

AERONAUTICAL INFORMATION CIRCULAR Y 002/2017

UNITED KINGDOM



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Y63/2015



CHANGES TO THE HIGHLANDS RESTRICTED AREA (HRA) – EG R610 A/B/C/D

1 Introduction

- 1.1 The Highland Restricted Area (HRA) was established in the interests of flight safety to enable military pilots to train at low-level in all weather conditions, including Instrument Meteorological Conditions (IMC). The HRA was active Monday-Thursday 1500-2300 (1 hour earlier in Summer) excluding Scottish public holidays. However, this requirement has evolved over time and a permanent Restricted Area is no longer considered appropriate.
- 1.2 To facilitate a more effective and flexible use of Class G airspace, when the HRA is required for sole military operational training it will be notified by the MOD Low Flying Booking Cell (LFBC) to the Civil Aviation Authority's Airspace Regulation section. Restricted airspace will then be re-established for a set period of time, in accordance with Article 239 of the Air Navigation Order 2016. A new Statutory Instrument will be raised and notification of the restrictions will be promulgated by J series NOTAM. When the HRA is not active, airspace users are reminded that they may still encounter fast jets operating VFR at low-level within Low Flying Area (LFA) 14T.

2 Areas

- 2.1 The HRA comprises 4 areas (EG R610 A/B/C/D) defined by the co-ordinates in the table below and depicted on the accompanying chart extract. These areas have the same lateral and vertical limits as the previous permanent Restricted Areas (with the exception of R610A which contains new co-ordinates for the north east corner as a result of MOD-agreed implementation of new approach procedures for Wick).

3 Entry by Non-Participating Aircraft

- 3.1 When active, entry by non-participating civil and military aircraft may be granted subject to planned military activity following a clearance issued by the Low Flying Booking Cell supervisor, who may be contacted on Tel: 01780-416001. Entry into areas R610C and R610D may also be granted subject to a tactical clearance issued by the Range Control Officer at Tain Range on RTF frequency 122.750 MHz.

4 Charts and Publications

- 4.1 The HRA encompasses a large geographic area with a relatively complex boundary. To retain situational awareness for all airspace users, the HRA remains on all relevant aeronautical charts is now bounded by a dashed red line (indicating the activation will be promulgated by NOTAM). The Legend Note explaining the arrangements is included on each relevant 1:250,000 and 1:500,000 aeronautical chart.
- 4.2 UK AIP ENR 5.1 details the relevant coordinated and altitudes, and the areas are depicted in the UK AIP ENR 6-1-10-3 (PINS Areas and UK Day Low Flying System) and UK AIP ENR 6.5.1.1 (Chart of United Kingdom Airspace Restrictions and Hazardous Areas).

The HRA comprises R610 A/B/C/D whose lateral and vertical limits are incorporated into the following table:

EG R610A	EG R610B	EG R610C	EG R610D
SFC – 5000 ft amsl	750 ft– 5000 ft amsl	SFC – 2000 ft amsl	SFC – 2000 ft amsl
583000N 0033902W - 582828N 0033815W - 582356N 0032847W - 580345N 0041248W - 580300N 0043000W - 580000N 0043700W - 574700N 0042500W - 573900N 0043000W - 573800N 0044500W - 573000N 0043800W - 571800N 0045200W - 571100N 0045300W - 570900N 0050000W - 570000N 0050200W - 565400N 0050500W - 565600N 0054700W - 571300N 0053500W - 575000N 0054300W - 580000N 0051500W - 583000N 0044900W - 583000N 0043000W - 582500N 0043000W - 583000N 0042000W - 583000N 0033902W	575000N 0054300W - 574004N 0054050W - 573840N 0055739W - 570000N 0055644W - 570000N 0061504W - 574715N 0061637W - 575000N 0054300W	582218N 0033224W - 581434N 0031929W - 581121N 0032654W - 581900N 0033940W - 582218N 0033224W	574900N 0040606W - 574500N 0040254W - 574234N 0041056W - 573900N 0043000W - 574700N 0042500W - 574900N 0040606W

5 Flights by Helicopters Within the HRA

- 5.1 The following operating concessions exist for approved helicopter operators wishing to fly within the HRA when active. The operator is to notify flight requirements to the LFBC on Tel: 01780-416001 not less than six hours before the intended flight along one of the specified helicopter routes detailed below. Such flights will be notified by NOTAM.
- 5.2 **Specified Helicopter Routes.** The width of the specified helicopter routes is 0.5 nm either side of the centre-line of each route. The maximum helicopter operating height along the routes is 800 ft agl. Activation of each route will be subject to NOTAM by LFBC. A depiction of these routes is included on the chart extract below.

(a) Achnasheen Helicopter Route

Route Centreline - Gorsten (573727N 0044212W), A832 road to Achnasheen (573442N 0050448W), A890 road to Balnacra (572740N 0052248W), railway line to Plockton (572001N 0053955W), NW of Broadford (571436N 0055445W) to Sligachan Hotel (571726N 0061020W) then either A87 to Portree (572447N 0061158W) and Borge (572704N 0061540W) or the A863 to Drynoch (571818N 0061752W).

(b) Dirrie More Helicopter Route

Route Centreline - Gorsten (573727N 0044212W), A835 road via Dirrie More (574426N 0045815W) and Strathmore (574739N 0050248W) to Ullapool (575400N 0050920W), A835 road to Ardmair (575608N 0051128W) thence along coast until clear of HRA.

(c) Glen Shiel Helicopter Route

Route Centreline - Eastern edge Loch Cluanie (570849N 0050005W), A87 road to Kirton (571707N 0053555W) via Glen Shiel.

(d) Loch Shin Helicopter Route

Route Centreline - Colaball (580326N 0042605W), A838 road to Lochstack Lodge (582045N 0045730W) via Loch Shin and Loch More.

(e) Glencalvie Lodge Helicopter Route

Route Centreline - River Carron abeam Braelang Well Lodge (575352N 0043012W) via abeam Amat Lodge (575242N 0043414W) to Glencalvie Lodge (575152N 0043514W).

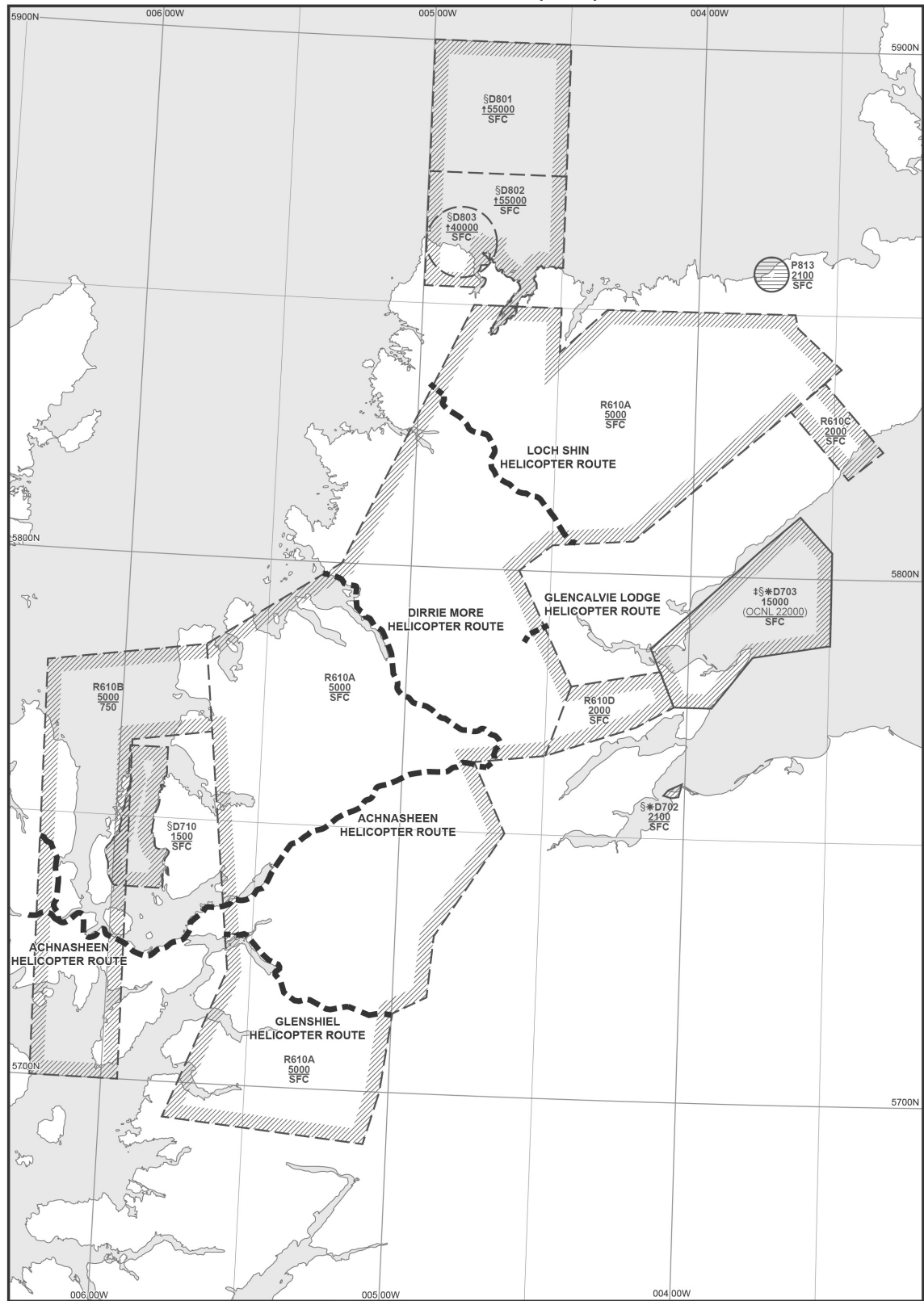
6 Enquiries

- 6.1 Enquiries relating to Restricted Airspace should be directed to:

Mr R E J Gratton
Principal Airspace Regulator
Airspace Regulation
K6, CAA House
45-59 Kingsway
London
WC2B 6TE

Tel: 020-7453 6599
Email: airspace@caa.co.uk

THE HIGHLANDS RESTRICTED AREA (HRA) – EG R610 A/B/C/D



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