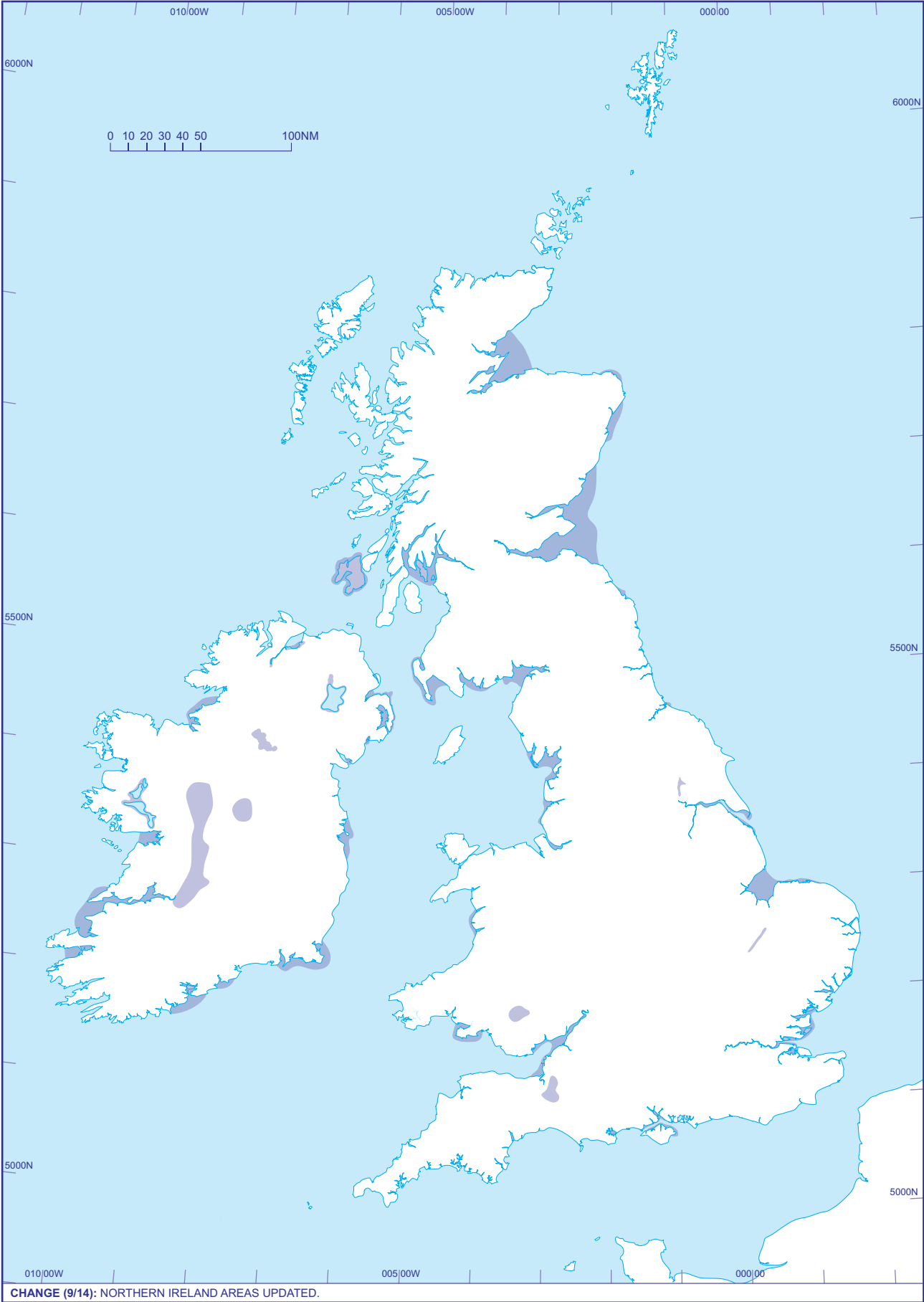
BIRD CONCENTRATION AREAS MARCH - JULY



CHANGE (9/14): NORTHERN IRELAND AREAS UPDATED.

AERO INFO DATE 3 JUN 14

BIRD CONCENTRATION AREAS OCTOBER - MARCH



AERO INFO DATE 3 JUN 14



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