

CLASS A

a. All Control Areas (Airways) below FL195 as notified within the UK FIR with the exceptions listed below:

- i. Those parts which lie within the Belfast TMAs/CTRs and Scottish TMAs;
- ii. part of Airway L10 North of Strangford CTA;
- iii. Strangford CTA;
- iv. Holyhead CTA;
- v. part of Airway L602 (between Glasgow GOW and Tiree VOR TIR);
- vi. part of Airway N34 (between NEVRI and Belfast VOR BEL);
- vii. part of Airway N560 (between Glasgow GOW and KOKAL);
- viii. part of Airway N562 (between Turnberry VOR TRN and Machrihanish DME MAC);
- ix. part of Airway N601 GRICE to N55 22-65 W003 15-75 and area 1 bounded by N55 17-58 W002 54-45 - N55 17-40 W002 45-53 - N55 12-68 W002 30-87 - N54 59-20 W002 25-92 - N54 56-17 W002 41-98 - N55 17-58 W002 54-45;
- x. Airway P18 (between UVAVU and NATEB below FL125 and between NATEB and Aberdeen VOR ADN at all levels);
- xi. part of Airway P600 (between ROTEV (FIR bdry) and ENUKU) and (between Aberdeen VOR ADN and BUDON);
- xii. part of Airway P620 outwith the airspace defined by parts of the Strangford CTA;
- xiii. Airway Y904 (between Aberdeen VOR ADN and Wick VOR WIK);
- xiv. Airway Y905 (between Aberdeen VOR ADN and Sumburgh VOR SUM);
- xv. Airway Y906 (between RIMOL and Stornoway VOR STN);
- xvi. Airway Y958 (between BRUCE and TOMBO);
- xv. Conversion Completeii. the BANBA CTA.

b. Berry Head Area (Excluding CTA 7);

c. 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;

d. Clacton CTA;

e. Cotswold CTA 1, 3-13 and 14;

f. Daventry CTA (Excluding CTAs 21 & 22);

g. London TMA;

h. Manchester TMA below FL195;

i. Niton CTA;

j. North Sea CTA;

k. Portsmouth CTA (Excluding CTA 3);

l. 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.

m. Strumble CTA;

n. Worthing CTA.

continued

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 (Including Airways & TMAs above FL195) as notified within the UK FIR and Upper Airspace Control Area - the London and Scottish UIR between FL245 & FL660 (which includes the Hebrides Upper Control Area (UTA) and the Scottish Direct Route Airspace (DRA)).

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

- a. Berry Head Control Area 7;
- b. Cotswold Control Area 2;
- c. Daventry Control Areas 21 & 22;
- d. Holyhead Control Areas (excluding areas 15 & 16);
- e. Portsmouth CTA 3;
- f. Severn Control Areas 1 & 2.

CLASS D

Aberdeen CTR/CTA;	Leeds Bradford CTR/CTA;
Balder CTA;	Liverpool CTR/CTA;
Belfast CTR;	London CTR;
Belfast TMA;	London/City CTR/CTA;
Belfast/City CTR/CTA;	London/Gatwick CTR/CTA;
Birmingham CTR/CTA;	London/Luton CTR/CTA;
Bournemouth CTR;	London/Stansted CTR/CTA;
Bristol CTR/CTA;	Manchester CTR/CTA;
Brize Norton CTR;	Newcastle CTR/CTA;
Cardiff CTR/CTA;	Norwich CTR/CTA;
Channel Islands CTR/CTA;	Prestwick CTR/CTA;
Doncaster Sheffield CTR/CTA;	Scottish TMA;
Durham Tees Valley CTR/CTA;	Solent CTA;
East Midlands CTR/CTA;	Southampton CTR;
Edinburgh CTR/CTA;	Southend CTR/CTA;
Ekofisk CTA;	Strangford CTA;
Glasgow CTR/CTA;	Sumburgh CTR/CTA.
Isle of Man CTR/CTA;	

The following Sections of Airways:

- a. L186 NORBO to Turnberry VOR TRN;
- b. L602 Within the Glasgow CTR and Scottish TMA;
- c. L612 NAVSO to GOW;
- d. N34 NEVRI to Belfast VOR BEL;
- e. N560 within the Glasgow CTR and Scottish TMA;
- f. N562 within the Scottish TMA;

continued

CLASSIFICATION OF UNITED KINGDOM AIRSPACE (continued)

CLASS D (Continued)

The following Sections of Airways (continued):

- g. N601 IPDOR to GRICE and an area which is part of N601
(Area 1 bounded by N55 17·58 W002 54·45 - N55 17·40 W002 45·53 -
N55 12·68 W002 30·87 - N54 59·20 W002 25·92 - N54 56·17
W002 41·98 - N55 17·58 W002 54·45.
- h. N864 UNURO to PIPAR;
- i. P18 UVAVU to NATEB (below FL 125) and NATEB to Aberdeen VOR ADN;
- j. P600 ROTEV to ENUKU;
- k. P600 within the Aberdeen CTR/CTA;
- l. P620 outwith the airspace defined by the Strangford CTA;
- m. T256 OSMEG to NORBO;
- n. Y96 HAVEN to NORBO;
- o. Y904 within the Aberdeen CTR/CTA;
- p. Y905 within the Aberdeen CTR/CTA.

CLASS E

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

- a. Parts of the Scottish TMA below 6000 ft.
- b. Holyhead CTA areas 15 & 16;
- c. part of Airway L602 (between Glasgow GOW and Tiree VOR TIR);
- d. part of Airway N560 (between Glasgow GOW and KOKAL);
- e. part of Airway N562 (between Turnberry VOR TRN and Machrihanish DME MAC);
- f. part of Airway P600 (between Aberdeen VOR ADN and BUDON);
- g. Airway Y904 (between Aberdeen VOR ADN and Wick VOR WIK);
- h. Airway Y905 (between Aberdeen VOR ADN and Sumburgh VOR SUM);
- i. Airway Y906 (between RIMOL and Stornoway VOR STN);
- j. Airway Y958 (between BRUCE and TOMBO).

Notes: for paras c-j

Additionally notified as Transponder Mandatory Zone airspace for the purpose of Article 39(2) and schedule 5 paragraph 3(6)(b) of the Air Navigation Order 2009.

CLASSIFICATION OF UNITED KINGDOM AIRSPACE (continued)

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 CLASSIFICATIONS

Airspace	Separation	Services	VMC Minima	Speed Limit	Radio	ATC Clearance
Class A (IFR)	All aircraft	ATC Service	Not applicable	N/A	Required	Required
(VFR)	Not Permitted					
Class B	Not applicable					
Class C (IFR)	IFR from IFR	ATC Service	Not applicable	N/A	Required	Required
(VFR)	VFR from IFR	ATC Service and VFR Traffic Information to enable pilots to effect own traffic avoidance and integration	At or above FL100: <i>Vis 8 km, 1500 m horizontal & 1000 ft vertical from cloud;</i> Below FL100: <i>Vis 5 km, 1500 m horizontal & 1000 ft vertical from cloud;</i>	250 kt IAS below FL100	Required	Required
Class D (IFR)	IFR from IFR	ATC Service Traffic information on conflicting VFR traffic	Not applicable	250 kt IAS below FL100	Required	Required
(VFR)	Not provided	ATC Service Traffic information on all other flights to enable pilots to effect own traffic avoidance and integration	At or above FL100: <i>Vis 8 km, 1500 m horizontal & 1000 ft vertical from cloud;</i> Below FL100: <i>Vis 5 km, 1500 m horizontal & 1000 ft vertical from cloud;</i> OR: At or below 3000ft amsl by day at a speed of 140 kt IAS or less, remaining outside the ATZ or A/D traffic circuit: (a) Acft other than helicopters: 5km in flight visibility; and Clear of cloud and with surface in sight. (b) Helicopters: 1500m flight visibility; and Clear of cloud and with surface in sight.	250 kt IAS below FL100	Required	Required
Class E (IFR)	IFR from IFR	ATC Service Traffic information on conflicting VFR traffic	Not applicable	250 kt IAS below FL100	Required	Required
(VFR)	Not provided	ATC service Traffic information on request as far practicable to enable pilots to effect own traffic avoidance and integration	At or above FL100: <i>Vis 8 km, 1500 m horizontal & 1000 ft vertical from cloud;</i> Below FL100: <i>Vis 5 km, 1500 m horizontal & 1000 ft vertical from cloud;</i>	250 kt IAS below FL100	Not required	Not required

Airspace	Separation	Services	VMC Minima	Speed Limit	Radio	ATC Clearance
Class F (IFR)	IFR from IFR participating IFR traffic	Deconfliction or Procedural Service	Not applicable	250 kt IAS below FL100	Not required	Not required
	(VFR)	Not provided	Air Traffic Services as appropriate	At or above FL100: <i>Vis 8 km, 1500 m horizontal & 1000 ft vertical from cloud;</i> Below FL100: <i>Vis 5 km, 1500 m horizontal & 1000 ft vertical from cloud;</i> OR, At or below 3000 ft amsl: Aircraft: <i>Vis 5 km, clear of cloud and with surface in sight;</i> Aircraft (except helicopters) 140 kt IAS or less: <i>Vis 1500 m, clear of cloud and with surface in sight;</i> Helicopters flying at a speed which, having regard to visibility, is reasonable: <i>Vis 1500 m, clear of cloud and with surface in sight.</i>	250 kt IAS below FL100	Not required
Class G (IFR)	Not provided (See Note)	Basic, Traffic, Deconfliction or Procedural Service	Not applicable	250 kt IAS below FL100	Not required	Not required
	(VFR)	Not provided (See Note)	Basic, Traffic, Deconfliction or Procedural Service	At or above FL100: <i>Vis 8 km, 1500 m horizontal & 1000 ft vertical from cloud;</i> Below FL100: <i>Vis 5 km, 1500 m horizontal & 1000 ft vertical from cloud;</i> OR, At or below 3000 ft amsl: Aircraft: <i>Vis 5 km, clear of cloud and with surface in sight;</i> Aircraft (except helicopters) 140 kt or less: <i>Vis 1500 m, clear of cloud and with surface in sight;</i> Helicopters flying at a speed which, having regard to visibility, is reasonable: <i>Vis 1500 m, clear of cloud and with surface in sight.</i>	250 kt IAS below FL100	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 aircraft's position, level and proposed track and requesting clearance to enter the Controlled Airspace.