

ENR 1.4 - ATS AIRSPACE CLASSIFICATION

1. GENERAL.

UK airspace is subdivided into various classes and functional areas in order to meet national or international airspace management requirements. For the purpose of international standardisation, certain of these subdivisions are classified according to an ICAO system within which minimum ATS are specified. The 7 airspace classifications (Classes A to G) agreed within ICAO have been adopted by the UK and are shown in the table below.

2. CONTROLLED AIRSPACE (ICAO CLASSES A TO G)

Class	Type of Flight	Separation provided	Service provided	Radio Comm requirement	Subject to ATC clearance
A	IFR only	All aircraft	ATC	Continuous two-way	Yes
B	This class not designated in UK airspace				
C	IFR	All aircraft	ATC	Continuous two-way	Yes
	VFR	VFR from IFR	Traffic information between VFR & VFR and traffic avoidance on request	Continuous two-way	Yes
D	IFR	IFR from IFR	ATC service including traffic information about VFR flights and traffic avoidance advice on request	Continuous two-way	Yes
	VFR	Nil	Traffic information between VFR and IFR and traffic avoidance advice on request	Continuous two-way	Yes
E	IFR	IFR from IFR	ATC service and traffic information about VFR flights as far as practical	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	No	No
F	IFR	IFR from IFR as far as practical	UK Flight Information Services	Continuous two-way	Yes
	VFR	Nil	UK Flight Information Services	No	No
G	IFR	Nil	UK Flight Information Services	No	No
	VFR	Nil	UK Flight Information Services	No	No

2.1 CLASS A. Class A controlled airspace comprises :

All Control Areas (Airways) within UK FIR, except those parts which lie within the Belfast TMAs/CTRs and Scottish TMAs, part of Airway L10 (between Isle of Man VOR IOM and Belfast VOR BEL), part of Airway L18 (between BADSI and LIPGO), part of Airway N601 (GRICE to 55 22 39N 003 15 45W and two parts of N601 (Area 1 bounded by 55 17 35N 002 54 27W - 55 17 24N 002 45 32W - 55 12 41N 002 30 52W - 54 59 12N 002 25 55W - 54 56 10N 002 41 59W - 55 17 35N 002 54 27W and Area 2 bounded by 54 59 12N 002 25 55W - 54 15 00N 002 10 01W - 54 46 28N 002 36 25W - 54 56 10N 002 41 59W - 54 59 12N 002 25 55W), part of Airway N864 between the southern boundary of L9 and EXMOR below FL105, part of Airway P6 (between abm Isle of Man VOR IOM and Belfast VOR BEL), Airway P18 (between UVAVU and Newcastle VOR NEW below FL125 and between NEW and Aberdeen VOR ADN at all levels), part of Airway P600 (between GELKI and 56 14 00N 003 38 19W), parts of the North Sea Control Area (CTA 2 GODOS and CTA 3 MOLIX) above FL195, and the BANBA Control Area.

Channel Islands CTZ & CTA, except the Jersey, Guernsey and Alderney Control Zone. Outside the notified hours of watch of Jersey ATC, those parts which lie within Brest FIR are Class E and those which lie within London FIR, Class G.

Clacton Control Area.

Cotswold Control Area.

Daventry Control Area.

London Terminal Control Area.

London Control Zone, except for flights made in accordance with certain special procedures for Denham, White Waltham, Fair Oaks and Northolt ATZ and Radar Manoeuvring Area.

Manchester Terminal Control Area.

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North Sea Control Area, CTA 1 (ROMPA) FL215 to FL245, CTA 2 (GODOS) and CTA 3 (MOLIX) FL175 to FL195.
Shanwick Oceanic Control Area. Shanwick, Santa Maria, New York & Reykjavik Control Areas Class A at and above FL055.
Worthing Control Area.

2.2 CLASS B. No longer allocated in the UK.

2.3 CLASS C. Within the London and Scottish UIRs, Class C airspace extends from FL195 to FL660. This Upper Control Area contains, a network of domestic and international routes for use by GAT. Military upper airspace routes, based on TACAN beacons, are available to OAT operating above FL245. For military purposes, Mandatory Radar Service Areas extend from FL245 - FL660. Class C airspace comprises:

Upper Airspace Control - The London and Scottish UIRs between FL245 and FL660. (Includes Hebrides Upper Control Area)

2.4 CLASS D. Class D controlled airspace comprises CTAs and/or CTRs surrounding notified aerodromes, including some military aerodromes, together with part of the Scottish TMA. Class D controlled airspace comprises:

Aberdeen CTR/CTA	Alderney CTZ	Belfast CTZ	Belfast/City CTZ/CTA
Birmingham CTZ/CTA	Bournemouth CTZ	Bristol CTZ/CTA	Brize Norton CTZ
Cardiff CTZ/CTA	Durham Tees Valley CTZ/CTA	Edinburgh CTZ/CTA	Glasgow CTZ
Guernsey CTZ	Isle of Man CTZ/CTA	Jersey CTZ	Leeds/Bradford CTZ/CTA
Liverpool CTZ/CTA	London/City CTZ/CTA	London/Gatwick CTZ/CTA	London/Luton CTZ/CTA
London/Stansted CTZ/CTA	Lyneham CTZ/CTA	Manchester CTZ/CTA	Newcastle CTZ/CTA
Nottingham East Midlands CTZ/CTA		Prestwick CTZ/CTA	Scottish TCA
Solent CTA	Southampton CTZ	Strangford CTA	Sumburgh CTZ/CTA

B226 (PIPAR to Talla VOR TLA), L10 (Belfast VOR BEL to Isle of Man VOR IOM), L602 (Talla VOR TLA to HAVEN), N57 (Talla VOR TLA to 55 21 12N 003 21 02W), N601 (GRICE to 55 22 39N 003 15 45W and two areas which are part of N601 (Area 1 bounded by 55 17 35N 002 54 27W - 55 17 24N 002 45 32W - 55 12 41N 002 30 52W - 54 59 12N 002 25 55W - 54 56 10N 002 41 59W - 55 17 35N 002 54 27W and Area 2 bounded by 54 59 12N 002 25 55W - 54 15 00N 002 10 01W - 54 46 28N 002 36 25W - 54 56 10N 002 41 59W - 54 59 12N 002 25 55W)), N615 (Glasgow VOR GOW to 55 08 26N 004 06 03W), N864 (An area of N864, below FL105, from a line joining 51 39 46N 003 24 32W - 51 38 38N 003 17 27W - 51 37 43N 003 08 45W to EXMOR), P6 (54 12 12N 004 36 05W (abm Isle of Man VOR IOM) to Belfast VOR BEL), P18 (Aberdeen VOR ADN to Newcastle VOR NEW (All Levels) and Newcastle VOR NEW to UVAVU (below FL125), P600 (56 14 00N 003 38 19W to GELKI).

2.5 CLASS E. Class E controlled airspace comprises;

Parts of Scottish TMA below 6,000ft, Belfast TMA and part of the Durham Tees Valley CTR.

2.6 CLASS F. Class F advisory airspace comprises:

Advisory Routes (ADRs) along which a civil air traffic advisory service is available to participating aircraft. ADRs in the FIR may pass through, originate from or terminate in CAS. Within CAS, ADRs acquire the status of the surrounding airspace.

2.7 CLASS G. Class G airspace comprises:

UK Airspace, including that above FL660, not included in Classes A to F. 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. As a minimum, when flying within an ATZ, the requirements of Rule 39 of the Rules of the Air Regulations 1996 must be complied with. Where the requirements of the Class of Airspace of which an ATZ forms a part are more stringent than Rule 39 then those must be complied with. Thus, in Class G Airspace Rule 39 will be the relevant requirement, but in Class A Airspace the more onerous requirements of Class A take precedence.

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 purpose of Rule 39.

Pilots should be aware that in order to comply with the provisions of Rule 39 they must adopt the following procedures:

- (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.

Failure to establish two-way 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.

Rule 39 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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