

## CLASSIFICATION OF UNITED KINGDOM AIRSPACE

### CLASS A

- a. **All Control Areas and TMAs below FL195 as notified within the UK FIR with the except those listed as Class C on page 2, Class D on page 2 and Class E on page 3:**
- b. **Channel Islands Terminal Control Area (North and South):**

Outside the notified hours of watch of the Jersey ATCU.

  - (i) Those parts of Channel Islands TMA South which lie within the Brest FIR are notified as Class E airspace and are controlled by Brest ACC.
  - (ii) Those parts of the Channel Islands TMA North which lie within the London FIR and are located below the lower limits of the Berry Head and Portsmouth CTAs are notified as Class G airspace;
- c. **Shanwick Oceanic CTA - The Shanwick, Santa Maria, New York and Reykjavik Oceanic Control Areas are hereby notified pursuant to the Air Navigation Order at and above FL55 for the purposes of ICAO annex 11 chapter 2 para 2.6.1 and SERA.6001(a) Classification of Airspace Class A.**

#### **Glider operations in Class A airspace**

In certain notified portions of Class A airspace, gliders are permitted to operate without reference to ATC in accordance with specified conditions and neither separation nor traffic information will be provided in respect of such flights. When such activity occurs, such airspace will be segregated from other traffic, which is provided with at least standard separation from the segregated airspace. Such segregated activities are undertaken in accordance with the flexible use of airspace provisions contained within Commission Regulation (EC) 2150 of 2005.

## CLASSIFICATION OF UNITED KINGDOM AIRSPACE (continued)

### CLASS B

No UK Airspace is currently designated Class B.

### CLASS C

Above FL195 all airspace in the London and Scottish FIRs is notified as Class C Airspace. This includes all CTAs & TMAs above FL195) as notified within the UK FIR and Upper Airspace Control Area - the London and Scottish UIR between FL245 & FL660 (which includes Free Route Airspace).

Below FL195 the following Airspace is also notified as Class C Airspace:

- a. Clacton CTA 10, 11 & 12;
- b. Cotswold Control Area 2, 15, 16, 17 & 18;
- c. Daventry Control Areas 21, 22, 23, 24 & 25;
- d. Holyhead Control Areas (excluding areas 15 & 16);
- e. Londonderry/Eglinton CTA;
- f. Manchester TMA;
- g. North Sea CTA;
- h. Portsmouth CTA 3;
- i. Scottish TMA;
- j. Severn CTA.

### CLASS D

Aberdeen CTR/CTA;  
Balder CTA;  
Belfast CTR;  
Belfast TMA;  
Belfast/City CTR/CTA;  
Birmingham CTR/CTA;  
Borders CTA 5, 9, 10, 11, 12, 13 & 14;  
Bournemouth CTR;  
Bristol CTR/CTA;  
Brize Norton CTR;  
Cardiff CTR/CTA;  
Channel Islands CTR/CTA;  
Doncaster Sheffield CTR/CTA;  
East Midlands CTR/CTA;  
Edinburgh CTR/CTA;  
Ekofisk CTA;  
Farnborough CTR/CTA;  
Glasgow CTR/CTA;  
Isle of Man CTR/CTA;

Leeds Bradford CTR/CTA;  
Liverpool CTR/CTA;  
London CTR;  
London/City CTR/CTA;  
London/Gatwick CTR/CTA;  
London/Luton CTR/CTA;  
London/Stansted CTR/CTA;  
Manchester CTR/CTA;  
Newcastle CTR/CTA;  
Norwich CTR/CTA;  
Prestwick CTR/CTA;  
Scottish TMA;  
Solent CTA;  
Southampton CTR;  
Southend CTR/CTA;  
Strangford CTA;  
Sumburgh CTR/CTA;  
Teesside Int Airport CTR/CTA;  
Yorkshire CTA 17.

## CLASSIFICATION OF UNITED KINGDOM AIRSPACE (*continued*)

### CLASS E

The following airspace below FL195 is notified as Class E Airspace:

- a. Parts of the Scottish TMA below 6000 ft;
- b. Parts of the Farnborough CTA;
- c. Doncaster Sheffield CTA 13;
- d. Holyhead CTA areas 15 & 16;
- e. Argyll CTA;
- f. Moray CTA.

Notes: for paras b-f

Additionally notified as Transponder Mandatory Zone airspace for the purpose of the Air Navigation Order.

Notes: for para c

Additionally notified as Transponder Mandatory Zone and a Radio Mandatory Zone.

Pilots of VFR flights who wish to operate without receiving an ATS within class E airspace in an acft with a serviceable transponder, or within class E airspace additionally notified as TMZ must display either:

- a. The VFR conspicuity code Mode A700, with altitude reporting; or
- b. The frequency monitoring code defined as VFR conspicuity with altitude reporting established for use in that airspace.

### CLASS F

No UK Airspace is currently designated Class F.

### CLASS G

‘Open’ Flight Information Region (FIR)

**Aerodrome Traffic Zones (ATZs)** — are not allocated a specific class of airspace as they adopt the class of airspace within which they are located.

Flights within ATZs are subject to the specific provisions of Rule 11 of the Rules of the Air Regulations 2015.

Where the requirements of a particular class of airspace are more stringent than Rule 11 then these must be complied with. Thus, in Class G airspace Rule 11 will apply but in Class A airspace the requirements of Class A take precedence.

**ATZs at Government Aerodromes** — It should be noted that the vast majority of these ATZs are active H24, as annotated under the particular aerodrome entry.

## UK ATS AIRSPACE CLASSIFICATION

Within the UK FIR and UIR, Airspace is classified as A, C, D, E, F and G in accordance with Standardised European Rules of the Air, subject to the Differences notified in the UK Civil AIP at GEN 1.7.

1.1 Where controlled airspace is vertically adjoined by Class G airspace, aircraft operating at the base (lower limit) of a control area or at the upper limit of a control zone or control area should comply with the requirements of Class G airspace. With the exception of VFR flights operating into or out of Class E airspace and where appropriate, complying with any applicable TMZ requirement, flights without an ATC clearance that are observed operating immediately above the base (lower limit) of a control area or immediately below the upper limit of a control zone or control area will be considered to have infringed controlled airspace.

1.2 When considering the vertical profile of a flight within Class G airspace, pilots are reminded to select a level that is compliant with SERA.5025(a) and ORS4 No 1423. In order to mitigate the risk of infringing controlled airspace, pilots are recommended to plan their flights to operate:

- not closer than 2 nm from the boundary of controlled airspace.
- at least 200ft above the upper limit of Control Zones, Control Areas including TMAs.
- at least 200ft below the lower limit of a Control Area, including TMAs.

1.3 When operating proximate to control areas in turbulent, or in ascending or descending air masses, as part of effective Threat and Error Management, when able to, pilots may wish to consider increasing the 200ft recommended spacing to mitigate inadvertent vertical deviations that could result in an infringement.

1.4 Pilots are further reminded that, when operating within Class G airspace within 500ft of the base of controlled airspace, they should consider the risk of encountering wake turbulence generated by aircraft operating at the lowest available level within the controlled airspace above.

1.5 Pilots operating in Class G airspace are encouraged to obtain an appropriate air traffic service (see page 20, Basic Service and Traffic Service) or CAP 774 – UK Flight Information Service) from the designated air traffic service unit. Pilots who operate within Class G airspace, especially those who operate proximate to the boundary of controlled airspace, and have chosen not to obtain a suitable ATS in an aircraft fitted with a serviceable transponder are reminded to:

- monitor the appropriate ATS frequency whilst displaying the corresponding frequency monitoring code; or
- display the appropriate conspicuity code.

## UK ATS AIRSPACE DESCRIPTIONS

Airspace	Separation	Services	VMC Minima	Speed Limit	Radio	ATC Clearance
<b>Class A (IFR)</b> <b>(VFR)</b>	All aircraft	ATC Service	Not applicable	N/A	Required	Required
<b>Class B (IFR)</b> <b>(VFR)</b>	Provided by ATC	ATC Service	Not applicable	As published or instructed by ATC	Required	Required
<b>(VFR)</b>	Provided by ATC	ATC Service	<b>At and above FL100:</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100:</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>	As published or instructed by ATC	Required	Required
<b>Class C (IFR)</b> <b>(VFR)</b>	IFR from IFR VFR from IFR	ATC Service	Not applicable	N/A	Required	Required
<b>(VFR)</b>	VFR from IFR	ATC Service and VFR traffic information to enable pilots to effect own traffic avoidance and integration.	<b>At and above FL100:</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100:</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>	<b>Below FL100</b> 250kt IAS <b>OR</b> lower when published or instructed by ATC.	Required	Required
<b>Class D (IFR)</b> <b>(VFR)</b>	IFR from IFR	ATC Service Traffic information on conflicting VFR traffic	Not applicable	250kt IAS below FL100	Required	Required
<b>(VFR)</b>	Not provided	ATC Service Traffic information on all other flights to enable pilots to effect own traffic avoidance and integration.	<b>At and above FL100:</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100:</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Alternatively, during day only, at and below 3000ft AMSL, or 1000ft above terrain, whichever is the higher</b> <b>a) For acft other than helicopters, flying at 140KT IAS or less:</b> <i>Vis 5km, clear of cloud and with surface in sight.</i> <b>b) For helicopters, flying at 140KT IAS or less:</b> <i>Vis 1500m, clear of cloud and with surface in sight.</i>	250kt IAS below FL100	Required	Required
<b>Class E (IFR)</b> <b>(VFR)</b>	IFR from IFR	ATC Service	Not applicable	As instructed by ATC	Required	Required
<b>(VFR)</b>	Not provided	ATC Service	<b>At and above FL100:</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100:</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>	As published or instructed by ATC	Required	Required

Airspace	Separation	Services	VMC Minima	Speed Limit	Radio	ATC Clearance
<b>Class F (IFR)</b>	IFR from IFR participating IFR traffic	Air Traffic Advisory Service.	Not applicable	<b>Below FL100</b> 250kt IAS	Not Required	Not Required
<b>(VFR)</b>	Not provided	UK Flight Information Services as required (Basic Service, Traffic Service).  <b>Note: No UK airspace is currently designated as Class F</b>	<b>At and above FL100</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>  <b>At and below 3000ft amsl: or 1000ft above terrain, whichever is the higher:</b> <i>Vis 5km, clear of cloud and with surface in sight;</i> <b>Alternatively, during day only, at and below 3000ft AMSL, or 1000ft above terrain, whichever is the higher, for all acft, flying at 140KT IAS or less:</b> <i>Vis 1500m, clear of cloud and with surface in sight.</i>	<b>Below FL100</b> 250kt IAS <b>OR</b> lower when published or instructed by ATC.	Not Required	Not Required
<b>Class G (IFR)</b>	Not provided (See note)	Basic, Traffic deconfliction or procedural service.	Not applicable	<b>Below FL100</b> 250kt IAS	Not Required	Not Required
<b>(VFR)</b>	Not provided (See note)	Basic, Traffic deconfliction or procedural service.	<b>At and above FL100</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>  <b>At and below 3000ft AMSL: or 1000ft above terrain, whichever is the higher:</b> <i>Vis 5km, clear of cloud and with surface in sight;</i> <b>Alternatively, during day only, at and below 3000ft AMSL, or 1000ft above terrain, whichever is the higher, for all acft, flying at 140KT IAS or less:</b> <i>Vis 1500m, clear of cloud and with surface in sight.</i>	<b>Below FL100</b> 250kt IAS <b>OR</b> lower when published or instructed by ATC.	Not Required	Not Required

**Note:** Deconfliction advice is provided against participating aircraft under a Procedural Service or against participating and non-participating traffic (unknown traffic) under a Deconfliction Service. Both the Procedural Service and Deconfliction Service aim to achieve planned deconfliction minima.

**Flight Plan and Air Traffic Control Clearance** - A flight plan and ATC clearance is required for all IFR flights in controlled airspace and for VFR flights in Class C, D and E airspace. This need not be construed as the compilation and submission of the Flight Plan Form CA 48/RAF F2919 though in some circumstances, particularly for IFR flights, this could be advantageous. A flight plan is a means of providing sufficient particulars of flight to an ATC Unit to enable that unit to issue an ATC clearance which will permit flight in the particular airspace subject to any instructions contained in the clearance. This requirement will be met by contacting the ATC Unit on the appropriate frequency giving details of the acft position, level and proposed track and requesting clearance to enter the Controlled Airspace.