

# AERONAUTICAL INFORMATION CIRCULAR P 127/2025

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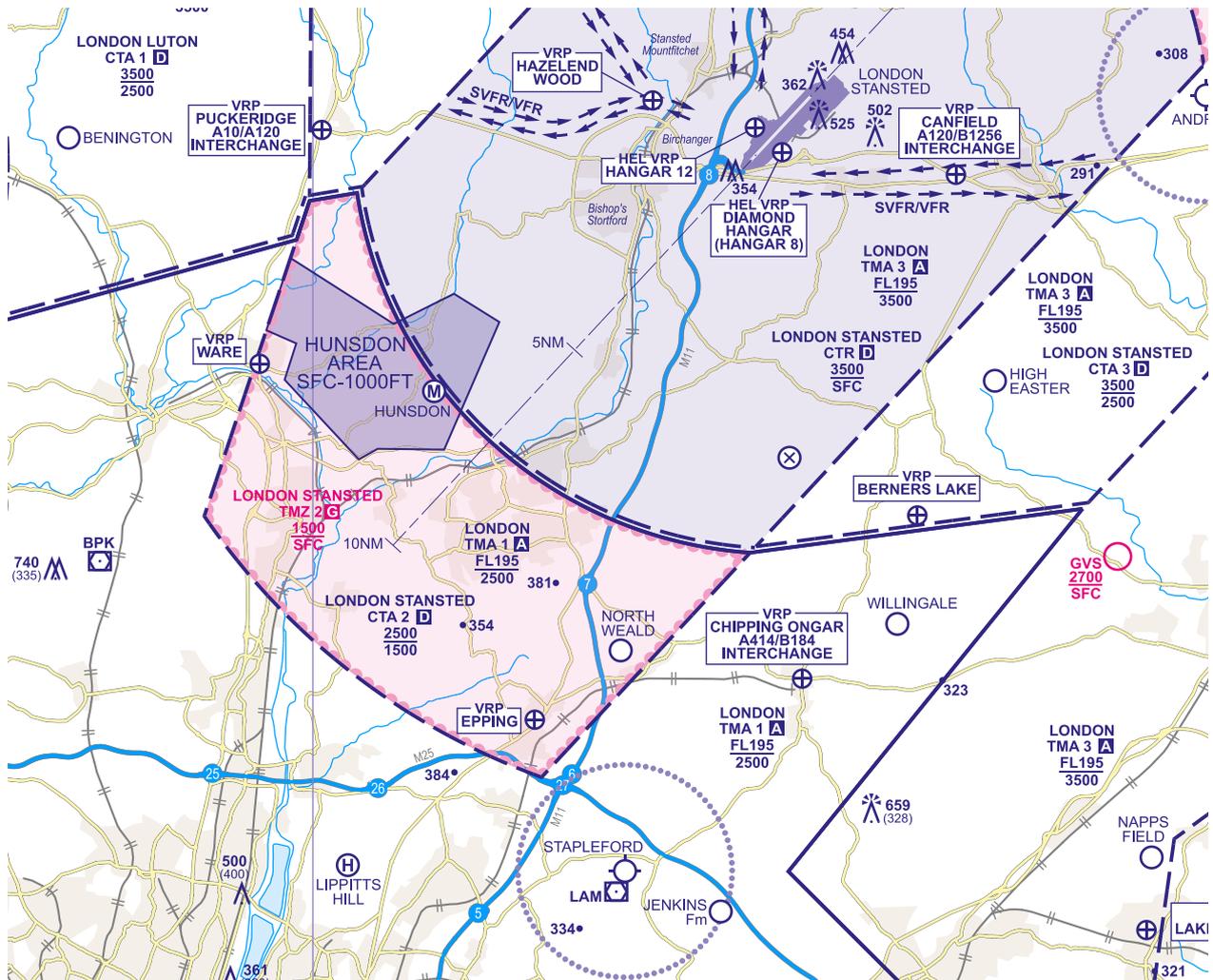
**Subject**  
Safety



## AIRSPACE INFRINGEMENT PREVENTION IN THE VICINITY OF NORTH WEALD AERODROME

### 1 Introduction

- 1.1 North Weald is a busy unlicensed general aviation aerodrome located in North Weald Bassett, Essex. It serves a wide variety of operators, including emergency services helicopters, flight training schools, jets and warbirds. The aerodrome has two runways oriented 02/20.
- 1.2 The location of North Weald Aerodrome requires operators to have an increased awareness of the airspace structures that surrounds it. Each year there are multiple airspace infringements of the notified airspace that surrounds the aerodrome; with the busy neighbouring London Stansted Airport operating on Runway 04/22, any airspace infringement may have a safety impact to arrivals to and departures from the Airport along with disruption to the wider Airport operation.



## 2 Airspace

- 2.1 North Weald Aerodrome is situated in very close proximity to the Stansted Class D Control Zone (CTR), underneath the Class D Stansted Control Area 2 (CTA-2) and within the Class G Stansted Transponder Mandatory Zone 2 (TMZ-2).
- 2.2 Stansted CTR is located to the north of the aerodrome by approximately 2 NM, extending from the surface up to 3500 FT AMSL.
- 2.3 Stansted CTA-2 is situated above the aerodrome, extending from 1500 FT AMSL up to 2500 FT AMSL.
- 2.4 Stansted TMZ-2 extends from the surface up to 1500 FT AMSL.
- 2.5 The Stansted controlled airspace vertical limits are based on the London QNH.
- 2.6 Stapleford Aerodrome Traffic Zone (ATZ) is located approximately 2 NM to the south of the aerodrome.

## 3 Transponder Mandatory Zone

- 3.1 North Weald Aerodrome is situated within the Class G Stansted TMZ-2.
- 3.2 To avoid infringement of the TMZ, aircraft wishing to transit the airspace must be equipped with a serviceable Mode S Elementary transponder with altitude encoding. Pilots are to operate the transponder to the full extent of its capabilities and on ALT (Mode C) at all times. AIP GEN 1.5 Paragraph 5.3.2.1 refers.
- 3.3 Aircraft unable to comply with this requirement must contact either Farnborough Radar North (Channel 132.800) between 0800-2000 UTC, or Stansted Radar (120.625 MHz) and obtain approval to enter the TMZ. AIP AD 2 EGSS 2.22 Flight Procedures Paragraph 8b refers.



## 4 North Weald Area of Operation (AoO)

- 4.1 To allow for aircraft without a suitable transponder to operate at North Weald Aerodrome, an Area of Operation (AoO) has been established.
- 4.2 Aircraft unable to comply with the requirements to operate within the TMZ can route directly into the AoO from the eastern boundary, or the southern boundary.
- 4.3 Once within the AoO, pilots must ensure that they remain within its boundary to avoid infringing the TMZ. Due to the shape of the circuit pattern, particular attention should be paid to the end of the downwind leg when operating on Runway 20, and the end of the crosswind leg on Runway 02.
- 4.4 Pilots of aircraft that are not suitably transponder equipped wishing to re-enter the TMZ (having previously received an approval), shall obtain another approval from Farnborough Radar North or Stansted Radar prior to re-entry.

## 5 Transponder Operation

- 5.1 Always ensure that a transponder is operated to the full extent of its capabilities (UK.SERA 13001).
- 5.2 Flight in UK TMZ requires that an aircraft be equipped with a Mode S Elementary transponder. The pilot of an aircraft that wishes to operate in a TMZ without such serviceable transponder equipment may be granted access to the TMZ subject to specific ATC approval.
- 5.3 Prior to entering the TMZ or leaving the North Weald AoO, carry out an additional check of the transponder to ensure that it is

selected to Mode A and Alt (Mode C).

- 5.4 Prior to flight (ideally before starting to taxi), it is also a good idea to consider checking the accuracy of the pressure altitude that the transponder is reporting. To do this, set 1013 hPa on the altimeter sub-scale and check the altitude on the altimeter against the reading on the transponder. Remember to set the correct altimeter setting before starting to taxi.
- 5.5 If any doubt exists as to the serviceability of the aircraft's transponder, either obtain an approval as per paragraph 3.3 prior to entering the TMZ when inbound to North Weald aerodrome or prior to leaving the North Weald AoO when outbound, or arrive and depart only via the AoO as depicted in paragraph 4.4.

## **6 Altimeter Operation and Altitude Selection**

- 6.1 Prior to flight set the relevant QNH prior to commencing taxi and check again as part of pre-departure checks; part of that check will incorporate ensuring that the altimeter reads the aerodrome elevation if using QNH. In the case of North Weald aerodrome, the published elevation is 321 FT.
- 6.2 If the aircraft's altimeter is under reading, take that amount into consideration with your altitude selection.
- 6.3 As part of Threat and Error Management, pilots are advised to maintain adequate separation from notified airspace through the application of the 'Take 2' guidance (where able, plan to remain at least 2 NM from the edge or 200 FT below the base of the subject airspace) to avoid airspace infringements. The recommended 200 FT vertical distance may need to be increased during flights where turbulence or thermal conditions are encountered, or following periods of skill fade, to prevent inadvertent climbs into controlled airspace.

## **7 Use of the Stansted Frequency Monitoring Code**

- 7.1 When operating proximate to controlled airspace, pilots are recommended to be in receipt of an Air Traffic Service. However, rather than operating autonomously and squawking 7000 or 2000 or being in receipt of a Basic Service from London Information (a non-radar unit), pilots are strongly encouraged to make use of the relevant Frequency Monitoring Code (FMC). To do this they should listen out on the appropriate frequency and set your transponder to the corresponding listening squawk; in the case for Stansted the frequency is 120.625 MHz and the squawk is 7013 (this information is annotated on the VFR chart at the boundary of the relevant airspace). A squawk does not provide a clearance into controlled airspace and does not imply that an ATC service is being provided, but it will allow ATC to intervene early to help when an infringement occurs.

## **8 Formulate a Detailed plan and Contingency Plan.**

- 8.1 It is essential that focused and unhurried pre-flight planning considering all aspects of the flight is carried out, from pre-flight preparation to how to depart the aerodrome, the en-route phase to the correct procedures to be flown at the destination aerodrome. This planning must incorporate the use of regulated aeronautical information products from the NATS Aeronautical Information Service such as the most appropriate VFR charts and the UK AIP along with any specific local procedures notified by the aerodrome. The proximity of the Standard CTR makes it essential to formulate a contingency plan that considers busy visual circuits that may extend wider than published or mixed-speed departures that may affect turning onto track when departing from Runway 02.

## **9 Further Information**

- 9.1 North Weald Aerodrome Information for Pilots:  
<https://www.eppingforestdc.gov.uk/leisure/northweald/information-for-pilots/>
- 9.2 Airspace & Safety Initiative - North Weald Aerodrome Area of Operation:  
<https://www.eppingforestdc.gov.uk/app/uploads/2024/04/ASI-North-Weald-Area-of-Operation-A5.pdf>
- 9.3 Airspace & Safety Initiative - Hot Spot Narrative - North Weald Aerodrome:  
<https://airspace-safety.com/wp-content/uploads/2024/02/Hot-spot-narrative-38-North-Weald.pdf>