

AERONAUTICAL INFORMATION CIRCULAR W 151/2025

UNITED KINGDOM



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CAA AERONAUTICAL INFORMATION PUBLICATION IMPROVEMENT WORKING GROUP - REPLACES AIC W 110/2023

1 Introduction

- 1.1 The CAA's Airspace Modernisation Strategy (AMS) seeks to reduce risk and maintain a high standard of safety in the UK through simplification and harmonisation of the notified airspace design. One of the key 'ways' of achieving the AMS is through the application of the Global Air Navigation Plan (GANP). A key thread of the GANP is ensuring information regarding the airspace design is accurate in order for it to be effectively utilised.
- 1.2 The UK Aeronautical Information Publication (AIP) is the formal means for the notification of permanent airspace structures in accordance with UK (EU) Regulation 2017/373 (which is based on the provisions contained in Annex 15 to the Convention on International Civil Aviation). This includes, for example, volumes of Controlled Airspace, Aerodrome Traffic Zones and Special Use Airspace (eg Danger Areas). The CAA is conducting a review of the AIP, through an internal body known as the AIP Improvement Working Group (AIWG), to ensure that the right airspace data is presented in the right place in the right format.

2 Scope

- 2.1 The aim of the AIWG is to further the AMS through ensuring standardisation and accuracy of the UK AIP. The Group will analyse airspace information in the AIP against ICAO Standards and Recommended Practices, and other guidance, to ascertain whether there are any issues, for example regarding compliance, harmonisation, status, function, clarity, dimensions, or service provision. The issues highlighted will be captured and, following management approval, will be addressed in accordance with the level of risk associated with the issue.

3 Current Focus Areas

- 3.1 The following focus areas are under investigation; it is anticipated that the CAA will undertake actions required to implement changes, conducting external engagement with relevant stakeholders where required.
- 3.2 **Radio Mandatory Zones/Transponder Mandatory Zones**
 - 3.2.1 Data relating to Radio Mandatory Zones (RMZ) and Transponder Mandatory Zones (TMZ) is currently published in the AIP in a manner that is not consistent with airspace design guidance and best practice. As part of an Airspace Change Proposal (ACP) sponsored by the CAA (ACP-2021-084), all RMZ and TMZ currently established in the UK will be centralised in tables in ENR 2.2. The CAA will consider retaining RMZ/TMZ information as currently presented in aerodrome AD 2.17 sections as part of this change. A revision to the structure of the AIP is underway; it may be necessary to update some of the text-based information throughout the AIP as an interim step where the details are out-of-date, inconsistent or confusing.
- 3.3 **Aerodrome Traffic Zones at Civil Licensed Aerodromes**
 - 3.3.1 Inconsistencies have been identified in the AIP regarding the provision of ATZ data. A review of the AIP (AD 2.17, AD 2.18, and ENR 2.2) has determined that a number of changes are required, with the overall aim to harmonise when Rule 11 is to be applied in all UK ATZs by ensuring that the notified hours of the watch, as per The Rules of the Air Regulations 2015, align with hours of applicability and hours of service in the relevant sections of the AIP. This work is being pursued under an ACP (ACP-2021-086) and will specifically address the hours of applicability of service, correctly define ATZ upper limits, and publish all ATZs in ENR 2.2.
- 3.4 **Unmanned Aircraft Restricted Areas**
 - 3.4.1 The AIP contains details on Restricted Areas applicable to unmanned aircraft only. These are designated in a different way to all other permanent Restricted Areas through use of an 'EGRU' identification. Whilst providing a clear differentiation for unmanned aircraft operators, this system is not compliant with international standards. A new protocol has been developed that is compliant whilst still providing a means to publish them as a different data set; engagement activity is currently underway to ensure that there are no unintended consequences for this change and that it is implemented in an effective way. Changes to existing areas will be

managed under an Airspace Change Proposal sponsored by the CAA (ACP-2024-009).

3.5 Off-shore Lower Airspace

3.5.1 A general review of the design of off-shore lower airspace is underway. This includes existing CTAs, RMZs, ATS Routes, 5 letter name codes, and cross-border arrangements. Under an Applicability and Policy Alignment Check (OTH-2024-010), existing ATS Routes and 5-letter name codes established in UK airspace but where neighbouring states are appointed as the ATS providers will be published in the UK AIP where they are currently not. In addition, work is underway to consider the current airspace design that supports the UK off-shore operation eg HTZs, OSAs and HMRI, to ascertain the effectiveness of the design against the operational requirement and changing regulatory environment.

3.6 Shanwick Oceanic Airspace

3.6.1 A general review of information relating to North Atlantic operations currently in AIP ENR 2.2 is underway to ensure that the information is up-to-date and presented appropriately in the AIP.

3.7 Clarity on the Provision of ATS in Controlled Airspace

3.7.1 A review of the various controlled airspace structures is underway to ensure clarity of ATS provision, identify any areas of controlled airspace without defined associated structures, and ensure alignment with ICAO Standards and Recommended Practices and Eurocontrol best practice.

4 Updates to Projects

4.1 The CAA may update this AIC periodically to highlight significant developments, including the addition of any new focus areas.