

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS**

**5.1.1 AIRSPACE MANAGEMENT**

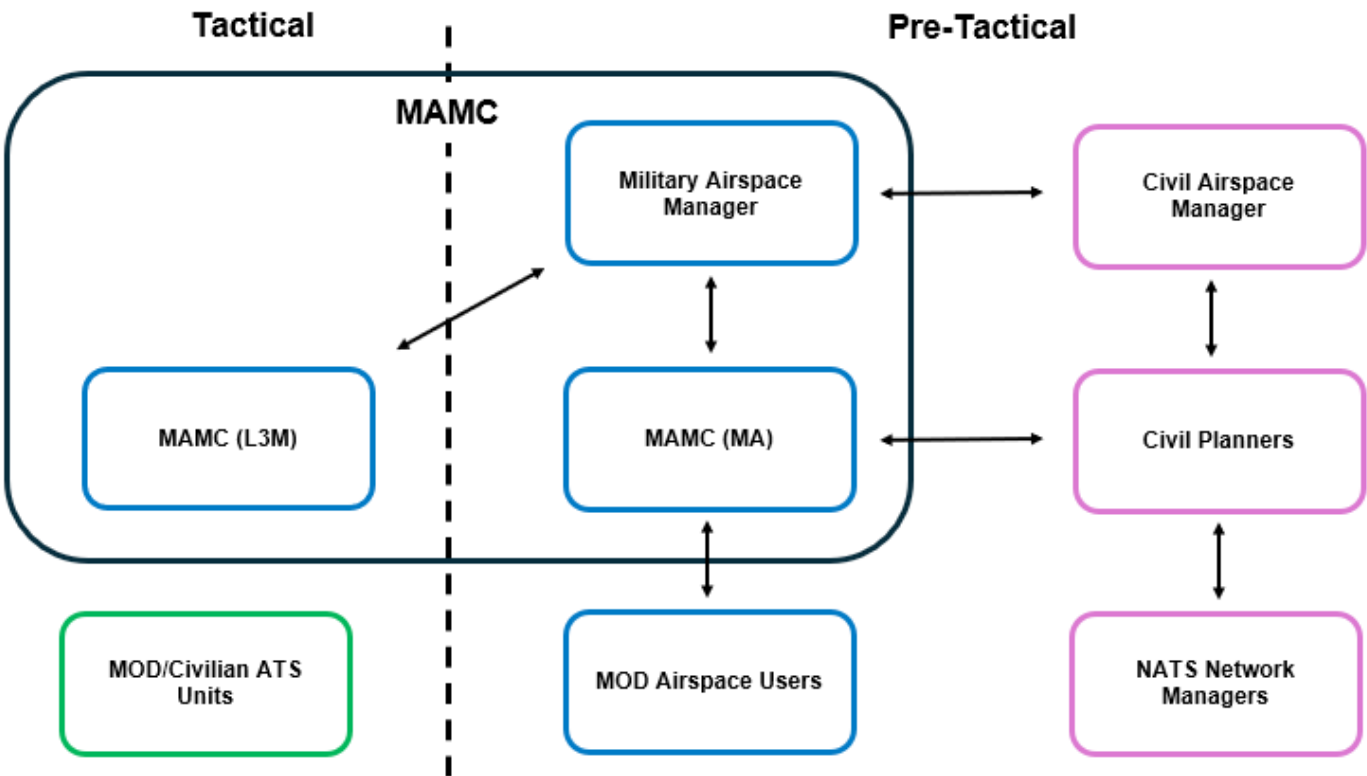
**5.1.1.1 Introduction.**

CAP740 defines UK ASM policy and applies equally to MOD and all other airspace users. The Military Airspace Manager (MAM) is vested with the executive authority for the segregation of airspace to facilitate military flying as enacted by the Military Airspace Management Cell (MAMC). Details of UK Special Use airspace can be found in the [Civil AIP](#) ENR Section 5.1, 5.2 and in En-Route Chart 6-75.

**5.1.1.2 Flexible Use of Airspace (FUA).**

Airspace is not designated as either military or civil but is considered as a continuum in which all user requirements are accommodated to the greatest extent possible. Consequently, any necessary segregation of airspace will only be of a temporary nature. By way of appropriate coordination between MAMC personnel and civil staff in the Airspace Management Cell (AMC) UK, the State is able to maximise the joint use of airspace. Therefore, MOD airspace users are obliged only to request segregated airspace based on justifiable need, within a specified period of time and using the minimal dimensions required to safely operate. In order to meet the FUA requirement, it is incumbent upon unit planners to consider other factors that may impact their ability to utilise airspace efficiently; these should include serviceability (aircraft and aerodrome), forecast meteorological conditions on station and in the training area (including sea state). Where airspace is no longer required, planners are to notify the appropriate ASM organisation so that it can be made available for other military or civil use. The earlier airspace can be released, the more benefit can be derived for other users.

The ASM organisation and its interactions are detailed below:



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## 5.1.2 MILITARY AIRSPACE MANAGEMENT CELL (MAMC)

5.1.2.1 MAMC provides ASM functions in support of pre-tactical and tactical ASM for all AMC managed areas and some other military training and operating areas; MAMC **Pre-Tac** are responsible for the pre-tactical ASM (D-1) and MAMC **Tac** are responsible for tactical ASM (D-0). The core roles of MAMC are mandated by CAP 740 and any other tasks as directed by the Military Airspace Manager. MAMC is required to enact FUA policy and its key responsibilities are summarised below:

- a. Prioritisation, de-confliction and pre-tactical management of airspace reservations (ARES) in accordance with 'DA Complex Booking Priorities' and CAP 740.
- b. Pre-tactical management of TRAs and MTAs.
- c. Pre-tactical management of AARA and military refuelling routes.
- d. Consideration of requests from NERL to suppress military activity to reduce impact to Network operations.
- e. Collaborative decision making with civilian airspace planners and managers, facilitating effective management of the UK Air Traffic network in accordance with CAP 740.
- f. Publication of the Airspace Use Plan (AUP) and Updated Airspace Use Plans (UUP). Airspace Use Plans are distributed to the EUROCONTROL Network Manager who promulgates the European Airspace Use Plan.
- g. Publishing NOTAMs to activate/deactivate or notify airspace for military use.
- h. Liaising with all airspace users to ensure that airspace no longer required for use by the allocated unit is made available to other users.
- i. Compilation and analysis of Performance Indicators of airspace usage in accordance with CAP 740.

## 5.1.2.2 MAMC Hours of Operation.

MAMC **Pre-Tac** operating hours are 0800L – 1700L, Mon – Fri. MAMC **Tac** hours of operation are dependent on the planned activity for the day but will typically operate 0800L – 1700L Mon – Fri as a minimum. Outside normal hours (including Bank Holidays) some MAMC tasks are delegated to the 78 Sqn Ops, who if needed can contact MAMC OOH personnel. OC MA may direct longer opening hours to support periods of exercise activity.

## 5.1.2.3 MAMC Contact Details.

MAMC contact details are as follows:

<b>MAMC (Pre-Tac):</b>	<a href="mailto:SWK-MAMC-ManagedAirspace@mod.gov.uk">SWK-MAMC-ManagedAirspace@mod.gov.uk</a>	01489 612495
<b>MAMC (Tac):</b>	<a href="mailto:L3M@nats.co.uk">L3M@nats.co.uk</a>	02380 401550
<b>AFTN through Mil-EAMS:</b>	EGVVYWYU	

## 5.1.2.4 Airspace Management Procedures.

Airspace is managed in accordance with the following 3 procedures:

- a. Procedure 1 (P1) – pre-tactical reservation of airspace no later than D-1; constitutes Airspace Use Plan (AUP).
- b. Procedure 2 (P2) – the reduction or cancellation of an airspace reservation; promulgated on Updated Airspace Use Plan (UUP).
- c. Procedure 3 (P3) – only used in exceptional circumstances, this facilitates short notice ARES requests on D-0, promulgated in an UUP. This process enhances the flexible use of airspace by responding to additional tasks whilst minimising the impact on the civilian air traffic network. P3 ARES requests are subject to EUROCONTROL impact assessment and cannot be guaranteed. In extremis, the following UK SUA can be requested for military use using the P3 process:

- (1) NWMTA (High and Low) North and South.
- (2) Northern DA Complex (D712s)
- (3) SW DA Complex(D064)
- (4) D809 Complex
- (5) D801, D802 & D803
- (6) EAMTA High and Low
- (7) Portland areas D017 and D023
- (8) Portsmouth areas D036, D037, D038, D039 and D040
- (9) SPTA areas EGD123, EGD124, EGD125 and EGD128

d. If a NWMTA P3 ARES is requested and Protector have already made a non-segregated ARES request, the suspension to autonomous ops will be promulgated via the P3 activation NOTAM. NWMTA ATC providers will be able to advise aircrew regarding autonomous ops suspensions, on request.

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## 5.1.2 MILITARY AIRSPACE MANAGEMENT CELL (MAMC)

## 5.1.2.5 Timetable of Events.

The key ASM timings are as follows:

Timing	Action
1100 D-1	Cut off time for airspace reservation requests.
A/R	MAMC <b>Pre-Tac</b> collate requests, resolve conflicts and apply airspace priorities and protocols.
NLT 1500 D-1	MAMC <b>Pre-Tac</b> send AUP to EUROCONTROL.
As Required	Consider and action P2 and P3 ARES requests.
NLT 1700 D-1	MAMC <b>Pre-Tac</b> to publish all required NOTAMs and distribute the DA Plan.
0600 D-0	AUP implemented (AUP is effective 0600 – 0600).

## 5.1.3 PRE-TACTICAL AIRSPACE MANAGEMENT PROCESSES

5.1.3.1 Pre-tactical ASM processes establish which airspace is reserved for the following day by temporarily allocating airspace to users based on their needs. The standard processes detailed below are applicable to all airspace managed by MAMC (MA) unless alternative arrangements have been established in a Letter of Agreement<sup>1</sup>.

<sup>1</sup> Note that some Letters of Agreement that pre-date 26 Jan 2026 still refer to a 0900 D-1 cut off time. These Letters of Agreement will be updated with the new 1100 D-1 cut off time at their scheduled review date.

## 5.1.3.2 ARES Request Procedure.

MAMC **Pre-Tac** are responsible for the pre-tactical ASM of all AMC Managed SUA as annotated in the Remarks column of the UK Civil AIP ENR 5.1 and 5.2 as 'AMC – Manageable'.

ARES requests to utilise SUA must be made to MAMC using the LARA Web Based Client (WBC) or via email **prior to 1100 D-1** (D-2 for activity between 0001z and 0600z, on the preceding Friday for activity on a Sunday or Monday, and the last working day prior to any Bank Holiday). This is to allow sufficient time for NOTAMs to be issued where required and for nominated agencies to be notified, including input into the daily AUP. By exception, and on a case-by-case basis, ARES requests may be considered until 1700L Mon-Fri. ARES requests forms can be found on the MAMC homepage.

Any pre-tactical amendments or cancellations of ARES requests after the 1100 D-1 cut off must be notified to MAMC **Pre-Tac** via email and followed up by phone call as soon as they are known (**changes must not be made directly in the LARA WBC after the 1100 D-1 cut off**). Cancellations or reductions should be notified to MAMC as soon as possible. Additional airspace requirements notified after 1100 D-1 will only be considered when operationally essential and will be assessed on a case by case basis. Amendments or cancellations at D-0 should follow the tactical ASM processes detailed at 5.1.4 below.

Activities where segregation is appropriate are detailed at ENR 5-1-8. Airspace will only be segregated for the duration of each activity. ARES must always be for the **minimum lateral and vertical extent** necessary to wholly contain the planned activity. Limitations on the use of some SUA is requested due to the impact on specific civil routes or traffic flows; these are referred to as ASM Protocols and where applicable are detailed in Letters of Agreement.

Contingency ARES requests should only be used in extremis and should be annotated as such in LARA when the ARES is requested. If airspace booked as a contingency is no longer required, it must be handed back by H-4 to enable other users to utilise the airspace. Failure to do so is contrary to UK ASM policy in accordance with CAP 740. Statistics recording booked airspace versus actual use of airspace are maintained by MAMC and regularly reviewed by the MOD, NATS and the CAA.

## 5.1.3.3 Military Suppression Requests.

In instances where airspace users do not need active SUA for their activity but require the location to be available for use (i.e. they require to operate where a SUA could be activated) they may request a military suppression of a SUA. Suppression requests should be for the minimum airspace required to enable the planned activity. This will enable MAMC to correctly apply the airspace priorities during airspace allocation. Requests for military suppressions will be considered against other ARES requests.

## 5.1.3.4 Denying Segregated Airspace Reservations.

Airspace reservations may be denied in the event that the AMC or CAA SARG AR has directed that another activity takes priority, regardless of whether the priority activity is segregated or not.

## 5.1.3.5 TRAs.

Outside the normal hours of TRA 001 to TRA 008, when airspace users require to use the airspace in the level band FL195 to FL245 to enable ingress to, egress from Danger Areas, or the surrounding airspace during sorties within Danger Areas, crews are to ensure that the appropriate TRAs are booked via MAMC by 1100L on D-1 (See TRA booking procedures).

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS****5.1.3 PRE-TACTICAL AIRSPACE MANAGEMENT PROCESSES****5.1.3.6 BVLOS UAS Activity in TRAs.**

All BVLOS UAS activity within an active TRA requires an airspace reservation via MAMC and will subsequently be promulgated by NOTAM. The NOTAM should contain the activity timings and state that military autonomous operations are not permitted concurrently within the TRA during that period. Airspace reservations, cancellations, and amendments for all BVLOS activity are to be conducted IAW the standard ASM processes detailed at 5.1.3 and 5.1.4.

**5.1.3.7 Exercises.**

For Exercises and other large-scale training events that require segregated airspace outside the confines of established SUA, in accordance with CAP 740 sponsors are to contact CAA Airspace Regulation (Utilisation) (AR(U)) by email AROPS@CAA.co.uk, at least 18 months before the start of the planned activity. CAA AR (U) will assess the request based on the military requirement and the impact to the wider ATM network. The lead-in time is required by the Network Manager at EuroControl to build a restriction in the airspace management tool to prevent GAT flight planning through the requested airspace. Whilst Exercises will normally attract a higher priority than routine flying training, sponsors are only to submit bids for airspace based on the actual planned activity by 1100L D-1 or iaw Exercise instructions. Exercise planners are encouraged to arrange an ACN for Exercise activity through CAA AR(U) where appropriate.

**5.1.3.8 MAMC Pre-Tac Processes.**

After the 1100 D-1 cut off, MAMC Pre-Tac will coordinate with airspace users to resolve any conflicting ARES requests by applying the airspace priorities detailed in 5.1.7.1. ASM protocols will be applied and consideration will be given to civilian and military requests for SUA suppressions. Once resolved, MAMC Pre-Tac will send the AUP to EUROCONTROL to limit flight planning availability and publish relevant NOTAMs to notify all airspace users of the SUA activation.

**5.1.4 TACTICAL AIRSPACE MANAGEMENT PROCESSES****5.1.4.1 Tactical ASM Processes.**

Tactical ASM processes ensure airspace is utilised efficiently through the real-time activation, re-allocation and deactivation of airspace that was allocated pre-tactically. The processes detailed below are applicable to all airspace managed by MAMC Tac unless alternative arrangements have been established in a Letter of Agreement. MAMC Tac are responsible for the tactical ASM for all AMC Managed SUA as annotated in the Remarks column of the UK Civil AIP ENR 5.1 and 5.2 as 'AMC – Manageable'.

To ensure unused airspace is made available for other airspace users, in the event of an activity being delayed or cancelled, the planned airspace user shall advise MAMC Tac as soon as possible by email and followed up by phone call to achieve 2-factor authentication.

If there is a delay in the start time of an activity, the airspace user should contact MAMC Tac at least 15 minutes prior to the actual start time to state the time at which the airspace will be utilised. If no notification is received, MAMC Tac will contact the planned airspace user 15 minutes before the scheduled start time to confirm airspace requirements.

Once a handback notification has been received and 2-factor authentication achieved, MAMC Tac will ensure all relevant stakeholders are notified and publish an UUP and/or NOTAM as required to deactivate the airspace.

**5.1.5 OPERATIONAL PROCEDURES****5.1.5.1 Secondary Surveillance Radar Codes.**

When operating in an active DA Complex autonomously, aircraft are to squawk 3/A 7002 with Mode C in accordance with the SSR Code Allocation Plan. Other aircraft will be allocated a squawk by the appropriate controlling authority.

**5.1.5.2 Provision of ATS within active DA Complex or MTA.**

UK FIS, along with appropriate separation standards, shall be provided to participating aircraft operating within active DA Complexes or MTAs. Against unknown traffic, prescribed separation minima are to be adhered to as much as is practicable.

**5.1.5.3 D323 Departure Procedures.**

As part of the consultation process, some civilian airfields raised concerns about military traffic departing overland portions directly into conflict with their IFR traffic. To mitigate this, all aircraft departing D323 are to maintain inside the DA until identified and approved to depart by an appropriate controlling authority or through the use of a procedure agreed with 78 Sqn.

**5.1.5.4 Safety Buffer.**

The user is responsible for containing any hazardous activity within the vertical and lateral boundaries of the allocated DA segments to ensure the safety of other users in adjacent segments. This is also significant for GAT where lateral and vertical flight planning buffers may have been applied against the notified boundaries of the DA.

**ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS****5.1.5 OPERATIONAL PROCEDURES****5.1.5.5 DA Complex Primacy.**

Primacy for DA Complex ownership during ASACS controlled sorties is as follows;

- a. For the first and last 5 minutes of a DA Complex activation, ASACS has primacy and shall manage the DA Complex as they see fit without recourse to the aircrew to which it is allocated.
- b. For the remainder of the activation, the aircrew allocated the DA Complex have primacy and ASACS shall consult the aircrew for access as required and effect coordination where necessary.
- c. Should tactical access to active DA Complex airspace be required, the relevant ATS provider will contact the Lead CRC to ascertain whether access can be arranged.
- d. When an Airspace user departs the DA Complex before their booking expires, unless briefed by exception of a pre-existing arrangement to hand to another eligible airspace user, primacy reverts to ASACS who shall follow process 5.1.5.6.

**5.1.5.6 Autonomous and Ship-based ASAC-controlled Operations within DA Complexes.**

For the purpose of these procedures, autonomous operations include aircraft which are either not in receipt of an ATS, tactical control or are under the control of HM Ships / ASAC. In the interests of flight safety, there may be occasions when aircraft operating autonomously in DA Complexes need to be contacted by shore-based ASACS or ATC units. In order to facilitate expeditious liaison in such circumstances, the call-sign or autonomous users should be known at all times. To ensure that this information is available, the following procedures apply to all missions operating autonomously within segregated airspace:

- a. If not already in receipt of an ATS the lead element of autonomous formations shall check-in/out with the appropriate 78 Sqn Swanwick ICF prior to entering, and prior to departure from, DA Complexes. On check-in with 78 Sqn the departing formations are to maintain inside the DA Complex until identified by Swanwick Military and cleared to leave. Autonomous aircrew shall maintain a listening watch on a discrete frequency assigned by 78 Sqn Swanwick or the appropriate DA Complex Autonomous Operations Frequency for the duration of their sortie.
- b. When an autonomous airspace user departs the DA Complex before their booking expires, unless briefed by exception of a pre-existing arrangement to hand to another eligible airspace user, Primacy reverts back to the lead CRC.
- c. Should an autonomous airspace user arrive more than 15 minutes late for an autonomous booking and they have failed to notify 78 Sqn Swanwick or CRC personnel of any delay, the area may be reallocated or handed back to MAMC **Tac** and may not be available for autonomous segregated use. (Note: MAMC **Tac** will make fair effort to chase up the booking prior to reallocation.)

**5.1.5.7 FOST Danger Areas (EGD003, 004, 006A, 006B, 007A, 007B, 007C, 008A, 008B, 008C, 009A, 009B, 012, 013, 014, 017, 021, 023, 026, 031, 036, 037, 038, 039, 040.)**

All military aircraft are to obtain a clearance from Plymouth Military Radar, or an ATC agency with delegated Danger Area authority, prior to entering as activity routinely changes at short notice. This includes aircraft allocated a serial in the FOST Weekly Practice Programme (WPP) entering the areas from overland, but does not affect aircraft departing from a ship operating within their allocated areas.

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## 5.1.6 MILITARY ACTIVITIES REQUIRING SEGREGATION.

## 5.1.6.1 Performance and Airspace.

Fourth generation Fast Jet aircraft operate at speeds well in excess of Mach 1 during training and operations; speed, high energy manoeuvres and rates of climb/descent require segregation for exclusive use. Beyond Visual Range (BVR) radar training flights are essential and will require aircraft to be separated between 50 and 100nm, depending on the phase of training. The aircraft will then head towards each other, manoeuvring to gain advantage. In order to maximise the training value gained from the missile parameters, a 'box' of airspace typically 100nm x 40nm, from FL50 to FL550 will be required. The following activities may justify the temporary segregation of airspace:

Air Activity	Description	Categories/ no of acft	Typical Height Block	Remarks
Air Combat Training (ACT)	During ACT, acft would be expected to manoeuvre dynamically in 3 dimensions with a turning performance of up to 9G. Closing speeds will typically be 24 miles per min, but maybe as high as 32 miles per min. The turn radius of the acft will vary between 2000ft and 12000ft.	(1) All radar splits (2) Visual splits for 4 or more acft	FL50-550	Radar splits may involve the acft being displaced by up to 100nm prior to the merge.
Dissimilar ACT	Similar to ACT but involving different types of fast jet acft operating in height blocks of FL50-660. Parameters as per Serial 1.	4 or more acft	FL50-550	Large quantities of acft will be manoeuvring through a large block of airspace at a high and unpredictable rate.
Basic Intercept Training (including supersonic flight)	Acft will split 70-100nm apart and then turn towards each other. Large blocks of airspace are used.	Radar splits	Various FL50-550	
Electronic Warfare (EW)	During EW sorties, the acft sensors will potentially be degraded. This will significantly reduce the aircrew's situational awareness.	Radar splits as per Serial 4.	Various FL50-300 to FL240-550	For advanced sorties.
Exercises (LFEs)	Exercises will involve upwards of 30 acft of differing types. Within the exercise, activities justifying segregation in their own right will take place, supersonic work and combat. Acft will be operating to the extremes of their operational envelopes.	Radar and visual engagements	SFC-FL550	Some acft within the formation will receive tactical control from fighter control agencies. Other will work autonomous within mutual flight safety/sanctuary constraints.
NVG/Night Lights Out Sorties	Acft will operate at night, with lights out and pilots on NVGs, which restrict their perception. Formations of acft will split apart, typically by 70nm. Closure speeds and turn radii will be the same as during the day.	Radar splits as per Serial 4.	FL50-550	

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## 5.1.7 DA COMPLEX BOOKING PRIORITIES.

## 5.1.7.1 Airspace Management.

In the event of an airspace activity requiring segregation, the MAMC will be the executive authority for allocating airspace in the priorities detailed below and in conjunction with those communicated by RAF Gp HQs and those by other MOD agencies. However, the day-to-day responsibility for the development of a tactical control plan, based on the required sorties and available DA Complex airspace, will be devolved from the MAMC to the Lead CRC (for N Sea DA Complexes) and Swanwick Mil (for SWDA Complex). Allocations will be based on the planning/ resources that have been committed to the activity and the following priorities:

PRIORITY	SORTIE TYPE	ACTIVITY	SUB-ACTIVITY	CORRESPONDING LARA PRIORITY CODE
1	Operations	A. UK.	1. 4 aircraft or more.	1
			2. Less than 4 aircraft.	2
		B. NATO.	1. 4 aircraft or more.	3
			2. Less than 4 aircraft.	4
2	Exercises	A. National (UK based) including QWIC and Exercises involving QEC / CSG.	1. 4 aircraft or more.	5
			2. Less than 4 aircraft.	6
		B. NATO.	1. 4 aircraft or more.	7
			2. Less than 4 aircraft.	8
		C. International.	1. 4 aircraft or more.	9
			2. Less than 4 aircraft.	10
3	Trials	A. Urgent Operational Requirement.	1. If less than 2 months for UOR to be implemented, raise to priority <b>2A</b> .	11
			2. 2-4 months to complete flying element.	12
		B. Less than 2 months to complete flying.	1. 4 aircraft or more.	13
			2. Less than 4 aircraft.	14
		C. 2-4 months to complete flying.	1. 4 aircraft or more.	15
			2. Less than 4 aircraft.	16
4	Large Units	A. Carrier Operations conducting work up to R2 Status.	1. Queen Elizabeth Class (QEC) or Aircraft Carrier - Conventional Nuclear (ACN).	17
			1. Landing Helicopter Dock (LHD).	18
5	Training	A. National Standby (QRA, TANSOR etc.) less than 2 weeks prior to loss of currency.	1. Any number of aircraft.	19
		B. Operational workup to R2 less than 3 months.	1. Any number of aircraft.	20
		C. OCU / Operational Sea Training.	1. 4 aircraft or more.	21
			2. Up to 4 aircraft	22
		D. ACL (MC/FL) Pairs / 4s Lead. Lightning: 2-Ship Fit Lead / 4-Ship Fit Lead.	1. Typhoon - Responsive Phase. 1. Lightning - Responsive / Contingent Phase.	23
			2. Adaptive Phase.	24
		E. QRA Currency.	1. Less than 3 weeks.	25
			2. More than 3 weeks.	26
		F. Unit-Level Combat Ready Workup (CONVEX)	1. Any number of aircraft.	27
		G. QRA Workup.	1. Any number of aircraft.	28
H. Electronic Warfare.	1. Raise to Priority <b>5A</b> if in support of workup less than 4 months prior to deployment.	29		
I. Combat Ready Continuation Training.	1. Any number of aircraft.	30		

## Notes:

- a. For quick referencing priorities, as an example: A routine trial with 2-4 months to complete the flying element with less than 4 aircraft contributing to the trial, including from external agencies would be 3 - C - 2.
- b. Corresponding LARA Priority Code - Are to be used in the priority drop down menu of all LARA (Web Booking Client) airspace reservation requests. This reference allows airspace users to interrogate the airspace booking against the activity and sortie type and facilitates cooperative decision making to enable the most efficient use of airspace.

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## 5.1.8 PROHIBITED, RESTRICTED AND DANGER AREAS.

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). DAVENTRY RC</b>		Service: a. Swanwick Mil Central is responsible for providing an airways crossing service through the Daventry CTA. The Daventry Radar Corridor (DTY RC) is the preferred method for OAT to cross. b. Pilots wishing to use the DTY RC are to comply with Swanwick Mil prenotification procedures and state their intention to cross the DTY RC in item 18 of the flight plan.
52 04 33N 001 39 34W - 52 20 49N 000 49 34W - 52 14 59N 000 39 38W - 51 56 49N 001 35 33W	FL100	Limits: Centred on the DTY VOR/DME and aligned on the 066°/246° radials, the DTY RC is 8nm wide and available bi-directional at FL100 and FL110. West entry: 51 56 20N 001 50 37W, East entry: 52 26 27N 000 18 11W.  Remarks: See ENR 6-3 UK Radar Corridor Chart.
51 59 41N 001 54 11W - 52 27 31N 000 28 28W - 52 26 31N 000 27 29W - 52 26 22N 000 03 36W - 51 53 00N 001 47 03W	FL110	
<b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). DEAN CROSS RC</b>	FL190	Service: Swanwick Mil West is responsible for the provision of radar controlled airways crossing services to aircraft using the Dean Cross Radar Corridor through airways A1 and B4.  Limits: a. Established along a line DCS VOR to MARGO and 5nm either side of centre-line. b. An alternative FL may be used if FL190 is not available. West entry: 54 43 50N 003 44 40W, East entry: 54 42 17N 002 40 47W.  Contact: Pilots wishing to make use of the service and not already in contact with Swanwick Mil should contact Swanwick Mil West on the ICF 277.625 at least 5 minutes in advance.  Remarks: See ENR 6-3 UK Radar Corridor Chart.
<b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). GAMSTON RC</b>	FL190	Service: Swanwick Mil East is responsible for the provision of radar controlled airways crossing services through airways L603, L26 and Y70 by military aircraft at FL190. Swanwick Mil East are the only military unit authorised to use the Radar Corridor.  Limits: The Radar Corridor is defined as two parallel lines 10nm apart and perpendicular to the centreline of Awy Y70, coordinates 53 36 22N 000 37 13W - 53 13 49N 000 55 10W. North entry: 53 34 35N 000 38 38W, South entry: 53 15 40N 000 53 54W.  Contact: Pilots wishing to make use of the service should contact Swanwick Mil on the ICF, at least 5 minutes in advance.  Remarks: See ENR 6-3 UK Radar Corridor Chart.
<b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). LICHFIELD RC</b>		Service: Swanwick Mil Central is responsible for the provision of radar controlled airways crossing services to aircraft using the Radar Corridor (RC) established in the LICHFIELD area, to expedite passage through the wide belt of controlled airspace and thus avoid the delays that could otherwise be experienced with the more conventional types of radar or procedural crossings.  Limits: The RC operates at FL140 and FL150, and may only be used under the radar control of Swanwick Mil. The corridor is 12nm wide. West entry: 52 32 53N 002 30 11W, East entry: 52 53 12N 001 03 27W.  Contact: Crossings are available in both directions at either level. Pilots wishing to use the RC should contact Swanwick Mil, at least 5 minutes in advance.  Remarks: See ENR 6-3 UK Radar Corridor Chart.
52 41 55N 002 19 09W - 52 32 18N 002 05 38W - 52 48 06N 000 58 21W - 52 58 18N 001 08 34W.	FL140	
52 38 11N 002 34 42W - 52 32 53N 002 30 11W - 52 27 43N 002 24 30W - 52 48 06N 000 58 21W - 52 58 18N 001 08 34W.	FL150	

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Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<p><b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). SWINDON RC</b> 51 22 12N 002 16 36W - 51 21 01N 002 01 19W - 51 40 42N 001 33 28W - 51 44 17N 001 54 50W 51 38 50N 001 53 16W.</p>	Operates at FL230 and FL240.	<p><b>Service:</b> Swanwick Mil is responsible for providing an airways crossing service through airway G1 and the Cotswold CTA from the TMA boundary to the western edge of the Swindon Radar Corridor (SRC). Traffic intensity in this area can cause delays to OAT wishing to cross the airspace. The SRC RC has been created to provide an alternative means of crossing.</p> <p><b>Limits:</b> The SRC is established along a line Brize Norton TACAN to Yeovilton TACAN, 4nm either side of the centre line. May only be used under the radar control of Swanwick Mil. West entry: 51 21 36N 002 08 57W, East entry: 51 42 04N 001 41 41W.</p> <p><b>Contact:</b> Pilots who require to use the SRC are required to comply with existing Swanwick Mil pre-notification procedures and to state their intention to cross the SRC in item 18 of the Flight Plan.</p> <p><b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.</p>
<p><b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). TILNI RC</b> 54 43 56N 002 00 04W - 54 34 06N 002 03 08W - 54 31 35N 001 39 29W - 54 41 25N 001 36 19W.</p>	FL190	<p><b>Service:</b> Swanwick Mil East is responsible for the provision of radar controlled airways crossing services, and crossing Awy P18 by military aircraft.</p> <p><b>Hours:</b> 0800 - 1800 local Mon - Fri, except PH.</p> <p><b>Limits:</b> The Radar Corridor is defined as two parallel lines 10nm apart and perpendicular to the centreline of Awy P18, coordinates 54 36 08N 001 34 32W - 54 39 22N 002 04 59W. West entry: 54 36 30N 001 37 54W, East entry: 54 39 01N 002 01 36W.</p> <p><b>Contact:</b> Pilots wishing to make use of the service and not already in contact with Swanwick Mil should contact Swanwick Mil East on the ICF 277-775 at least 5 minutes in advance.</p> <p><b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.</p>
<p><b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). WESTCOTT RC</b> 51 53 00N 001 47 03W - 51 53 00N 001 28 44W - 52 26 10N 000 09 58W - 52 26 15N 000 13 48E - 51 42 07N 001 31 22W - 51 40 42N 001 33 28W.</p>	Operates at FL230 and FL240.	<p><b>Service:</b> Swanwick Mil Central is responsible for the provision of radar controlled airways crossing services to aircraft using the Westcott Radar Corridor (WCO RC). The WCO RC is established at FL230 and FL240 to ease pressure on intensive airspace demands in the wide belt of controlled airspace north of London. Therefore, OAT wishing to cross controlled airspace in this area should plan to utilize the WCO RC whenever practicable.</p> <p><b>Limits:</b> West entry: 51 44 26N 001 37 21W, East entry: 52 26 05N 000 00 40W.</p> <p><b>Contact:</b> Pilots are required to comply with existing Swanwick Mil pre-notification procedures and to state their intention to cross the WCO RC in item 18 of the flight plan.</p> <p><b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.</p>
<p><b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). LYNAS RC</b> 53 22 22N 004 43 29W - 53 21 32N 004 19 57W - 53 47 02N 003 49 20W - 53 53 53N 004 05 57W.</p> <p><b>Notes:</b> a. Between these points the corridor is active in the climb to FL170: 53 22 22N 004 43 29W - 53 21 32N 004 19 57W - 53 38 56N 003 59 09W - 53 45 46N 004 15 44W b. Between these points the corridor is active at level FL170: 53 45 46N 004 15 44W - 53 38 56N 003 59 09W - 53 47 02N 003 49 20W - 53 53 53N 004 05 57W</p>	See Notes	<p><b>Service:</b> The LYNAS Radar Corridor is established to allow aircraft under the control of Swanwick Mil West to cross L975, L70 and L15 from the airway base to FL170 and L10 at FL170.</p> <p><b>Limits:</b> The western edge of the corridor is delineated by a line through NATKO - CASEL. The eastern edge is 12nm parallel from the western edge. North entry: 53 50 27N 003 57 38W, South entry: 53 21 57N 004 31 43W.</p> <p><b>Contact:</b> Pilots wishing to use the RC should contact Swanwick Mil on the ICF 277-625MHz or 127-450MHz at least 3 minutes in advance.</p> <p><b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.</p>

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P114 WINDSOR CASTLE</b> Circle radius 1nm centred on 51 29 00.5N 000 36 00.5W	Upper limit: 2000 ft AGL Lower limit: SFC	<b>Hours:</b> Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P120 GATCOMBE PARK</b> Circle radius 1nm centred on 51 41 37.0N 002 10 20.0W	Upper limit: 1000 ft AGL Lower limit: SFC	<b>Hours:</b> Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P124 HIGHGROVE HOUSE</b> Circle radius 1.5nm centred on 51 37 18.0N 002 10 45.0W	Upper limit: 1650 ft AGL Lower limit: SFC	<b>Hours:</b> Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P208 NEWMARKET</b> Area within: 52 10 46.0N 000 17 53.0E - 52 16 34.0N 000 19 40.0E - 52 18 03.0N 000 26 21.0E - 52 16 21.0N 000 31 02.0E - 52 14 21.0N 000 32 13.0E - 52 11 34.0N 000 29 15.0E - 52 09 52.0N 000 22 08.0E - origin	Upper limit: 2000 ft AGL Lower limit: SFC	<b>Hours:</b> Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P216 SANDRINGHAM</b> Circle radius 3.5nm centred on 52 49 47.0N 000 30 00.0E	Upper limit: 3000 ft AGL Lower limit: SFC	<b>Hours:</b> 01 December to 01 March. Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P410 STRANGFORD LOUGH WILDLIFE SCHEME</b> Area bounded by: 54 33 30.0N 005 37 00.0W - following coastline to - 54 30 00.0N 005 32 45.0W - 54 28 50.0N 005 38 40.0W - following coastline to - 54 30 45.0N 005 39 00.0W - origin	Upper limit: 2000 ft AGL Lower limit: SFC	<b>Hours:</b> Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for En-Route Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P411 FYLINGDALES</b> Circle radius 2nm centred on 54 21 58.0N 000 39 55.0W	Upper limit: 2000 ft AGL Lower limit: SFC	<b>Hours:</b> Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P506 LOCKERBIE</b> Circle radius 2nm centred on 55 07 00.0 003 21 00.0W	Upper limit: 2000 ft AGL Lower limit: SFC	<b>Hours:</b> Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P507 TUNDERGARTH MEMORIAL CHAPEL</b> Circle radius 0.5nm centred on 55 06 49.0N 003 17 37.0W	Upper limit: 2000 ft AGL Lower limit: SFC	<b>Hours:</b> Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>PROVOST MARSHAL AREA (PM) - PROHIBITED PM P701 BALMORAL CASTLE</b> Circle radius 5nm centred on 57 00 02-0N 003 12 24-0W	Upper limit: 3000 ft AGL Lower limit: SFC	<b>Hours:</b> 01 August to 21 October. Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Prohibited Area (PMP Area) is an airspace of defined dimensions established by the RAF Provost Marshals within which the flight of military aircraft is prohibited.
<b>PROVOST MARSHAL AREA (PM) - RESTRICTED PM R225 WASH</b> 52 56 35N 000 29 22E - along the coast to 52 49 00N 000 23 00E - 52 47 00N 000 23 00E - 52 47 00N 000 12 40E - 52 48 00N 000 03 00E - 52 52 10N 000 02 19W - 53 05 07N 000 20 00E - origin	Upper limit: 3500 ft AGL Lower limit: SFC	<b>Vertical Limits:</b> The lower limit of the area east of along the coast to E000 30-00 is 1500ft ALT.  <b>Activity:</b> Prohibited to military aircraft except for pilots authorised to enter for range activity at Holbeach or Wainfleet AWRs, or pilots making an approach to Rwy 26 at RAF CONINGSBY using authorised ATC approach procedures.  <b>Hours:</b> 0830 - 2300 (local) Monday to Friday. Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Restricted Area (PMR Area) is an airspace of defined dimensions established by the RAF Provost Marshal within which the flight of military aircraft is restricted in accordance with specified conditions.
<b>PROVOST MARSHAL AREA (PM) - RESTRICTED PM R320 HUMBER WEAPONS RANGE AIRSPACE</b> Airspace within: 53 36 00N 000 09 30E - 53 38 30N 000 20 30E - 53 20 00N 000 34 00E - 53 17 30N 000 18 17E - along the coast to 53 23 31N 000 14 00E - 53 29 30N 000 05 10E - 53 34 00N 000 06 00E - along the coast to origin.	Upper limit: 2000 ft AGL Lower limit: SFC	<b>Activity:</b> Prohibited to military fixed wing aircraft unless authorised to enter for range activity at Donna Nook AWR.  <b>Hours:</b> 0900 - 1630 (local) Monday to Thursday, 1630 - 2200 (local) Monday and Wednesday, (from September to April), 0900 - 1500 (local) Friday. Permanent.  <b>Remarks:</b> See ENR 6-7 & ENR 6-8 for ENR Chart of Provost Marshal Areas North and South UK. A Provost Marshal's Restricted Area (PMR Area) is an airspace of defined dimensions established by the RAF Provost Marshal within which the flight of military aircraft is restricted in accordance with specified conditions.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

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