

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1 Air Traffic Services Airspace Classification

- 1.1 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 at GEN 1.7. The Airspace Classifications are described in subsequent paragraphs.
- 1.2 ALL Class A, C, D and E Airspace is hereby notified for the purposes of Article 163 sub-paragraphs (4) (5) (6) and (8) (b) (i) of the Air Navigation Order 2009.

2 Air Traffic Services Airspace Description**2.1 Class A - Controlled Airspace**

	IFR	VFR
Service	Air Traffic Control Service.	VFR FLIGHT
Separation	Separation provided between all IFR flights by ATC.	
ATC Rules	Flight Plan required; (See Note 1) ATC clearance required; Radio Communication required; ATC instructions are mandatory.	NOT
VMC Minima	At or above FL 100: 8 km flight visibility, 1500 m horizontal and 1000 ft vertical distance from cloud Below FL 100: 5 km flight visibility, 1500 m horizontal and 1000 ft vertical distance from cloud (See Note 2)	PERMITTED
Speed Limitation	As published in procedures or instructed by ATC.	

Note 1: In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).

Note 2: For the purposes of:

- (a) Climbs and descents maintaining VMC;
- (b) Powered aircraft - Airways crossings (ENR 1.1, paragraph 1.6.1.6.1);
- (c) Powered aircraft - other penetrations of Airways (ENR 1.1, paragraph 1.6.1.6.2).

2.1.1 Notifications

2.1.1.1 The following Airspace is notified Class A Airspace:

- (a) **All Control Areas (Airways) below FL 195 as notified within the UK FIR** With the exceptions listed below:
- (i) Those parts which lie within the boundaries of the Belfast TMAs/CTRs and Scottish TMAs;
 - (ii) part of Airway L10 (between Isle of Man VOR IOM and Belfast VOR BEL);
 - (iii) part of Airway L15 (between MAKUX and DUFFY);
 - (iv) part of Airway L18 (between BADSI and LIPGO);
 - (v) part of Airway L70 (between KOLID and PENIL and RAMOX and BAGSO);
 - (vi) part of Airway L602 (between Glasgow VOR GOW and Tiree VOR TIR);
 - (vii) part of Airway L603 (between Isle of Man VOR IOM and LISBO);
 - (viii) part of Airway L975 (between GINIS and LIFFY);
 - (ix) part of Airway N34 (between NEVRI and Belfast VOR BEL);
 - (x) part of Airway N560 (between Glasgow VOR GOW and KOKAL);
 - (xi) part of Airway N562 (between Turnberry VOR TRN and Machrihanish DME MAC);
 - (xii) parts of Airway N601 (552239N 0031545W to GRICE and Area 1 bounded by 551735N 0025427W - 551724N 0024532W - 551241N 0023052W - 545912N 0022555W - 545610N 0024159W - 551735N 0025427W);
 - (xiii) part of Airway N864 between EXMOR and the southern boundary of L9 below FL 105;
 - (xiv) part of Airway P6 (between RUBOV and Belfast VOR BEL);
 - (xv) Airway P18 (between UVAVU and NATEB below FL 125 and between NATEB and Aberdeen VOR ADN at all levels);
 - (xvi) parts of Airway P600 (between ROTEV (FIR Boundary) and ENUKU) and (between Aberdeen VOR ADN and BUDON);
 - (xvii) part of Airway P620 (between NIMAT and BLACA);

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- (xviii) part of Airway Y124 (between LUTIP and DEXEN (FIR Boundary));
 - (xix) Airway Y904 (between Aberdeen VOR ADN and Wick VOR WIK);
 - (xx) Airway Y905 (between Aberdeen VOR ADN and Sumburgh VOR SUM);
 - (xxi) Airway Y906 (between RIMOL and Stornoway VOR STN);
 - (xxii) Airway Y911 (between BOYNE (FIR Boundary) and Isle of Man VOR IOM);
 - (xxiii) Airway Y958 (between BRUCE and TOBMO);
 - (xxiv) the BANBA Control Area.
- (See also ENR 1.4 paras 2.3.1.1 and 2.4.1.2).

(b) Channel Islands Terminal Control Area (North and South);

Outside the notified hours of watch of the Jersey Air Traffic Control Unit:

- (i) Those parts of the 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 existing ATS routes N862, N90, Y91, Q41, M185, L980 are notified as Class G Airspace.

(c) Clacton Control Area below FL 195;

(d) Cotswold Control Area 3 below FL 195;

(e) Daventry Control Area below FL 195;

(f) London Terminal Control Area below FL 195;

(g) Manchester Terminal Control Area below FL 195;

(h) North Sea Control Area, CTA 2 (GODOS) and CTA 3 (MOLIX) FL 175 to FL 195;

(i) Portsmouth Control Area below FL 195;

(j) Shanwick Oceanic Control Area;

The Shanwick, Santa Maria, New York and Reykjavik Oceanic Control Areas are hereby notified pursuant to Article 255 (1) of the Air Navigation Order 2009 at and above FL 55 for the purposes of ICAO Annex 11 Chapter 2 para 2.6.1 and SERA.6001(a) Classification of Airspaces Class A.

(k) Strumble Control Area 1;

(l) Worthing Control Area below FL 195.

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2.2 Class B - Controlled Airspace

	IFR	VFR
Service	Air Traffic Control Service.	
Separation	Separation provided between all flights by ATC.	
ATC Rules	Flight Plan required; (See Note) ATC clearance required; Radio Communication required; ATC instructions are mandatory.	
VMC Minima	Not applicable.	At or above FL 100: 8 km flight visibility Clear of cloud. Below FL 100: 5 km flight visibility Clear of cloud.
Speed Limitation	As published in procedures or instructed by ATC.	

Note: In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).

No UK Airspace is currently designated Class B.

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2.3 Class C - Controlled Airspace

	IFR	VFR
Service	Air Traffic Control Service.	
Separation	Separation provided between all IFR flights by ATC.	All VFR flights separated from all IFR flights by ATC. Traffic information provided on other VFR flights and traffic avoidance advice on request.
ATC Rules	Flight Plan required; (See Note) ATC clearance required; Radio Communication required; ATC instructions are mandatory.	
VMC Minima	Not applicable.	At or above FL 100: 8 km flight visibility 1500 m horizontal and 1000 ft vertical distance from cloud; Below FL 100: 5 km flight visibility 1500 m horizontal and 1000 ft vertical distance from cloud.
Speed Limitation	As published in procedures or instructed by ATC.	Below FL 100: 250 kt IAS; OR lower when published in procedures or instructed by ATC.

Note: In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).

2.3.1 Notifications

2.3.1.1 The following airspace is notified as Class C Airspace:

- (a) The London and Scottish FIRs above FL 195 including all Control Areas (including Airways) as notified within the UK FIR and Upper Airspace Control Area - the London and Scottish UIR between FL 245 and FL 660 (which includes the Hebrides Upper Control Area (UTA));
- (b) Cotswold Control Areas 1 and 2 below FL195;
- (c) Midlands Control Area;
- (d) Severn Control Areas 1 and 2 below FL165;
- (e) Southern Control Area;
- (f) Strumble Control Area 2;
- (g) Manchester Terminal Control Area above FL 195;
- (h) Scottish Terminal Control Area above FL 195;
- (i) Airway L18 below FL 195 between BADSI and LIPGO;
- (j) Airway L70 below FL 195 between KOLID and PENIL and RAMOX and BAGSO;
- (k) Airway L975 below FL 195 between GINIS and LIFFY;
- (l) N601 Airspace extension below FL 195 between BEDFO and EMBOR;
- (m) Airway Y124 below FL 195 between LUTIP and DEXEN (FIR Boundary).

2.3.2 VFR Flight in Class C Airspace

2.3.2.1 General arrangements for VFR flight in Class C airspace are specified at ENR 1.1.4.

2.3.2.2 Specific arrangements for glider operations within Temporary Reserved Areas in Class C airspace above FL 195 are detailed at ENR 1.1.1 paragraph 9 (Charts see ENR 6-3-0-3/4).

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2.4 Class D - Controlled Airspace

	IFR	VFR
Service	Air Traffic Control Service.	
Separation	Separation provided between all IFR flights by ATC. Traffic information provided on VFR flights and traffic avoidance advice on request.	ATC separation not provided. Traffic information provided on IFR flights and other VFR flights; traffic avoidance advice on request.
ATC Rules	Flight Plan required; (See Note) ATC clearance required; Radio Communication required; ATC instructions are mandatory.	
VMC Minima	Not applicable.	At or above FL 100: 8 km flight visibility 1500 m horizontal and 1000 ft vertical distance from cloud; Below FL 100: 5 km flight visibility 1500 m horizontal and 1000 ft vertical distance from cloud.
Speed Limitation	Below FL 100: 250 kt IAS; OR lower when published in procedures or instructed by ATC.	

Note: In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).

2.4.1 Notifications

2.4.1.1 The following airspace is notified as Class D Airspace during the notified hours of watch of the appropriate Air Traffic Control Unit.

Aberdeen Control Zone/Control Area (Notes 1 and 2(a));	Leeds Bradford Control Zone/Control Area (Note 1);
Balder Control Area (Note 4);	Liverpool Control Zone/Control Area (Note 3);
Belfast Control Zone;	London Control Zone (Notes 2(e) and 3);
Belfast Terminal Control Area;	London/City Control Zone/Control Area (Note 2(e));
Belfast/City Control Zone/Control Area;	London Gatwick Control Zone/Control Area (Note 3);
Birmingham Control Zone/Control Area (Note 3);	London Luton Control Zone/Control Area (Note 3);
Bournemouth Control Zone (Note 1);	London Stansted Control Zone/Control Area (Note 3);
Bristol Control Zone/Control Area;	Manchester Control Zone/Control Area (Note 3);
Brize Norton Control Zone;	Newcastle Control Zone/Control Area (Notes 1 and 2(b));
Cardiff Control Zone/Control Area (Note 3);	Norwich Control Zone/Control Area (Notes 1 and 3);
Channel Islands Control Zone/Control Area (Note 2(f));	Prestwick Control Zone/Control Area (Notes 2(b) and 3);
Doncaster Sheffield Control Zone/Control Area (Notes 1 and 3);	Scottish Terminal Control Area as shown at ENR 6-2-1-5;
Durham Tees Valley Control Zone/Control Area;	Solent Control Area (Note 1);
East Midlands Control Zone/Control Area (Note 3);	Southampton Control Zone (Note 1);
Edinburgh Control Zone/Control Area (Notes 1, 2(b) and 3);	Southend Control Zone/Control Area;
Ekofisk Control Area (Note 4);	Strangford Control Area;
Glasgow Control Zone/Control Area (Notes 1, 2(b) and 3);	Sumburgh Control Zone/Control Area (Note 2(c) and (d)).
Isle of Man Control Zone/Control Area (Note 1);	

Note 1

Notified as Class D Airspace for the purposes of SERA.6001 Classification of Airspaces, during the notified hours of watch of the appropriate Air Traffic Control Unit subject to the conditions in Note 2.

Note 2

- (a) An aircraft without radio equipment must not fly in Class D Airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (c).

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- (b) An aircraft without radio equipment and flown in accordance with the Instrument Flight Rules must not fly in Class E Airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (c).
- (c) For the purposes of paragraphs (1) and (2), the conditions are that the aircraft must:
 - (i) only fly during the day;
 - (ii) only fly within notified controlled airspace notified for the purpose of this paragraph;
 - (iii) remain at least 1500 m horizontally and 1000 ft vertically away from cloud and in a flight visibility of at least 5 km;
 - (iv) comply with any electronic conspicuity requirements specified by the air traffic control unit; and
 - (v) comply with any other conditions specified by the appropriate air traffic control unit.
(As applied to the Isle of Man by the Civil Aviation (Subordinate Legislation) (Application) (No 2) Order 1996).

Note 3

- (a) Birmingham Control Zone and Control Area.

The Birmingham Aerodrome Traffic Zone is hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009, when there is a flight visibility of at least 3 km.

- (b) Cardiff Control Zone and Control Area.

The Cardiff Aerodrome Traffic Zone is hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-para 2(c)(ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009, when there is a flight visibility of at least 3 km.

- (c) Doncaster Sheffield Control Zone.

The Aerodrome Traffic Zone and the entry/exit lanes at Doncaster Airport, are hereby notified for the purposes of Schedule 7 of the Air Navigation Order 2009, Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), when there is a flight visibility of at least 3 km.

- (d) East Midlands Control Zone and Control Area.

The East Midlands Aerodrome Traffic Zone is hereby notified for the purposes of Schedule 7 Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009, when there is a flight visibility of at least 3 km. The entry/exit lanes in the East Midlands Control Zone are hereby notified for the purposes of Schedule 7 Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009, when there is a flight visibility of at least 4 km.

- (e) Edinburgh Control Zone.

The Aerodrome Traffic Zone and the entry/exit lanes at Edinburgh Airport, are hereby notified for the purposes of Schedule 7 of the Air Navigation Order 2009, Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), when there is a flight visibility of at least 3 km.

- (f) Glasgow Control Zone.

The Aerodrome Traffic Zone and the entry/exit lanes at Glasgow Airport, are hereby notified for the purposes of Schedule 7 of the Air Navigation Order 2009, Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), when there is a flight visibility of at least 3 km.

- (g) Liverpool Control Zone and Control Area.

The access lanes and Aerodrome Traffic Zone/local flying area for Liverpool are hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-paragraph 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-paragraph 3 (g) (ii), of the Air Navigation Order 2009 when there is a flight visibility of at least 3 km.

- (h) London Gatwick Control Zone and Control Area.

That part of the Redhill local flying area that lies within the Gatwick CTR is hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes) sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009 when there is a flight visibility of at least 3 km.

- (i) London Control Zone.

- (i) The access lanes/local flying areas for Denham, White Waltham, Fair Oaks, Brooklands and the London Heliport contained within the London Control Zone are hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009 when there is a flight visibility of at least 3 km;
- (ii) The Northolt Aerodrome Traffic Zone and the Radar Manoeuvring Area contained within the London Control Zone are hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009 when there is a flight visibility of at least 4 km.

- (j) London Luton Control Zone and Control Area.

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The London Luton Aerodrome Traffic Zone and the entry/exit lanes in the London Luton Control Zone are hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009 when there is a flight visibility of at least 3 km.

(k) London Stansted Control Zone and Control Area.

(i) The London Stansted Aerodrome Traffic Zone is hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009 when there is a flight visibility of at least 3 km.

(ii) That part of the Andrewsfield Aerodrome Traffic Zone from ground level to 1500 ft QNH which lies within the London Stansted Control Zone, is notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes) sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009, when there is a flight visibility of at least 3 km.

(l) Manchester Control Zone and Control Area.

(i) The access lanes and Aerodrome Traffic Zones/local flying areas for Manchester and Manchester Woodford are hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-paragraph 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-paragraph 3 (g) (ii), of the Air Navigation Order 2009 when there is a flight visibility of at least 3 km.

(ii) The Manchester Control Zone Special Low Level Route is hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-paragraph 2(c)(ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-paragraph 3 (g) (ii), of the Air Navigation Order 2009 when there is a flight visibility of at least 4 km. The Low Level Route is illustrated at AD 2-EGCC-4-1.

(iii) For the purposes of SERA.3105 Minimum Heights, an aircraft flying within the Manchester Control Zone Special Low Level Route is permitted to fly below 1000 ft above the highest obstacle within a radius of 600 m from the aircraft if:

- (1) it is flying on a special VFR flight; or
- (2) it is operating in accordance with the procedures notified for the route.

(m) Norwich Control Zone and Control Area.

The Norwich Aerodrome Traffic Zone is hereby notified for the purposes of Schedule 7, Private Pilots Licence (Aeroplanes), sub-para 2(c)(ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), of the Air Navigation Order 2009, when there is a flight visibility of at least 3 km.

(n) Prestwick Control Zone.

The Aerodrome Traffic Zone and the entry/exit lanes at Prestwick Airport are hereby notified for the purposes of Schedule 7 of the Air Navigation Order 2009, Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) and Basic Commercial Pilots Licence (Aeroplanes) sub-para 3 (g) (ii), when there is a flight visibility of at least 3 km.

Note 4

(a) Balder CTA and Ekofisk CTA.

At Norway ACC (SG West), Sector Offshore is manned with Air Traffic Controllers and a Flight Data Operator (FDO), working frequencies 125.550 MHz, 134.200 MHz and 125.875 MHz. Sector Offshore may be split into 2 or 3 working positions when decided by the Supervisor. Due to the nature of surveillance measures, including the mandate for the carriage and operation of ADS-B transponders, associated with the airspace in which the provision of Air Traffic Services has been delegated by the UK to Norway in conjunction with the introduction of the Balder CTA and Ekofisk CTA within the UK FIR, the following procedures outline the agreed access arrangements.

(i) The UK MOD reserves the right of access to such airspace for State aircraft regardless of their equipment or ability to comply with the requirements set out by the delegated service provider; for:

- Aircraft in an emergency;
- Aircraft involved in National Security tasks, where possible under the positive control of either: Land, Maritime or Airborne Units;
- Aircraft engaged in Maritime operations, where possible under positive control.

Under such circumstances UK State aircraft will operate within the subject airspace under 'due regard' procedures in accordance with Article 3d to the Convention of International Civil Aviation.

(ii) Specific procedures to enable UK MOD (including UK based USAFE) aircraft to conduct normal operational training sorties are detailed below.

(b) Procedures for Coordination of Operational Air Traffic (OAT).

(i) **Coordination of Planned OAT Exercises.** Planned military OAT exercises within the Area of Common Interest (see relevant section of LOA) should be coordinated with Norway ACC SG West at least 24 hours prior to the start of the exercise, with a request for Special Use Airspace (SUA) for the planned exercise. In a normal offshore helicopter traffic situation (priorities may need to be defined) Norway ACC SG West will give an approval for the SUA request.

The SUA request shall contain:

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- (1) The lateral and vertical limits of the Exercise Area;
- (2) The time for start and finish of the Exercise, including means of activation and deactivation of the Exercise Area;
- (3) Contact information for the Exercise Coordination Unit;
- (4) Other operational information related to the Exercise, such as number of aircraft involved, if applicable.

(ii) Special Procedures for Coordination of OAT Operations.

- (1) **Purpose.** Outwith Exercise scenarios, when MOD OAT requires to operate within the Area of Common Interest (ACI), the OAT will normally require to be controlled by a MOD Operational Control Unit (OCU) during the operations. OAT operations within the ACI are to remain outside of the lateral limits of Helicopter Traffic Zones (HTZ).
- (2) The following coordination procedures are to be applied between UK MOD units and Norway ACC SG West in respect of OAT carrying out operations and training within the ACI when prior co-ordination of the OAT operations is not applicable. The procedures are designed to ensure safe operations for both civil offshore helicopters and OAT operating simultaneously within the ACI.
- (3) **Procedures for OAT Coordination.** When OAT operations are required within the ACI, the appropriate UK MOD OCU or the OAT planning to enter the ACI, shall contact the appropriate sector at Norway ACC SG West, on the appropriate frequency or telephone line, prior to entering the ACI, with the following information, where applicable:
 - (aa) MOD OCU or OAT callsign;
 - (bb) The estimated position and a time for the OAT entering the ACI;
 - (cc) Expected direction and estimated period of time for the OAT operations within ACI;
 - (dd) The lateral and vertical limits of the Operating Area;
 - (ee) Maximum altitude for the OAT operations within ACI;
 - (ff) Radar transponder status, including SSR code, if applicable (aircraft may not be ADS-B-out equipped);
 - (gg) Other information, such as contact information to the MOD OCU.

When OAT operations within the ACI are finished, the appropriate MOD OCU or the OAT shall contact the appropriate sector at Norway ACC SG West, on the allocated frequency or telephone line, to deactivate the OAT operations within the ACI and release the airspace for civil helicopter operations.

(c) Communications.

(i) Exchange of Operational Air Traffic Information.

(1) Means of Communication.

(aa) Equipment.

Fixed Communication with Norway ACC SG West via public telephone lines (see para (c)(2)) or Mobile VHF Communication with Norway ACC SG West (see para (c)(3)).

- (2) **Telephone Coordination.** Exchange of Airspace Requests, flight plan data, estimates and other OAT-messages by telephone shall be carried out in accordance with the tables below:

(aa) Messages to Norway ACC SG West.

Switchboard: +47 51 65 8000

Supervisor: +47 51 65 8142

Sector Offshore (FDO): +47 51 65 8155

Sector Offshore (ATCO): +47 51 65 8232

Telefax: +47 51 65 8154

(3) VHF RX/TX Communication

ATC Sector	R/T Callsign	Frequency	Hours of Operation
Offshore Sector 20 Ekofisk	Norway Control	125.875 MHz	0600-2030 Mon-Fri*
Offshore Sector 21 Balder	Norway Control	134.200 MHz	0600-2030 Mon-Fri*
Offshore Sector 22 Statfjord	Norway Control	125.550 MHz	H24

Note: *Published opening hours are in UTC. During summer time period 1 hour earlier.

ATS Offshore is provided by Norway ACC SG West Sector South (Sector 20 and 21) and Sector North (Sector 22) outside Sector Offshore opening hours.

2.4.1.2 The following sections of Airways are notified as Class D Airspace during the notified hours of watch of the appropriate Air Traffic Control Unit:



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- (a) L10, Isle of Man VOR IOM to Belfast VOR BEL;
- (b) L15, MAKUX to DUFFY;
- (c) L186, NORBO to Turnberry VOR TRN;
- (d) L602 within the Glasgow CTR and Scottish TMA;
- (e) L603, Isle of Man VOR IOM to LISBO;
- (f) L612, NAVSO to GOW;
- (g) N34, NEVRI to Belfast VOR BEL;
- (h) N560 within the Glasgow CTR and Scottish TMA;
- (i) N562 within the Scottish TMA;
- (j) N601, IPDOR to GRICE and an area which is part of N601 (Area 1 bounded by 551735N 0025427W - 551724N 0024532W - 551241N 0023052W - 545912N 0022555W - 545610N 0024159W - 551735N 0025427W) (See ENR 3.1);
- (k) An area of N864, below FL105, from EXMOR to a line joining 513946N 0032432W - 513838N 0031727W - 513743N 0030845W; and UNURO to PIPAR;
- (l) P6, RUBOV to Belfast VOR BEL;
- (m) P18, UVAVU to NATEB (below FL 125) and NATEB to Aberdeen VOR ADN (All Levels);
- (n) P600, ROTEV to ENUKU;
- (o) P600 within the Aberdeen CTR/CTA;
- (p) P620, NIMAT to BLACA;
- (q) T256, OSMEG to NORBO;
- (r) Y96, HAVEN to NORBO;
- (s) Y904 within the Aberdeen CTR/CTA;
- (t) Y905 within the Aberdeen CTR/CTA.

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2.5 Class E - Controlled Airspace

	IFR	VFR
Service	Air Traffic Control Service.	Traffic information as far as practicable.
Separation	Separation provided between all flights by ATC. Traffic information provided on VFR flights as far as practicable.	ATC separation not provided. Traffic information as far as practicable.
ATC Rules	Flight Plan required; (See Note) ATC clearance required; Radio Communication required; ATC instructions are mandatory.	None. However, pilots are encouraged to contact ATC and comply with instructions.
VMC Minima	Not applicable.	At or above FL 100: 8 km flight visibility 1500 m horizontal and 1000 ft vertical distance from cloud; Below FL 100: 5 km flight visibility 1500 m horizontal and 1000 ft vertical distance from cloud;
Speed Limitation	Below FL 100: 250 kt IAS; OR lower when published in procedures or instructed by ATC.	

Note: In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).

2.5.1 Notifications

2.5.1.1 The following airspace is notified as Class E Airspace:

- (a) Parts of the Scottish Terminal Control Area below 6000 ft (See ENR 6-2-1-5);
- (b) part of Airway L602 (between Glasgow VOR GOW and Tiree VOR TIR) (See **Note**);
- (c) part of Airway N560 (between Glasgow VOR GOW and KOKAL) (See **Note**);
- (d) part of Airway N562 (between Turnberry VOR TRN and Machrihanish DME MAC) (See **Note**);
- (e) part of Airway P600 (between Aberdeen VOR ADN and BUDON) (See **Note**);
- (f) Airway Y904 (between Aberdeen VOR ADN and Wick VOR WIK) (See **Note**);
- (g) Airway Y905 (between Aberdeen VOR ADN and Sumburgh VOR SUM) (See **Note**);
- (h) Airway Y906 (between RIMOL and Stornoway VOR STN) (See **Note**);
- (i) Airway Y911 (between BOYNE (FIR Boundary) and Isle of Man VOR IOM) (See **Note**);
- (j) Airway Y958 (between BRUCE and TOBMO) (See **Note**).

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

ENR 1.4 ATS AIRSPACE CLASSIFICATION (continued)**2.6 Class F - Advisory Airspace**

	IFR	VFR
Service	Air Traffic Advisory Service.	UK Flight Information Services as required (Basic Service, Traffic Service).
VMC Minima	Not applicable.	<p>At or above FL 100:</p> <p>8 km flight visibility</p> <p>1500 m horizontal and 1000 ft vertical distance from cloud;</p> <p>Below FL 100:</p> <p>5 km flight visibility</p> <p>1500 m horizontal and 1000 ft vertical distance from cloud;</p> <p>OR,</p> <p>At or below 3000 ft amsl:</p> <p>(a) aircraft:</p> <p>5 km flight visibility</p> <p>clear of cloud and with the surface in sight;</p> <p>(b) aircraft (except helicopters) 140 KIAS or less:</p> <p>1500 m flight visibility</p> <p>clear of cloud and with the surface in sight;</p> <p>(c) helicopters at a speed which, having regard to the visibility, is reasonable:</p> <p>clear of cloud and with the surface in sight in a flight visibility of at least 1500m.</p>
Speed Limitation	<p>Below FL 100:</p> <p>250 kt IAS;</p> <p>OR</p> <p>lower when published in procedures or instructed by ATC.</p>	

2.6.1 Designation

No UK Airspace is currently designated as Class F.

ENR 1.4 ATS AIRSPACE CLASSIFICATION (continued)

2.7 Class G Airspace

	IFR	VFR
Service	UK Flight Information Services as required (Basic Service, Traffic Service, Deconfliction Service or Procedural Service)	
Separation	ATC Separation cannot be provided due to the nature of the unknown Class G traffic environment. 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.	
ATC Rules	Instructions issued by controllers to pilots operating outside controlled airspace are not mandatory; however, the services rely upon pilot compliance with the specified terms and conditions so as to promote a safer operating environment for all airspace users.	
VMC Minima	Not applicable.	<p>At or above FL 100:</p> <p>8 km flight visibility</p> <p>1500 m horizontal and 1000 ft vertical distance from cloud;</p> <p>Below FL 100:</p> <p>5 km flight visibility</p> <p>1500 m horizontal and 1000 ft vertical distance from cloud;</p> <p>OR,</p> <p>At or below 3000 ft amsl:</p> <p>(a) aircraft:</p> <p>5 km flight visibility</p> <p>clear of cloud and with the surface in sight;</p> <p>(b) aircraft (except helicopters) 140 KIAS or less:</p> <p>1500 m flight visibility</p> <p>clear of cloud and with the surface in sight;</p> <p>(c) helicopters at a speed which, having regard to the visibility, is reasonable:</p> <p>clear of cloud and with the surface in sight in a flight visibility of at least 1500m.</p>
Speed Limitation	<p>Below FL 100:</p> <p>250 kt IAS;</p> <p>OR</p> <p>lower when published in procedures or instructed by ATC.</p>	

2.7.1 Designation

2.7.1.1 All UK Airspace, including that above FL 660, not included in Classes A to F.

2.7.2 Aerodrome Traffic Zones and Notification for Rule 11

2.7.2.1 Aerodrome Traffic Zones (ATZs) are not included in the Airspace Classification System. An ATZ assumes the conditions associated with the Class of Airspace in which it is situated.

2.7.2.2 Every aerodrome at which an ATZ is established is notified for the purposes of Rule 11 of the Rules of the Air Regulations 2015. As a minimum therefore, when flying within an ATZ the requirements of Rule 11 must be complied with.

2.7.2.3 ATZs at civil licensed aerodromes are notified in the UK AIP within individual aerodrome entries. ATZs at other than civil licensed aerodromes are notified in the UK AIP at ENR 2-2.

2.7.2.4 Where the requirements of the Class of Airspace of which an ATZ forms a part are more stringent than Rule 11 then those must be complied with. Thus, in Class G Airspace Rule 11 will be the relevant requirement, but in Class A Airspace the more onerous requirements of Class A take precedence.

2.7.2.5 Aerodromes at which ATZs may be established are those which:

- (a) Are government aerodromes; or
- (b) have an Air Traffic Control Unit; or
- (c) have an Aerodrome Flight Information Unit; or
- (d) are licensed and have a means of two-way radio communication with aircraft; and whose hours of operation are notified for the purposes of Rule 11.

2.7.2.6 Pilots should be aware that in order to comply with the provisions of Rule 11 they must adopt the following procedures:

ENR 1.4 ATS AIRSPACE CLASSIFICATION (continued)

- (a) Before taking off or landing at an aerodrome within an ATZ or transiting through the associated airspace, obtain the permission of the air traffic control unit, or where there is no air traffic control unit, obtain information from the flight information service unit or air/ground radio station to enable the flight to be conducted with safety.
- (b) Radio equipped aircraft must maintain a continuous watch on the appropriate radio frequency and advise the air traffic control unit, flight information unit or air/ground radio station of their position and height on entering the zone and immediately prior to leaving it.
- (c) Non-radio aircraft operating within a notified ATZ must comply with any conditions prescribed by the air traffic control unit, flight information unit or air/ground radio station prior to the commencement of the flight with any instructions issued by visual means.

2.7.2.7 Failure to establish two-way radio communications with the air traffic control unit, flight information unit or air/ground radio station during their notified hours of operation must not be taken as an indication that the ATZ is inactive. In that event, except where the aircraft is in a state of emergency or is being operated in accordance with radio failure procedures, pilots should remain clear of the ATZ.

2.7.2.8 Rule 11 does not apply outside the notified hours of operation. Permanent changes or temporary extensions to ATZ hours may be notified by United Kingdom NOTAM. Pilots should exercise caution, however, since some airfields may continue to operate outside of those notified hours.

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