

# AERONAUTICAL CHART ICAO 1:500 000

## REFERENCE TO AIR INFORMATION

- AERODROME - Civil.....
- AERODROME - Civil, limited or no facilities.....
- HELIPORT - Civil.....
- AERODROME - Government, available for Civil use. See UK AIP AD 1-1-1.....
- AERODROME - Government.....
- HELIPORT - Government.....
- MICROLIGHT FLYING SITES - Intense Activity also takes place at certain Licensed and Unlicensed Aerodromes. See UK AIP ENR 1-1-5.....
- DISUSED or ABANDONED Aerodrome. Shown for navigational landmark purposes only. See AIG 56/02 (Pink 34).....
- ELEVATIONS of Active Aeronautical Sites are shown adjacent to the symbol. Shown in feet above Mean Sea Level.....
- CUSTOMS AERODROMES are distinguished by a pecked line around the name of the aerodrome and elevation.....

AERODROME LIGHT BEACON..... ☆ FIG - - - ☆ FIR = : : - -

FOR CURRENT STATUS, AVAILABILITY, RESTRICTIONS AND WARNINGS APPLICABLE TO AERODROMES SHOWN ON THIS CHART CONSULT AIR INFORMATION PUBLICATIONS AND AERODROME OPERATORS OR OWNERS. PORTRAYAL DOES NOT IMPLY ANY RIGHT TO USE AN UNLICENSED AERODROME WITHOUT PERMISSION.

GLIDER LAUNCHING SITES. UK AIP ENR 1-1-5.

- a. Primary activity at locations showing Maximum Altitude of winch launch. AMSL.....
- b. Additional activity at locations showing Maximum Altitude of winch launch. AMSL.....
- c. Additional activity without cables.....

HANG/PARA GLIDING - Winch Launch Sites showing Maximum Altitude of winch launch. AMSL. See UK AIP ENR 1-1-5.....

WINCH LAUNCHED ACTIVITIES. Maximum Altitude of cables is represented in thousands and hundreds of feet **above mean sea level** calculated using a minimum cable height of 2000ft AGL plus site elevation. At some sites the cable may extend above 2000ft AGL. Due to the ground-based cable, aircraft should avoid over-flying these sites below the indicated altitude.

Symbols depicting Non Winch Launch Hang/Para Gliding sites have been removed as they were not an accurate representation of the activity on any given day. Airspace users should be aware that single or groups of soaring or motorised Hang/Para Gliders can be found flying anywhere in the open FIR up to 15,000ft, but concentrated around windward slopes and cliffs.

FREE-FALL PARACHUTING DROP ZONE. UK AIP ENR 1-1-5. Parachutists may be expected within the airspace contained in a circle radius 1.5NM or 2NM of the DZ up to FL150. Night parachuting may take place at any of the sites shown on this chart.....

**RADIO NAVIGATION AIDS**

- VHF Omnidirectional Radio Range..... VOR
- Distance Measuring Equipment..... DME
- (Prefix 'T' indicates DME associated and freq-paired with ILS or associated with NDB/NDB(L) procedure. UK AIP GEN 3-4-3.)
- Collocated, freq-paired VOR/DME.....
- UHF Tactical Air Navigation Aid..... TACAN
- Non-Directional Radio Beacon..... NDB and NDB(L)

Other Navigational Aids.....

VOR COMPASS ROSE Oriented on Magnetic North

For information on Navigational Aids at Government Aerodromes, chart users are advised to consult Royal Air Force Flight Information Publications.

**AIR NAVIGATION OBSTACLES**

Exceptionally High Obstacle (Lighted) 1000ft or more AGL.....

Single Obstacle (Unlighted).....

Multiple Obstacle (Lighted).....

Cable joining Obstacles.....

Numerals in italics indicate elevation of top of obstacle above Mean Sea Level. Numerals in brackets indicate height of top of obstacle above local Ground Level. Obstacles annotated 'flarestack' burn off high pressure gas. The flame, which may not be visible in bright sunlight, can extend up to 600ft above the installation.

KNOWN LAND SITED OBSTACLES ABOVE 300ft AGL ARE SHOWN ON THIS CHART. A SMALL NUMBER OF OBSTACLES BELOW 300ft AGL ARE SHOWN FOR LANDMARK PURPOSES. PERMANENT OFF-SHORE OBSTACLES ARE SHOWN REGARDLESS OF HEIGHT CATEGORY. See UK AIP ENR 1-1. WARNING: INFORMATION IS TAKEN FROM BEST AVAILABLE SOURCES BUT IS NOT GUARANTEED COMPLETE.

Marine Light..... F(3130)0secs Lightship..... FIWR12:0secs (Normally shown if visibility range is not less than 15NM).

AERODROMES WITH INSTRUMENT APPROACH PROCEDURES (IAPs) OUTSIDE CONTROLLED AIRSPACE. Aerodrome having one or more IAPs..... outside Controlled Airspace.....

The symbols are aligned to the MAIN Instrument Runway (civil). Pilots who intend to fly to or route adjacent to aerodromes with IAPs are strongly recommended when flying within 10NM of the aerodrome to contact the aerodrome ATSU. Detailed IAP information is shown in the UK AIP.

ALTIMETER SETTING REGION BOUNDARY (ASR)..... PORTREE ASR BELFAST ASR

NOTE: The airspace within (and below) all Control Zones, Terminal Control Areas and Control Areas (with the exception of the Worthing and Daventry CTAs) during their notified hours of operation, does not form part of the forecast QNH Altimeter Setting Region System. Pilots flying below the Transition Altitude, should use a QNH of an aerodrome situated within the lateral boundaries of that airspace. Alternatively, when flying within an aerodrome circuit, aerodrome QFE may be used. See UK AIP ENR 1-7.

**MAXIMUM ELEVATION FIGURES (MEF)**

**32** Maximum Elevation Figures are shown in quadrangles bounded by graticule lines for every half degree of latitude and longitude. MEFs are represented in thousands and hundreds of feet above mean sea level. Each MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstacles and allowing for unknown features. NB THIS IS NOT A SAFETY ALTITUDE

MAGNETIC VARIATION LINES OF EQUAL MAGNETIC VARIATION (ISOGONALS) ARE SHOWN FOR JULY 2008 ANNUAL CHANGE 7° (decreasing).....

ANNOTATION OF VERTICAL LIMITS FOR CONTROLLED AIRSPACE WHICH HAVE AN UPPER LIMIT OF FL245 ARE SHOWN WITH A PLUS (+) AFTER THEIR BASE LEVEL/ALTITUDE, eg 3000+FL245 IS SHOWN AS 3000+. WHERE THE UPPER LIMIT IS BELOW FL245 BOTH BASE AND UPPER LIMITS ARE SHOWN. AIRSPACE VERTICAL LIMITS ARE DEFINED BY ALTITUDE/FLIGHT LEVEL UNLESS OTHERWISE NOTED. TINT BANDING DENOTES THE EXTREMITY OF CONTROLLED AIRSPACE. LINES WITHOUT TINT BANDING DENOTE LEVEL CHANGES WITHIN AREA.

FOR CHART CLARITY ONLY CENTRE LINE OF ADR'S ARE SHOWN.....

- ALL AIRSPACE NOT COVERED BY CLASSES A-F.....
- Low Level Corridor or Special Route.....
- Radar Advisory Service Zone or Area. See UK AIP ENR 1-6.....
- Air Traffic Service Unit (ATSU) Area. See UK AIP ENR 1-15.....
- Reporting Point. Shown only for ADRs and certain Recommended Routes.....
- Special Access Lane Entry/Exit ( indicates centre of lane).....
- Visual Reference Point (VRP). Notified in UK AIP. (Location identified by ⊕).....

Controlled Airspace or ATZ with surface level as lower limit.....

NB. CONTROLLED AIRSPACE IS NOT DEPICTED ABOVE FLIGHT LEVEL 245. IN THE UK ALL CLASS C AIRSPACE IS ABOVE FL245. NO AIRSPACE IS DESIGNATED CLASS E IN THE UK.

UK AERODROME TRAFFIC ZONES (ATZs) SERVICES/RT FREQUENCIES (MHz). SEE UK AIP.

AERODROME TRAFFIC ZONE (ATZ), is airspace from the surface to 2000ft AAL within a circle centred on the notified mid-point of the longest runway, radius 2.0NM (RWY<1850m) or 2.5NM (RWY>1850m), where Mandatory Rules apply. Most Government Aerodrome ATZs are H24.

For chart clarity ATZs which lie wholly within controlled airspace, are not shown on the chart. Outside the notified hours of operation of an ATZ and at aerodromes without notified ATZs, pilots should: a. Endeavour to establish two-way R/T communication with the aerodrome. b. Conduct their flight in the vicinity of the aerodrome in accordance with RULE 17, RULES OF THE AIR REGULATIONS 1996.

MILITARY AERODROME TRAFFIC ZONES (MATZs) have the following vertical limits: SFC to 3000ft AAL within the circle and 1000ft AAL to 3000ft AAL within the stub.

Zone configuration may vary, often two or more MATZs are amalgamated to produce a Combined Zone (CMATZ). Controlling Aerodromes show the MATZ penetration frequency to be used. See UK AIP ENR 2-2.

LOWER AIRSPACE RADAR SERVICE (LARS). The abbreviation LARS has been added to the MATZ frequency to identify those participating MATZ ATS Units. Other participating Units are identified by a LARS frequency annotation. The Service, Radar Advisory (RAS) or Radar Information (RIS), is available to all aircraft in unregulated airspace up to and including FL95 within approximately 30NM of each participating ATS Unit. See UK AIP ENR 1-6-3.

**AIRSPACE RESTRICTIONS**

Prohibited 'P', Restricted 'R' and Danger Areas 'D' are shown with identification number/effective altitude (in thousands of feet AMSL) or a Flight Level. Areas activated by Notam are shown with a broken boundary line.

For those Scheduled Danger Areas whose Upper Limit changes at specified times during its period of activity, only the higher of the Upper Limits is shown. Areas which may be active up to levels below the indicated Upper Limit are depicted by †. Areas whose identification numbers are prefixed with an asterisk (\*) contain airspace subject to byelaws which prohibit entry during the period of activity. See UK AIP ENR 1-1-5.

DANGER AREA CROSSING SERVICE (DACS) is available for certain Danger Areas. The relevant areas (identified on the chart by the prefix †) and Unit Contact Frequencies to be used are shown. For availability of the services see UK AIP ENR 5-1.

DANGER AREA ACTIVITY INFORMATION SERVICE (DAAIS) is available for certain Danger Areas shown on this chart (identified by the prefix §). The Nominated Air Traffic Service Units (NATSUs) to be used are shown. See UK AIP ENR 5-1.

Pilots are advised to assume that a Danger Area is active if no reply is received from the appropriate NATSU. PRE-FLIGHT INFORMATION is available for certain Danger Areas shown on this chart. Activity information for these areas (identified on this chart by the prefix ¶) may be obtained by telephone on the numbers shown. See UK AIP ENR 5-1. Information on notifiable activities can also be obtained H24 from AIS Heathrow, Tel: 020 8745 3451. Pilots are advised to obtain an airborne update of the activity status and obtain a crossing clearance using DACS unit contact frequencies.

MILITARY LOW FLYING SYSTEM this occurs in most parts of the UK at any height up to 2000ft above the surface. However, the greatest concentration is between surface and 1000ft and pilots should avoid this height band whenever possible. Detailed information can be found on CHART OF THE UK AREAS OF INTENSE AERIAL ACTIVITY (AIAA), AERIAL TACTICS AREAS (ATA) AND MILITARY LOW FLYING SYSTEM (UK AIP ENR 6-5-2-1).

AIAA AND ATA AREAS..... Areas are shown with name, vertical limits and where applicable contact frequency. Pilots of aircraft who transit these areas are strongly advised to make use of the Radar Service.

HIGH INTENSITY RADIO TRANSMISSION AREA (HIRTA). Areas with a radius of 0.5NM or more are shown with name/effective altitude (in thousands of feet AMSL).....

BIRD SANCTUARIES are shown with name/effective altitude (in thousands of feet AMSL). Pilots are requested to avoid these portions of airspace during the periods detailed in the UK AIP ENR 5-6-1.....

**GAS VENTING OPERATIONS**

Pilots are advised to avoid flying over Gas Venting Sites (GVSs) below specified altitudes. A warning circle is shown on the chart to identify a GVS and the hazard altitude is shown in thousands of feet AMSL. See UK AIP ENR 1-1-5..... GVS/3-1

LASER SITES are locations where laser sources are located permanently. These are notified sites that intentionally emit laser beams into airspace and may be cause for distraction. See UK AIP ENR 5-3..... LASER SITE/UNL

SMALL ARMS RANGES in the UK with a vertical hazard height of 500ft AGL do not attract UK Danger Area status. However, firing at some ranges may constitute a hazard to aircraft below 500ft AGL. Details of the Ranges are listed in the UK AIP at ENR 5-3. Pictorial depiction can be found on the CHART OF UK AIRSPACE RESTRICTIONS. ENR 6-5-1-1.

