

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

**5.1.1 DANGER AREAS - REQUIREMENTS TO USE TRA 001 TO TRA 008 IN SUPPORT OF DANGER AREA OPERATIONS.**

5.1.1.1 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 0900L on D-1 (See TRA booking procedures).

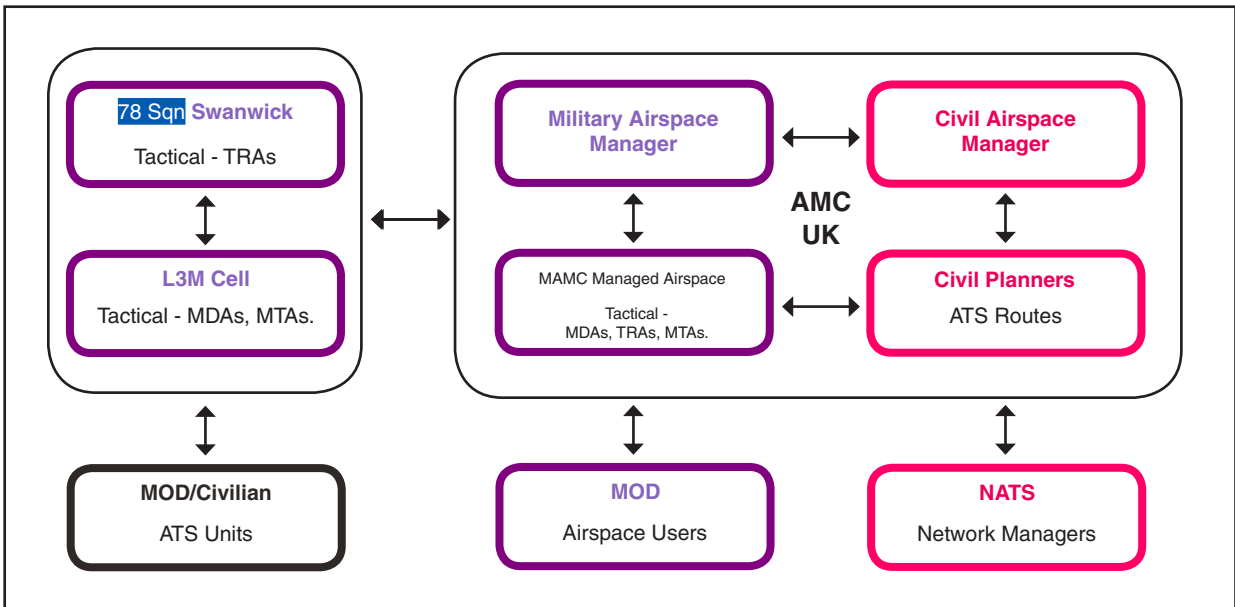
**5.1.2 AIRSPACE MANAGEMENT PROCEDURES (ASM) .**

5.1.2.1 **Introduction.** CAP740 defines UK ASM policy and applies equally to MOD and the Air Navigation Service Provider (ANSP) NATS. The Military Airspace Manager (MAM) is vested with the executive authority for the segregation of airspace, to facilitate military flying training in UK airspace. The routine management of airspace that is segregated for military use is delegated to the MAMC.

5.1.2.2 **Flexible Use of Airspace (FUA).** Airspace is not designated as either military or civil, but is considered as one continuum and used flexibly on a day-to-day basis. 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. Every portion of airspace within which military aircraft operate also has a network of Conditional Routes (CDRs) that may be utilised by civil traffic. Therefore, MOD airspace users are obliged only to request segregation based on justifiable need and within a specified period of time. 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.

Military Users are mandated to provide utilisation statistics for the airspace that they book, as per CAP740 Chap 6 and as detailed in (see Daily Returns of MDA Usage) to the MAMC.

The mil responsibilities are detailed below as part of the wider UK ASM organisation:



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## 5.1.3 MANAGED DANGER AREAS (MDAs).

**5.1.3.1 Introduction.** There are 4 MDA complexes situated in UK airspace, created to provide segregated airspace for military flying training, bookings for which are managed by the MAMC. In accordance with the principles of the FUA, MDAs are only activated on request.

**5.1.3.2 Availability.** The MAMC will accept bids for use of the MDAs and other DAs as listed below:

Danger Area	Name	Vertical Limits	Available
EG D064 A, B, C	South West MDA	10000ft amsl - FL660 (*)	By NOTAM
EG D323 A, B, C, D, E	Southern MDA	FL50 - FL660	By NOTAM
EG D323 G, H, J, K	Southern MDA	FL150 - FL660	By NOTAM
EG D323 L, M, N, P, Q, R	Southern MDA	FL100 - FL660	By NOTAM
EG D412	Staxton	SFC - 10000ft amsl	By NOTAM
EG D513 C	Druridge Bay	SFC - 10000ft amsl	By NOTAM
EG D513 A, B	Druridge Bay	SFC - 23000ft amsl	By NOTAM
EG D613 A, B, C, D	Central MDA	FL100 - FL660	By NOTAM
EG D712 A, B, C, D	Northern MDA	FL245 - FL660	By NOTAM
EG D809 S, C, N	Moray Firth S, C, N	SFC - 55000ft amsl	By NOTAM
<b>Remarks</b>	(*) OCNL notified from ALT 5000 to FL660.		

**5.1.3.3 MDA Airspace En-Route Chart.** See UK Mil AIP ENR 6-2 for UK Managed Danger Areas En-route Chart.

## 5.1.4 MILITARY AIRSPACE MANAGEMENT CELL (MANAGED AIRSPACE) (MAMC(MA))

**5.1.4.1 MAMC.** The core roles of MAMC are mandated by CAP740 and any other tasks as directed by SO1 Airspace DAATM. MAMC is required to enact FUA policy and its major responsibilities are summarised below:

- Prioritisation, de-confliction and management of airspace bookings in accordance with 'MDA Booking Priorities'
- Pre-tactical management of TRAs and MTAs.
- Pre-tactical management of AARA and military refuelling routes.
- Notification of military activity in selected Danger Areas and other airspace volumes to civil airspace planners.
- Consider requests by the ANSP NATS for use of CDRs that affect the availability of MDAs.
- Collaborative decision making with civilian airspace planners and managers, facilitating effective management of the UK Air Traffic network in accordance with CAP 740 3.10/3.20/3.21.
- Distribution of a daily plan of military activity to enable the publication of the Airspace Use Plan, and Updated Airspace Use Plans. Airspace Use Plans are distributed to the Central Flow Management Unit who promulgate the availability of flight planable air routes in the Eurocontrol Area via an Electronic Airspace Use Plan (eAUP).
- NOTAM segregation of airspace for military use.
- Liaise with all airspace users to ensure that airspace no longer required for use by the allocated unit is made available to other users.
- Compilation and analysis of Key Performance Indicators of airspace usage in accordance with CAP 740 6.5.

**5.1.4.2 MAMC(MA) Hours of Operation.** MAMC(MA) operating hours are 0730L – 1700L, Mon – Thu; 0730L – 1500L Fri. Outside normal hours (including Bank Holidays) the MAMC task is delegated to the 78 Sqn Swanwick ATCO IC. OC MAMC may direct longer opening hours to support periods of exercise activity.

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5.1.4.3 MAMC Contact Details. MAMC(MA) contact details are as follows:

MAMC (MA) contact details are as follows:	
<b>E-mail:</b>	SWK-MAMC-ManagedAirspace@mod.gov.uk
<b>Telephone:</b>	GPTN 95586 Ext 2495, OC Ext 2569; PSTN (01489) 61+ext.
<b>AFTN through Mil-EAMS:</b>	EGVVYWYU.
<b>Postal:</b>	MAMC, 78 Sqn Swanwick, Box 13, London Area Control Centre, Sopwith Way, Swanwick, SOUTHAMPTON, Hampshire, SO31 7AY

## 5.1.5 AIRSPACE BOOKING PROCESS.

5.1.5.1 **Introduction.** Airspace is booked in accordance with the following 3 processes:

- a. Procedure 1 (P1) – pre-tactical reservation of airspace no later than D-1; constitutes Airspace Use Plan (AUP).
- b. Procedure 2 (P2) – the release of reserved airspace for alternate airspace use; promulgated on Updated Airspace Use Plan (UUP).
- c. Procedure 3 (P3) – facilitates the additional booking of airspace on D-0, promulgated on additional UUP. This process enhances the flexible use of airspace, through post AUP D-1 publication, in order to maximise the accuracy of airspace booked for military use and in doing so minimising the negative impact on the route Network. In extremis, the following UK airspace can be requested for military use using the Procedure 3 process, in addition to the Procedure 1 booking process (note that P3 is subject to a EUROCONTROL impact assessment and cannot be guaranteed);

- 
- (1) NWMTA (High and Low) North and South.
  - (2) Northern MDA (D712s)
  - (3) SWMDA(D064)
  - (4) D809 Complex
  - (5) D801, D802 & D803
  - (6) EAMTA High and Low
  - (7) Portland areas D017 and D023
  - (8) Portsmouth areas D036, D037, D039 and D040

d. Sorties where segregation is appropriate are detailed at [ENR 5-1-8](#). Airspace will only be segregated for the duration of each sortie; users are encouraged to refine the vertical limits of the airspace according to the mission profile as this may allow civil traffic to flight plan over the top of segregated airspace.

5.1.5.2 **Exercises.** For Exercises and other large-scale training events that require segregated airspace outside the confines of the current DA/MDA construct, sponsors are to notify the Military Airspace Manager (MAM) or the Civil Airspace Manager (CAM) through MAMC of their requirements at least 28 days before the next AIRAC Cycle. The MAM and the CAM 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 make GAT routes through the requested airspace unavailable for flight planning. Whilst Exercises will normally attract a higher priority than routine flying training, sponsors are only to submit bids for airspace based on actual ATO by 0900L D-1 or iaw Exercise instructions. Exercise planners are encouraged to arrange an ACN for Exercise activity through AUS where appropriate.

5.1.5.3 **Airspace Bidding Procedure.** Bids to segregate airspace for military use are to be made to MAMC via email. Booking forms can be found on the MAMC homepage. Bids are always to be for the **minimum volume of airspace** required for the duration of the planned activity, including vertical segregation. Users are to consider whether activity could be capped to facilitate ATS route availability above military activity. Thorough consideration should be given to contingency booking of airspace to ensure a fair allocation of airspace for all user requirements. If airspace booked as a contingency is no longer required it is to 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 CAP740. Statistics recording booked airspace versus actual use of airspace will indicate any misuse of the ASM system. All airspace managed by MAMC(MA) should be booked via MAMC prior to 0900L D-1 (D-2 for activity between 001 and 0600L, 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 for distribution by CFMU. (In exception, and on a case-by-case basis, bookings may be accepted until 1700L Mon-Thurs or 1400L Fri.)

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- 5.1.5.4 **Safety Buffer.** The user is responsible for containing any segregated activity within the vertical and lateral boundaries of the allocated MDA airspace to ensure the safety of other users in adjacent MDA sub-divisions. This is also significant for overflying GAT where CDRs have been made available for use 2000ft above the notified upper limit of the MDAs.
- 5.1.5.5 **Central MDA.** Where appropriate, units should bid for EG D613A and B in preference to EG D613C in accordance with FUA principles to facilitate opening east-west conditional routes through EG D613C.
- 5.1.5.6 **Southern MDA.** As part of the redesign of the EG D323 complex in Feb 2019, several caveats to the utilisation and management of this airspace were incorporated to ensure minimum disruption to NATS and other airspace users:
- Due to the funnelling of airspace between Newcastle and D323F, D323F will **NOT** be available for any bookings until the new air traffic equipment upgrade for both Civil and Military controllers at the Swanwick and Prestwick ATC Centres has been implemented. This new equipment introduces better conflict detection tools and allows for electronic coordination between Civil and Military controllers.
  - Departure protocols:** As part of the consultation process, some civilian airfields raised concerns about military traffic departing new overland portions directly into confliction with their IFR traffic. Therefore, to mitigate this, it has been agreed that aircraft must not exit the overland portions into Class G airspace in the Vale of York without being in receipt of an Air Traffic Service.
  - Depending on the routings of the North Atlantic Tracks (NAT), D323L-R may have an upper limit of FL300 between 1000hrs and 1400hrs local, if the NAT tracks are required to route through the airspace. This allows 2 civil routes (P58 and P59) to be available for flight planning from FL320 and above.
- 5.1.5.7 **Availability of South West MDAs (EG D064A/B/C).** Use of the SWMDAs alongside concurrent activity in Aberporth (EG D201A) or Castlemartin (EG D113A / EG D113B), has significant impact on civil traffic flows and protocols have been agreed between NATS and the MOD to ensure minimum disruption (See Table Below). Deconfliction will be assessed by MAMC based on priority level and in consultation with the Civil Airspace Manager. Bid allocations will be confirmed by 1700L D-1 (1500L on the Friday preceding weekend or Monday activity, or the last working day prior to a Bank holiday) with the release of the daily MDA Plan, but users may be offered an alternative time and/or level block prior to 1700L D-1, if their original request cannot be accommodated.

EG D064 Activation; depending on adjacent DA activities, one of the 5 options below will be allocated.

Option	EG D064A	EG D064B	EG D064C
1	UNL	UNL	Capped at FL240
2	Capped at FL240	UNL	UNL
3	UNL	UNL	Capped at FL270
4	Capped at FL270	Capped at FL270	Capped at FL270
5 (by negotiation)	UNL	UNL	Capped at FL300
Notes: Any requests for a Monday, or a Tuesday following a Bank Holiday, will automatically be allocated Option 4.			

Military users are advised that early bids for EG D064 are encouraged to better facilitate airspace negotiation within the AMC, however bids *must* be received law the timelines laid down in ENR 5.1.5.3. Predictability of the North Atlantic Tracks may change between D-5 and D-1 and as such, early airspace allocation is unlikely to be confirmed.

- 5.1.5.8 **Denying Segregated Airspace Reservations.** Airspace reservations may be denied in the event that CAA SARG AR has directed that another activity takes priority, regardless of whether that other activity is segregated or not.
- 5.1.5.9 **Amendments, Cancellations and Tactical Bids.** For FUA to succeed, it is essential that bids for segregated airspace are realistic and that the airspace is used for its proper purpose. Any changes to an airspace bid should be notified as follows:
- Before 1700L on D-1. MAMC is to be notified by phone, followed by a confirmation e-mail, of any bid amendments as soon as they are known.
  - AM bookings should be cancelled with MAMC by 1700L D-1.
  - PM bookings should be cancelled with the Level 3 Management Cell by 0830L D-0.
  - Segregated Airspace cancellations on D-0 are to be notified to the Level 3 Management Cell. Level 3 Management Cell shall notify MAMC at the earliest opportunity, who shall take NOTAM / UUP action if required.

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- 5.1.5.10 Provision of ATS within active MDA or MTA.** ATSOCAS, along with appropriate separation standards, shall be provided to participating aircraft operating within active MDAs or MTAs. Against unknown traffic, prescribed separation minima are to be adhered to as much as is practicable.
- 5.1.5.11 MDA Primacy.** Primacy for MDA ownership during ASACS controlled sorties is as follows;
- For the first and last 5 minutes of a MDA booking, ASACS has primacy and shall manage the MDA as they see fit without recourse to the aircrew to which it is allocated.
  - For the remainder of the booking, the aircrew allocated the MDA have primacy and ASACS shall consult the aircrew for access as required and effect coordination where necessary.
  - Should tactical access to active MDA airspace be required, the relevant ATS provider will contact the Lead CRC to ascertain whether access can be arranged.
  - When an Airspace user departs the MDA 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 5.1.5.13.
- 5.1.5.12 Delay to Autonomous or Controlled MDA bookings.** In the event of a sortie being delayed, the planned airspace user shall advise the Level 3 Management Cell within 15 minutes of the booked activation time. If no notification is received, the Level 3 Management Cell will chase up the booking. Airspace may be offered tactically to other users as follows:
- Delay of more than 30 mins to the booking start time - the airspace may be offered to other military users. Once allocated user is notified airborne and en route, Primacy reverts to booked aircrew for the remainder of the specific booking and other users will vacate the area in question as soon as practicable.
  - Delay of fewer than 30 mins to the booking start - the military controller in whose airspace the MDA lies will be informed so that they can fly mil ac through the airspace if required.
- In the event of Autonomous Ops then visual confirmation and a call to the Sqn or airspace controlling authority to confirm nil activity within the area must be obtained before any further action is taken. If there is doubt as the status of an area for Autonomous Ops then Primacy remains with the lead CRC or Swanwick (mil) Sup and non-participating traffic will not be permitted to access the airspace.
- 5.1.5.13 Autonomous and Ship-based/Sea King Mk 7 ASAC-controlled Operations within MDAs.** 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 HMS Ships / Sea King Mk 7 ASAC. In the interests of flight safety, there may be occasions when aircraft operating autonomously in MDAs 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:
- 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, MDAs. Autonomous aircrew shall maintain a listening watch on a discrete frequency assigned by **78 Sqn** Swanwick or the appropriate MDA Autonomous Operations Frequency for the duration of their sortie.
  - When an autonomous airspace user departs the MDA 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.
  - 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 the L3M Cell and may not be available for autonomous segregated use.  
(Note: The L3M Cell will make fair effort to chase up the booking prior to reallocation.)
- 5.1.5.14 Reallocation and Handback Process.** When airspace is handed back, or in the event of delays to sorties, the Level 3 Management Cell shall, in conjunction with the lead CRC if required, assess whether another sortie would be eligible to make use of the airspace. If an eligible sortie is identified and the aircrew wish to take up the ad hoc offer, then the Level 3 Manager shall allocate the MDA to the new Squadron. If MDA reallocation has not occurred within 15 minutes of the airspace being handed back then the Level 3 Manager shall release the airspace tactically to other users or hand the airspace back.
- 5.1.5.15 Post-Flight Closedown.** MAMC is required to conduct a daily post-flight review of airspace use, comparing actual use against the associated Mil Plan to account for military use of the MDAs. All airspace users are required to complete a close down proforma for all booked airspace by close of play D+1 (the day after the activity). Where the 'other' category is selected, a short explanation of the reason is to be included. Once completed the closedown proforma is to be e-mailed to the MAMC. The proforma template can be found on the MAMC homepage.

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## 5.1.5.16 Contact Details.

Contact Details:	
Swanwick Mil West ICF (SWMDA)	278x6
MDA ASACS ICF	Tad 148
MDA Autonomous Operations Frequencies	a. D323 – Tad 109 b. D613 – Tad 032
Swanwick Mil <b>East</b> Supervisor	Mil: 95586 2408 Civ: (01489) 612408
Swanwick Mil <b>West</b> Supervisor	Mil: 95586 2417 Civ: (01489) 612417
CRC Boulmer	Mil: 95818 8011 Civ: (01665) 604760 Ext 8011 or (01665) 573212
Swanwick Mil <b>North</b> Supervisor	Mil: 95586 5430 Civ: (02380) 401509
Level 3 Management Cell	Mil: DIRECT MIL NO. NO LONGER AVAILABLE. Civ: (02380) 401550

## 5.1.6 MANAGED DANGER AREAS - TIMETABLE OF EVENTS.

5.1.6.1 The MDA timetable of events is as follows:

Timetable	Action
1500L D-1	UK AUP sent to CFMU who update eAUP for routes flight planned up to 1300L D-0.
Anytime up to 0900L D-1	Exercise Sponsors shall bid for airspace based upon the final change to the ATO. Units: Email bids for Military airspace D-1 to MAMC, <a href="#">law the timelines laid down in ENR 5.1.5.3</a> . MAMC: Collate requests, resolve conflicts in accordance with priorities and protocols.
1700L D-1	MAMC promulgate Military Airspace Use Plan and dist to UK AMC. Units: Unsuccessful bids can be adjusted for routine airspace.
1800L D-1	Update to UK AUP (UUP) sent to CFMU to update eAUP for routes flight planned up to 1300L D-0.
0600L D-0	Implementation of AUP/UUP Units: Liaise with CRC FA to de-conflict routine sorties from active MDAs.
0900L D-0	Update to UK AUP sent to CFMU to update eAMI for routes flight planned after 1300L D-0.

## 5.1.7 DANGER AREAS - ACTIVITY PROCEDURES.

5.1.7.1 **Danger Areas EG D412, 513A, 513B, 513C, 809(N), 809(C) and 809(S).** MAMC is responsible for coordinating bookings for EG D412, 513A, 513B, 513C, 809(N), 809(C) and 809(S). These Danger Areas must be booked [law the timelines laid down in ENR 5.1.5.3](#), to allow sufficient time for NOTAMs to be issued where required and for nominated agencies to be notified. MAMC is to be informed immediately if an activity is cancelled in these areas so that MAMC can release the airspace for other users. Conflicting bids for airspace that falls within both an MDA and one of these Danger Areas will be negotiated between MAMC and the Danger Area authority.

5.1.7.2 **Danger Areas EG D701 Complex.** QinetiQ is to notify AMC UK of activity within EG D701 Complex. MAMC is responsible for ensuring that EG D701E and/or EG D701F activation at or above 29,000ft is not concurrent with EG D712 activation in accordance with MoD policy. These areas cannot be active at the same time period to allow GAT to transit safely to the east of EG D701E and/or EG D701F. MAMC is also responsible for ensuring that the EG D701E and/or EG D701F activation at or above 29,000ft is not concurrent with Military Exercises operating in FJAS or FJAN in accordance with MoD policy.

5.1.7.3 **Danger Areas EG D510A, D510B, D510C.** RAF Spadeadam Ops is to notify activity within EG D510 A-C.



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⇒ 5.1.7.4 **Danger Areas EG D801, 802 and 803.** Tain AWR is to notify activity within EG D801, 802 and 803 [\[aw the timelines laid down in ENR 5.1.5.3.\]](#) When there are conflicting bids for airspace that falls within both EG D712 and one of these Danger Areas, these bids should be resolved in the first instance by negotiation between interested parties.

5.1.7.5 **Secondary Surveillance Radar Codes.** When operating in an active MDA 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.

⇒ 5.1.7.6 **Danger Areas EG D003, 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.

**5.1.8 MILITARY ACTIVITIES REQUIRING SEGREGATION.**

5.1.8.1 **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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## 5.1.9 MDA BOOKING PRIORITIES.

5.1.9.1 **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 MDA airspace, will be devolved from the **MAMC** to the Lead CRC (for N Sea MDAs) and Swanwick Mil (for SWMDA). 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
1	Operations	A. UK.	1. 4 aircraft or more.
			2. Less than 4 aircraft.
		B. NATO.	1. 4 aircraft or more.
			2. Less than 4 aircraft.
2	Exercises	A. National (UK based) including QWIC and Exercises involving QEC / CSG.	1. 4 aircraft or more.
			2. Less than 4 aircraft.
		B. NATO.	1. 4 aircraft or more.
			2. Less than 4 aircraft.
		C. International.	1. 4 aircraft or more.
			2. Less than 4 aircraft.
3	Trials	A. Urgent Operational Requirement.	1. If less than 2 months for UOR to be implemented, raise to priority <b>2A</b> .
			2. 2-4 months to complete flying element.
		B. Less than 2 months to complete flying.	1. 4 aircraft or more.
			2. Less than 4 aircraft.
		C. 2-4 months to complete flying.	1. 4 aircraft or more.
			2. Less than 4 aircraft.
4	Large Units	A. Carrier Operations conducting work up to R2 Status.	1. Queen Elizabeth Class (QEC) or Aircraft Carrier - Conventional Nuclear (ACN).
			1. Landing Helicopter Dock (LHD).
5	Training	A. National Standby (QRA, TANSOR etc.) less than 2 weeks prior to loss of currency.	1. Any number of aircraft.
		B. Operational workup to R2 less than 3 months.	1. Any number of aircraft.
		C. OCU / Operational Sea Training.	1. 4 aircraft or more.
			2. Up to 4 aircraft
		D. ACL (MC/FL) Pairs / 4s Lead. Lightning: 2-Ship Flt Lead / 4-Ship Flt Lead.	1. Typhoon - Responsive Phase.
			1. Lightning - Responsive / Contingent Phase.
		E. QRA Currency.	1. Less than 3 weeks.
			2. More than 3 weeks.
		F. Unit-Level Combat Ready Workup (CONVEX)	1. Any number of aircraft.
G. QRA Workup.	1. Any number of aircraft.		
H. Electronic Warfare.	1. Raise to Priority <b>5A</b> if in support of workup less than 4 months prior to deployment.		
I. Combat Ready Continuation Training.	1. Any number of aircraft.		

## Notes:

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**.



## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Continued

## 5.1.10 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>		<b>Service:</b> 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.  <b>Limits:</b> 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.  <b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.
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	
51 59 41N 001 54 11W - 52 25 13N 000 35 44W - 52 18 21N 000 29 02W - 51 53 00N 001 47 03W	FL110	
<b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). DEAN CROSS RC</b>	FL190	<b>Service:</b> 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.  <b>Limits:</b> 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.  <b>Contact:</b> 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.  <b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.
54 48 58N 003 51 26W - 54 38 42N 003 37 53W - 54 37 11N 002 37 09W - 54 47 23N 002 44 25W		
<b>AIRWAY CROSSING AND RADAR CORRIDOR (RC). GAMSTON RC</b>	FL190	<b>Service:</b> 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.  <b>Limits:</b> 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.  <b>Contact:</b> Pilots wishing to make use of the service should contact Swanwick Mil on the ICF, at least 5 minutes in advance.  <b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.
53 17 09N 001 01 56W - 53 36 44N 000 46 12W - 53 32 25N 000 31 04W - 53 14 10N 000 45 51W		

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## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Continued

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). LICHFIELD RC</b>  52 41 55N 002 19 09W - 52 32 18N 002 05 38W - 52 48 06N 000 58 21W - 52 58 18N 001 08 34W.  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.	FL140  FL150	<p><b>Service:</b> 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.</p> <p><b>Limits:</b> The RC operates at FL140 and FL150, and may only be used under the radar control of Swanwick Mil. The corridor is 12nm wide.</p> <p><b>Contact:</b> 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.</p> <p><b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.</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.	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.</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>
<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.	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.</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>

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Continued

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). 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.	Operates at FL230 and FL240.	<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.  <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.  <b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.
<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.  <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	See Notes	<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.  <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.  <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.  <b>Remarks:</b> See ENR 6-3 UK Radar Corridor Chart.
<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.

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## 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 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.
<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.

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Continued

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>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</p>	<p>Upper limit: 3500 ft AGL Lower limit: SFC</p>	<p><b>Vertical Limits:</b> The lower limit of the area east of along the coast to E000 30-00 is 1500ft ALT.</p> <p><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.</p> <p><b>Hours:</b> 0830 - 2300 (local) Monday to Friday. Permanent.</p> <p><b>Remarks:</b> See ENR 6-7 &amp; 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.</p>
<p><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.</p>	<p>Upper limit: 2000 ft AGL Lower limit: SFC</p>	<p><b>Activity:</b> Prohibited to military fixed wing aircraft unless authorised to enter for range activity at Donna Nook AWR.</p> <p><b>Hours:</b> 0900 - 1630 (local) Monday to Thursday, 1630 - 2200 (local) Monday and Wednesday, (from September to April), 0900 - 1500 (local) Friday. Permanent.</p> <p><b>Remarks:</b> See ENR 6-7 &amp; 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.</p>

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

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