

## LOWER AIRSPACE RADAR SERVICE (LARS)

### 1. Availability of Service

1.1 The service is available to all aircraft flying outside Controlled Airspace up to FL100, in accordance with the table shown in overleaf 'ATS Units Participating in the Lower Airspace Radar Service'.

1.2 Pilots intending to operate at or above FL100 may be advised to contact an appropriate Air Traffic Control Radar Unit (ATCRU) and request a Deconfliction Service or a Traffic Service. However, as VHF frequencies at Military ATCRUs are not continuously monitored, unless in use, civil pilots may ask controllers to arrange a frequency on which to call the appropriate Unit.

### 2. Description of Service

The service provided will be a Deconfliction Service or Traffic Service as described at pages 20/21 and CAP 774 UK Flight Information Service. A Basic Service may be requested however as this is a non-radar service it does not form part of the LARS provision.

### 3. Procedures

3.1 Pilots intending to use the Lower Airspace Radar Service should note the participating ATS Units close to their intended track and establish two-way RTF communication on the appropriate frequency using the phraseology: '. . . (Participating ATS Unit), . . . . (Aircraft call-sign), request (Basic/Traffic/Deconfliction Service)'. Pilots may be asked to 'stand-by'. When asked to pass your message, pilots should pass the following information, as per Chapter 3 of CAP 413 Radiotelephony Manual.

- (i) Callsign and type of aircraft;
- (ii) Departure Aerodrome/Destination Aerodrome;
- (iii) Present Position;
- (iv) Level;
- (v) Additional details/intentions as necessary (next route point, squawk code).

3.2 Aircraft will be identified and pilots so informed before radar service is given.

3.3 Whenever possible, aircraft will be handed over from controller to controller in an area of overlapping radar cover and pilots told to 'Contact' the next Unit. When this cannot be effected, pilots will be informed of their position and advised which Unit to call for further service.

3.4 If a pilot wishes to enter regulated airspace, even though he may be in receipt of a LARS beforehand, he remains responsible for obtaining the required clearances or permissions before entry. LARS Controllers may assist in obtaining clearance or permissions, if workload permits, but pilots must be prepared to carry out this task independently.

### 4. Terrain Clearance

Terrain clearance will be the responsibility of pilots. However, LARS Units will set a level or levels below which a Deconfliction Service is to be refused or terminated.

### 5. Advice to Pilots

5.1 The provision of LARS is at the discretion of the controllers concerned because they may be fully engaged in their primary tasks. Therefore, occasionally, the service may not be available.

5.2 Boscombe Down Service Limitations - Limited Traffic Service at and below FL40.

5.3 Cardiff Radar Service Limitations - LARS cover may not be available below 3000ft. Pilots will be advised if LARS not available and an alternative ATS may be offered.

5.4 Farnborough Service Limitations - All aircraft inbound to Farnborough should contact Farnborough Radar on 134.355. Traffic inbound to Odiham should contact Odiham Approach on 131.305. Traffic service is not available below Alt 1500ft.

5.5 Warton Service Limitations - Warton PSR is suppressed in certain sectors to mitigate interference from ground clutter and wind turbines. Pilots will be advised of reduced service by Warton Radar.

## ATS Units Participating in the Lower Airspace Radar Service (LARS)

Unit	Frequency	Service Radius (nm)	Op hrs/Remarks
Boscombe Down .....	126•705 .....	30 ...	Mon-Thu 0830-1700, Fri 0830-1630.
Bournemouth .....	119•480 .....	30 ...	0800-2000.
Brize Norton .....	124•280 .....	40 ...	0900-1700.
Cardiff .....	119•155 .....	40 ...	0600-2300.
Coningsby .....	119•205 .....	30 ...	Mon-Fri 0800-1700.
Culdrose .....	134•055 .....	30 ...	Mon-Thu 0830-1700; Fri 0830-1400.
East Midlands .....	134•180 .....	30 ...	H24.
Exeter .....	128•980 .....	30 ...	Mon-Fri 0630-0230; Sat 0600-2100 Sun 0600-2200. (Mon-Sun 0600-0300 Summer).
Farnborough (West) .....	125•250 .....	<b>See</b> .....	0800-2000.
Farnborough (East) .....	123•225 .....	<b>Chart</b> .....	0800-2000.
Farnborough (North) .....	132•800 .....	<b>Opposite</b> .....	0800-2000.
Humberside .....	119•130 .....	30 ...	0630-2115.
Leeming .....	133•380 .....	30 ...	Mon-Thu 0800-1800; Fri 0800-1700.
Leuchars .....	126•505 .....	40 ...	0900-1700.
Lossiemouth .....	119•580 .....	40 ...	Mon-Fri 0900-1700.
Marham .....	124•155 .....	30 ...	Mon-Thu 0800-2359; Fri 0800-1800.
Newcastle .....	124•380 .....	40 ...	H24.
Newquay .....	133•405 .....	60 ...	0730-2130.
Norwich .....	119•355 .....	30 ...	0630-2130.
Plymouth Military (West) ..	121•255 .....	40 ...	Mon-Thu 0800-1700; Fri 0800-1400 Note 1.
Plymouth Military (East) ..	124•150 .....	40 ...	Mon-Thu 0800-1700; Fri 0800-1400 Note 1.
Shawbury .....	133•155 .....	40 ...	Mon-Fri 0830-1700 (1730 Summer).
Southend .....	130•780 .....	25 ...	0900-1800.
Teesside Intl Airport .....	118•855 .....	40 ...	0800-1800.
Valley .....	125•230 .....	40 ...	Mon-Thu 0800-1800; Fri 0800-1700.
Waddington .....	119•505 .....	30 ...	Mon-Thu 0800-1800; Fri 0800-1300.
Warton .....	129•530 .....	40 ...	Mon-Thu 0730-1900, Fri 0730-1700.
Yeovilton .....	127•355 .....	30 ...	Mon-Thu 0830-1630; Fri 0830-1300.

### Notes:

- The East and West LARS areas are divided at the Western edge of Berry Head CTA 1, 3 & 5.

**Radar Coverage Diagram overleaf**

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