

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 Units of Measurement

- 1.1 The table of units of measurement used in the United Kingdom is that which is published in ICAO Annex 5 (Fifth Edition) Chapter 3 including permitted non-SI alternative units.

Measurement of	Units
Distance used in navigation, position report etc – generally in excess of 2 or 3 nautical miles	*Nautical miles and tenths
Relatively short distances such as those relating to aerodromes (eg runway lengths)	Metres
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility < 5000 metres (including RVR)	Metres
Visibility > 5000 metres	Kilometres
Distance from cloud	Metres
Depth of runway deposit	Centimetres or millimetres
Altimeter setting	Hectopascals
Temperature	Degrees Celsius (Centigrade)
Weight/mass	Metric tonnes or kilogrammes
Date/Time	Year, Month, Day, Hour and Minute, the day of 24 hours beginning at midnight Co-ordinated Universal Time
* International nautical miles, for which conversion into metres is given by 1 international nautical mile = 1852 m.	

- 1.2 There is no sharp dividing line between the usage of nautical miles or metres for the two types of horizontal distances referred to in the table above. There is no hard and fast rule, but distances having a navigational or position reporting aspect are given in nautical miles even if they are less than 2 nautical miles (eg ranges from touchdown during a precision approach). These are given in nautical miles and fractions. Distances on the aerodrome (eg runway lengths, etc.) are given in metres. Distances from obstacles in the vicinity of aerodromes and ILS marker distances are generally shown in nautical miles and tenths, except when it is necessary for greater accuracy for some middle markers to be shown in metres.
- 1.3 Nautical miles or feet, as appropriate, will be used in designating horizontal distances at military aerodromes, joint-user aerodromes controlled by Service personnel and in RAF Sections at Air Traffic Control Centres. Horizontal distances will, however, be given to civil pilots in metric units, on request. Similarly, at civil aerodromes, joint-user aerodromes under civil control and in civil sections at Air Traffic Control Centres, Service pilots will be given distances in nautical miles or feet, as appropriate, on request.

2 Temporal Reference System

- 2.1 Time in the case of the following services and publications is expressed in terms of Co-ordinated Universal Time (UTC):
- (a) Air Traffic Services;
 - (b) Aeronautical Telecommunications Service;
 - (c) UK AIP;
 - (d) Supplements to the UK AIP **(unless otherwise stated)** ;
 - (e) UK AIC **(unless otherwise stated)** ;
 - (f) UK NOTAM **(unless otherwise stated)** .
- 2.1.1 In the case of Air Traffic Services, time is given in position reporting and estimates is expressed to the nearest minute. Time checks given to aircraft by Air Traffic Services Units may be expressed in terms of seconds or fractions of a minute dependent upon the type and accuracy of clocks available.
- 2.1.2 In the UK, local time during the Summer will be 1 hour in advance of UTC (UTC + 1 hour), in Winter it will be UTC.
- 2.1.3 Summer Time will commence at 0100 on 26 March 2017, and end at 0200 on 29 October 2017.

3 Geodetic Reference Data

- 3.1 The geographical co-ordinates indicating Latitude and Longitude are expressed in terms of the World Geodetic Survey of 1984 (WGS84) geodetic reference datum.

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS (continued)

3.2 Surveyed co-ordinates WGS84 are realised in the UK using the National GPS Network, a 3-D TRF (Terrestrial Reference Frame), using the ETRS89 (European Terrain Reference System 89) datum or by direct connection to the IGS system.

3.3 Area of Application

3.3.1 The area of application for the published geographical co-ordinates coincides with the Area of Responsibility for UK Air Traffic Services, ie London and Scottish Flight Information Regions; Scottish and Shanwick Oceanic Control Areas. In particular the airspace types shown below:

Area/en-route co-ordinates	Aerodrome co-ordinates
FIR Boundaries and Crossing points	Reference Points
ATS, RNAV and Conditional Routes	Thresholds
Holding Points	Radio Nav Aids – Precision and Non-Precision
Radio Nav Aids (Off Aerodrome)	Runway centre-line
CTA, TMA, CTR	Extended Runway centre-line FAFs
Restricted, Prohibited and Danger Areas	Stands and Nav Checkpoints
Obstacles – En-route	
Other significant points and areas	

3.4 Aerodrome with coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2, and Annex 14, Volumes I and II, Chapter 2, are listed below:

Ascot
Cheltenham
Derby

4 Vertical Reference System

4.1 Ordnance Datum (Newlyn) is the source of Mean Sea Level heights in the UK.

4.2 OSGM02 is the National Geoid Model used in the UK for determining elevations Above Mean Sea Level (AMSL) datum; Ordnance Datum Newlyn.

5 Aircraft Nationality and Registration Marks

5.1 The nationality mark for British Civil aircraft is the letter 'G'. This nationality mark is followed by a hyphen and a registration mark consisting of four letters. Example: G-BAAA.

6 Public Holidays in the UK

6.1 The following dates are notified as Public Holidays during 2017:

Public Holiday	England and Wales	Scotland	Northern Ireland
New Years Day	1 Jan	1 Jan	1 Jan
Substitute Bank Holiday in lieu of 1 Jan	2 Jan	2 Jan	2 Jan
Substitute Bank Holiday in lieu of 2 Jan	-	3 Jan	-
Bank Holiday	-	-	17 Mar
Good Friday	14 Apr	14 Apr	14 Apr
Easter Monday	17 Apr	-	17 Apr
Early May Bank Holiday	1 May	1 May	1 May
Spring Bank Holiday	29 May	29 May	29 May
Bank Holiday	-	-	12 Jul
Summer Bank Holiday	28 Aug	7 Aug	28 Aug
Bank Holiday	-	30 Nov	-
Christmas Day	25 Dec	25 Dec	25 Dec
Boxing Day	26 Dec	26 Dec	26 Dec

Note: Only those public holidays notified for England and Wales are applicable for route planning and airspace management purposes.