TOPOGRAPHICAL AIR CHART OF THE UNITED KINGDOM 1:250,000

REFERENCE TO AIR INFORMATION

AERODROMES - Field limits with hard runway pattern — Civil / Government

- Showing disused runways as solid patterns

CUSTOMS AERODROMES are distinguished by a pecked line around the name of the aerodrome — SOUTHEND 149

AERODROME LIGHT BEACON — FIW, FIG, FIR

HELIPORT — H

MINOR AERODROME with runway pattern unknown or not portrayable and where flying training may be taking place

AERODROME - Training Aerodrome: flight training, including circuit training, takes place from this aerodrome. See UK AIP ENR 1.1 & ENR 5.5 — T

AERODROME - Unusual Activity: Unusual aerial activities including aerobatic and formation flights take place from this aerodrome. See UK AIP ENR 1.1 & ENR 5.5 — U

MICROLIGHT FLYING SITES - Intense Activity also takes place at certain Licensed and Unlicensed Aerodromes. See UK AIP ENR 1.1 & ENR 5.5 — M

DISUSED or ABANDONED Aerodrome - shown for navigational landmark purposes only

ELEVATIONS of Active Aeronautical Sites are shown adjacent to the symbol. Shown in feet above Mean Sea Level (AMSL). 250 250

FOR CURRENT STATUS, AVAILABILITY, RESTRICTIONS AND WARNINGS APPLICABLE TO AERODROMES SHOWN ON CHARTS 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 - See UK AIP ENR 1.1 & ENR 5.5

a. Primary activity at locations showing Maximum Altitude of winch launch. AMSL — G /2.5

b. Additional activity at locations showing Maximum Altitude of winch launch. AMSL — G/2.5

c. Additional activity without cables — G

HANG/PARA GLIDING - Winch Launch Sites showing Maximum Altitude of winch launch. AMSL. See UK AIP ENR 1.1 & ENR 5.5

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. — /2.5

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 Class G Airspace up to 15,000ft, but concentrated around windward slopes and cliffs.

FREE-FALL PARACHUTING DROP ZONE - See UK AIP ENR 1.1 & ENR 5.5
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 .....

OTHER SPORTING & RECREATIONAL ACTIVITIES - showing Maximum Altitude AMSL. Activity is indicated by designator: K = Kite Flying, M = Model Aircraft Flying, R = Rocket Launch Sites. See UK AIP ENR 5.5. — K1/3.1 SR

RADIO NAVIGATION AIDS

VHF Omnidirectional Radio Range — VOR

Distance Measuring Equipment — DME

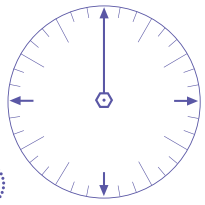
(Prefix 'T' indicates DME associated and freq-paired with ILS or associated with NDB/NDB(L) procedure. UK AIP GEN 3.4.)

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 — 1978 (1031)

Single Obstacle (Unlighted) — 825 (350)

Multiple Obstacle (Lighted) — 1614 (505)

Cable joining Obstacles — cables

Wind Turbines (Single Unlighted) — 519 (394)

Windfarm (Multiple Lighted) minor group and major group — 1726 (328)

1841 (381)

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 100M (328ft) AGL & ABOVE ARE SHOWN ON THIS CHART. A SMALL NUMBER OF OBSTACLES BELOW 100M (328ft) AGL ARE SHOWN FOR LANDMARK PURPOSES. PERMANENT OFF-SHORE OBSTACLES ARE SHOWN REGARDLESS OF HEIGHT CATEGORY. See UK AIP ENR 1.1. BE AWARE THAT GROUPS OF OBSTACLES SHOWN AS LIGHTED OR UNLIGHTED MAY BE A MIXTURE OF BOTH.
WARNING: INFORMATION IS TAKEN FROM BEST AVAILABLE SOURCES BUT IS NOT GUARANTEED COMPLETE.

Power Transmission Line

Power Transmission Line over 200' AGL — 200+

Powerline information is not necessarily complete

Marine Light — FIW(3)30·0secs

Lightship — FIWR12·0secs

LIMITED LIGHTHOUSE INFORMATION IS INCLUDED AS A GUIDE ONLY. WHERE POSSIBLE, LIGHT CHARACTERISTICS OF LIGHTHOUSES WITH A RANGE OF OVER 15NM ARE INCLUDED.
WARNING: INFORMATION IS TAKEN FROM BEST AVAILABLE SOURCES BUT IS NOT GUARANTEED COMPLETE.

*AERODROMES HAVING ONE OR MORE INSTRUMENT APPROACH PROCEDURES (IAP) - CONVENTIONAL OR GNSS - OUTSIDE CONTROLLED AIRSPACE.

Aerodrome having one or more IAPs outside Controlled Airspace

Pilots are strongly recommended to contact aerodrome ATSU before flying within 10nm of any aerodrome marked with instrument approach feathers. Note that the feathers only align with the main instrument runway. There may also be approaches to other runways as well. Detailed IAP information is shown in the UK AIP.

ATS SURVEILLANCE SERVICES AND PROCEDURES

Pilots should refer to UK AIP ENR 1.6 for details of the SSR Operating Procedures and Frequencies available in the UK. This document can be found online at *www.nats.aero/ais*

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, do not form part of the forecast QNH Altimeter Setting Region System. Pilots flying below the Transition Altitude, should use the 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.

ANNOTATION OF VERTICAL LIMITS FOR AREAS OF CONTROLLED AIRSPACE WHICH HAVE AN UPPER LIMIT OF FL195 ARE SHOWN WITH A PLUS (+) AFTER THEIR BASE LEVEL/ALTITUDE, eg 3000'-FL195 IS SHOWN AS 3000'+. WHERE THE UPPER LIMIT OF AIRSPACE IS BELOW FL195 BOTH BASE AND UPPER LIMITS ARE SHOWN.
AIRSPACE VERTICAL LIMITS ARE DEFINED BY ALTITUDE/FLIGHT LEVEL UNLESS OTHERWISE NOTED.
WIDE TINT BANDING DENOTES THE EXTREMITY OF CONTROLLED AIRSPACE. NARROW TINT BANDING DENOTES LEVEL CHANGES WITHIN AREA.

A — L10 A FL45+

D — CTA D 2500'-3500'

E — TMA E 2000'-6000'

G

ALL AIRSPACE NOT COVERED BY CLASSES A-E

Controlled Airspace or ATZ with Lower Limit as the Surface

TRANSPONDER MANDATORY ZONE (TMZ)
Airspace where aircraft are required to carry and operate secondary surveillance radar equipment. See UK AIP GEN 2.2 and ENR 1.6 for details.

RADIO MANDATORY ZONE (RMZ)
Airspace where aircraft are required to carry and operate radio equipment. See UK AIP GEN 1.5.

RMZ/TMZ

Low Level Corridor or Special Route — 750'-2500'

Reporting Point
Shown only for certain Recommended Routes.

Special Access Lane Entry/Exit (indicates centre of lane) — E/E VRP M1 JUNC 8

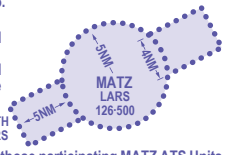
Visual Reference Point (VRP). Notified in UK AIP (Location identified by) — VRP DORKING

NOTE. THIS CHART DOES NOT DEPICT CONTROLLED AIRSPACE WITH A BASE LEVEL OF FL195 OR ABOVE. IN THE UK ALL CLASS C AIRSPACE (WHERE ATS IS NOT DELEGATED) IS ABOVE FL195.

UK AERODROME TRAFFIC ZONES (ATZ) 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 SERA.3210 & SERA.3225, Standardised European Rules of the Air, and Rule 10, Rules of the Air Regulations 2015.

MILITARY AERODROME TRAFFIC ZONES (MATZ)
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.



STANDARD MATZ WITH TWO STUBS AND LARS

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, a Deconfliction Service or a Traffic Service, 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.

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.
SPECIAL USE AIRSPACE CROSSING SERVICE (SUACS) 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 on each chart Legend.
SPECIAL USE AIRSPACE ACTIVITY INFORMATION SERVICE (SUAAIS) is available for certain Danger Areas shown on charts (identified by the prefix §). The Nominated Air Traffic Service Units (NATSU) to be used are shown on each chart Legend. 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 charts. Activity information for these areas (identified on this chart by the prefix ¶) may be obtained by telephone on the numbers shown on each chart Legend. See UK AIP ENR 5.1. 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

Military Low Flying occurs in most parts of the UK at any height up to 2000 feet above the surface. However, the greatest concentration is between surface and 1000 feet and pilots should avoid flying in that height band whenever possible. Detailed information can be found on CHART OF UNITED KINGDOM AREAS OF INTENSE AIR ACTIVITY (AIAA) AND AERIAL TACTICS AREAS (ATA) (UK AIP ENR 6-76).

AREAS OF INTENSE AIR ACTIVITY (AIAA)
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). See UK AIP ENR 5.3.

BIRD SANCTUARIES are shown with name/effective altitude (in thousands of feet). Pilots are requested to avoid these portions of airspace during the periods detailed in the UK AIP ENR 5.6.

GAS VENTING OPERATIONS pilots are advised to avoid flying over Gas Venting Sites (GVS) 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. — GVS/2.8

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

WARNING
The vertical limit of this chart is 5000'ALT. To assist users, airspace with a base of FL55 is shown, EXCEPT where a minimum ALT in excess of 5000' applies. If the QNH is below 1013mb Controlled Airspace not shown on the chart may be below 5000'ALT, and reference must be made to Aeronautical Chart ICAO 1:500,000 to ensure adequate vertical separation.

32 MAXIMUM ELEVATION FIGURES (MEF)

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.
N.B. THIS IS NOT A SAFETY ALTITUDE

MAGNETIC VARIATION

Lines of equal magnetic variation (isogonals) — 2·5°W

NATS

Civil Aviation Authority