

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ****5.2.1 ADVISORY SERVICE AREAS (ASA).**

**5.2.1.1 ASA.** An ASA is an area of Class G airspace of defined dimensions where Military fixed wing fast jet aircraft are carrying out autonomous operations within the area are to receive, where possible, a UK FIS from a nominated source.

**5.2.2 TEMPORARY RESERVED AREAS (TRA) 001-008.****5.2.2.1 Introduction.**

a. The Single European Sky (SES) Airspace Classification Regulation Commission Regulation (EC) No 730/2006) required EU member states to implement Class C airspace above FL195 by 1 July 2007. The UK introduced Class C airspace above FL245 on 16 March 2006 and the lowering of Class C airspace to FL 195 is implemented on 15 March 2007.

b. In complying with the EC Regulation lowering Class C airspace to FL195, Temporary Reserved Areas (TRA) between FL195 and FL245 have been established to accommodate the various VFR UK airspace users including military autonomous operational requirements above FL195. TRAs may be used simultaneously by both civil and military aircraft, VFR & IFR, including aircraft in en-route transit through a TRA. Operations will be conducted in accordance with the Rules of the Air, or as agreed via the Unusual Aerial Activities regulations, and required equipment carriage and operation. Although the background classification between FL195 and FL245 within UK airspace is Class C, to avoid operational restrictions, military aircraft may operate autonomously or in receipt of an ATS from approved ATS units within an active TRA. ATS in active TRAs will be provided in accordance with the rules for UK FIS (CAP 774).

c. **Temporary Reserved Area.** A Temporary Reserved Area (TRA) is a defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit under an ATS authority.

d. Where other airspace structures, such as Controlled Airspace (ATS Routes), Managed Danger Areas, Danger Areas, etc, overlap a TRA the airspace structure with the more restrictive criteria is to take precedence.

e. The dimensions, operating hours and full details of all UK TRAs are contained in the UK Civil AIP. Specific access and operating rules are detailed below.

**5.2.2.2 ATS Routes.**

a. **ATS Routes Between FL 195 and FL 245 Embedded Within TRA.** Some Class C airways exist within the lateral limits of TRAs 002, 007A, B and 008A, B, C during certain weekday periods and throughout weekends and PHs. Airspace users are to ensure they remain clear of these Class C airways unless they are in receipt of an appropriate Radar Control Service from military or civil ATS units, as appropriate. Details of such airways routes are detailed in ENR 5.2.2.7.

b. **Advisory Routes (ADR).** ADRs are notified with an upper vertical limit of FL195. Where connectivity with the ATS route structure above FL245 is required, Class C airways between FL195 and FL245 have been established. To enable climb profiles, commercial air traffic may be routed through TRAs under UK FIS provided by an authorised civil or military ATS unit.

**5.2.2.3 TRA Air Traffic Services And Separation Requirements.**

a. Class C requirements for the provision of ATS do not apply within an activated TRA. ATS will be provided in accordance with UK FIS (iaw CAP 774) by the appropriate military or civil Air Traffic Service Providers, as detailed in ENR 1.6. Autonomous operations are permitted in TRAs in accordance with para 4.7.

b. Airspace users are to note that the lateral limits of TRAs are co-incident with adjacent Lower ATS routes. Aircraft operating within a TRA receiving a Deconfliction Service or Traffic Service will be advised of the proximity of aircraft operating within adjacent Class C airspace and offered advice or information as appropriate.

c. ATS above FL195 will be provided by existing ACCs/ATCCs, approved military ATS and ASACS units and autonomous radar units in accordance with established operating limitations. Specified military ATS units may be authorised by the CAA to provide ATS within an active TRA to below FL245 in accordance with the approval conditions. Unless approved by the CAA, the limit for the provision of ATS by ATC Approach Units/Military ATC Terminal Units will be below FL195.

**5.2.2.4 Operations within a TRA.**

a. Operations within a TRA should normally be conducted on SPS (1013.2 mbs).

b. Details for autonomous operations are included in the access requirements at ENR 5.2.2.7.

12 AUG 21

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ***Continued.***5.2.2.5 VFR Weather Minima.**

Unless pilots' licensing privileges impose more restrictive criteria, pilots are to maintain 1500m horizontally, and 1000ft vertically from cloud, and a flight visibility of 8 km.

**5.2.2.6 TRA Access Requirements.****5.2.2.6.1 IFR.**

i. A flight plan must be filed. Abbreviated Flight Plans will only be acceptable for military aircraft operating under the control of a military ATS or ASACS unit.

ii. An ATC clearance must be obtained to fly within the airspace.

iii. Radio contact must be maintained on the appropriate frequency.

iv. The flight must be conducted in accordance with ATC instructions.

v. Aircraft in IFR transit through a TRA from/to adjacent CAS will be in receipt of an ATC service and will not require to obtain an additional ATC clearance to transit the TRA.

vi. Excepting in an emergency, traffic operating under the IFR shall not be cleared to transit through an activated TRA (G). Aircraft in receipt of a radar service under UK FIS will be offered a re-route in these circumstances.

**5.2.2.6.2 VFR. (Except for Autonomous Operations which are detailed at ENR 5.2.2.7).**

i. File a flight plan (when specified an abbreviated flight plan will be acceptable). Note: not applicable to gliders operating within TRA (G) under LoA conditions.

ii. Obtain an ATC clearance to enter the TRA.

iii. Select SSR Code A/C as directed by ATC.

iv. Monitor ATC frequency.

**5.2.2.7 TRA Autonomous Operations.**

a. Military aircraft will either be compliant with VFR rules as detailed above in ENR 5.2.2.6.2, or, if operating autonomously, are to comply with ENR 5.2.2.7 a-d.

b. Pilots of aircraft operating within a TRA are responsible for the avoidance of collision in accordance with the Rules of the Air.

c. Military aircraft operating autonomously within a TRA shall select SSR code 7006 with Mode C prior to entering a TRA. This code should be retained when vertical profiles result in operations above and below FL195 until such time as flight within a TRA is complete.

d. Autonomous operations by aircraft should aim to operate no closer than 3 nautical miles to the lateral boundary or within 500 feet of the vertical limit of an active TRA where contiguous with controlled airspace.

**5.2.2.8 TRA Booking Procedures Outside Promulgated Hours of Activity.**

a. For booking TRAs outside the published operating hours, military pilots are to submit requirements by email to MAMC iaw the timelines laid down in ENR 5.1.5.3 This requirement is in accordance with the MoD's commitment to FUA.

b. Bookings are non-exclusive, and there is no limit on the number of bookings accepted for each TRA.

c. Late notice bookings may be accepted on D-Day, provided that another user has already booked the TRA at D-1.

d. Outside the promulgated hours of MAMC the Duty Air Traffic Control Officer In Charge (ATCO IC) at nominated military area units will have responsibility for airspace management of the TRA. Full details are at ENR 5.2.2.10 to 14.

**5.2.2.9 Temporary Reserved Areas 001 - 008 Availability and Services.**

a. Boundary coordinates, vertical limits, hours of activity and navigational warnings are detailed in the UK Civil AIP (ENR 5-2-2/5-2-3).

b. Access requirements are specified in ENR 5.2.2.6.

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

*Continued.***5.2.2.10 TRA Booking and Management Procedures for Extended Hours.**

**5.2.2.10.1** Flexible Use of Airspace (FUA) procedures are defined in the UK CAP 740 (UK Airspace management Manual). The framework for FUA establishes 3 levels of Airspace Management (ASM): Level One (National ASM policy, planning and co-ordination; Level 2 (Pre-tactical) day to day management and temporary allocation of airspace (e.g. FUA arrangements being decided at D-1 typically conducted by MAMC); Level 3 (Tactical) real-time activation, deactivation, re-allocation of airspace and real-time civil/military co-ordination (e.g. could be on-the-day negotiations in light of prevailing traffic conditions). Reference to Level 3 procedures in following paragraphs, refers to the tactical negotiations for use of TRAs which are conducted by military ATCC ATCOs IC outside the normal daily promulgated hours of TRAs.

**5.2.2.10.2 TRA Booking Procedures Outside Normal TRA Promulgated Hours.**

- a.** The TRAs will be active routinely as per ENR 5.2.2.9. Outside of these hours, Flexible Use of Airspace principles are applied to the structures. Bookings are mandatory for extended hours use via normal MAMC booking procedures as follows:  
All bookings are to be made iaw the timelines laid down in ENR 5.1.5.3. This requirement is in accordance with the MOD's commitment to FUA.
- b.** Bookings are non-exclusive and there is no limit on the number of bookings accepted for each TRA. Where possible, bookings should be made on a flight-by-flight basis, although block bookings at sqn level will be permitted.
- c.** If access to a TRA outside normal hours is required and a booking has not been made, crews may:
- i.** **On the ground, during normal working hours:** request a late booking through MAMC.
  - ii.** **On the ground out of hours, or if already airborne:** request a booking through the Level 3 manager for the TRA (see ENR 5.2.2.12).
  - iii.** **On the ICF.** Pilots must remain on frequency for ad-hoc use of airspace irrespective of TRA activation/Class C status.

In these circumstances, access will only be granted if the TRA has already been activated by NOTAM and no cancellation procedures have been carried out. If the TRA is not active, access to the air space is still permitted iaw the rules for operating in Class C airspace (under ATC or ASACS Radar Control).

**In either case, an ATS is mandatory in order to track when the sortie is complete.**

- d.** Cancellations on **D-day** or early completion of TRA bookings. This can be made either directly on R/T in the air or on the ground through Unit ATC. Prompt notification is required to fully meet the commitment of FUA. The Level 3 Managers of the TRAs are specified at ENR 5.2.2.12. **Cancellations on or prior to D-1 are to be made to MAMC.**

**5.2.2.11 Notification of Extended Hours Activity.**

- a.** On D-1, MAMC will issue a NOTAM containing the details of TRAs activated for the following day. The NOTAM will only be revised in the event of significant volumes of cancellations.
- b.** MAMC will also publish a TRA Plan to all interested parties (ACCs, ATCRUs, ATC Units with authority to control in TRAs, Sqns with bookings) **incorporated in the daily MDA Plan.**

12 AUG 21

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ** *Continued.*

**5.2.2.12 Level 3 Airspace Management (ASM) Outside Normal TRA Operating Hours.**

a. Outside normal TRA operating hours, ATC Units are nominated as ASM Level 3 TRA Managers as follows:

Level 3 Airspace Management (ASM) Outside Normal TRA Operating Hours		
TRA	Controlling Unit for Airspace Management	Contact Details
001	Swanwick Mil West Supervisor	Tel: 95586 2417 BT: 01489 612417
002		
003	Swanwick Mil East Supervisor	Tel: 95586 2408 BT: 01489 612408
004	Swanwick Mil West Supervisor	Tel: 95586 2417 BT: 01489 612417
005	RAF Spadeadam	Tel: 95814 6385 BT: 01697 749485
006	Swanwick Mil North Supervisor	Tel: 95586 5430 BT: 02380 401509
007-A		
007-B		
008-A		
008-B		
008-C		

b. These units are responsible for monitoring the extended hours activity in the TRAs, and ascertaining when activity is complete. Level 3 Managers will be notified of all booked users of a TRA during out-of-hours activity. If the Level 3 Managers are notified that all the notified users have cancelled/finished early and that a TRA is no longer required, they will notify all the relevant units that TRA extended hours are cancelled and that the airspace is to revert to normal Class C status.

**5.2.2.13 Timetable of Events.**

Time	Instructions
AW the timelines laid down in ENR 5.1.5.3	Bookings for TRAs to be submitted to MAMC.
No later than 1700L D-1	MAMC issue the TRA programme for the following day as part of the daily MDA plan, and send the TRA activation NOTAMS.
Outside of MAMC working hours D-1, or at any time on D-day	Pilots may attempt late notice bookings via Level 3 TRA Managers, subject to existing activations. TRA cancellations may be made (via Unit ATC if convenient) to the Level 3 Managers. Cessation of stn flying should be notified by Unit ATC Sqns to the Level 3 Managers (due regard should be given to land away traffic with an outstanding requirement for a TRA) Level 3 Managers will return TRAs to Class C status once no longer required by Military traffic.

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ** *Continued.*

**5.2.2.14 Contact Details Airspace Managers.**

Contact Details	
0730L-1700L Mon-Thu; 0730L-1500L Fri MAMC (excluding public holidays)	Tel: 95586 2495 BT: 01489 612495 01489 612497
Out of Hours Swanwick Mil (TRAs 001, 002, 004)	Tel: 95586 2417 BT: 01489 612417 Fax: 95586 2675 01489 612675
Swanwick Mil (TRA 003, 006)	Tel: 95586 2408 BT: 01489 612408 Fax: 95586 2277 01489 612277
Swanwick Mil (TRAs 007A,B, 008A,B,C)	Tel: 95586 5430 BT: 02380 401509 Fax: 95586 2942 01489 612942
RAF Spadeadam (TRA 005)	Tel: 95814 6385 BT: 016977 49485 Fax: 95814 6365 016977 47131

**5.2.3 EAST ANGLIAN MILITARY TRAINING AREA (EAMTA) AND NORTH WALES MILITARY TRAINING AREA (NWMTA) AND VALLEY AERIAL TACTICS AREA (VATA).**

**5.2.3.1 Purpose.** The EAMTA and NWMTA have been established within Class C airspace to provide military aircraft with the operational freedom to manoeuvre without the requirement for the provision of a Radar Control Service. The VATAs have been established within the confines of the NWMTA to aid in military deconfliction.

**5.2.3.2 Boundary Co-ordinates, Vertical Limits, Hours of Activity.** The lateral and vertical limits, and hours of activity for the EAMTA and NWMTA are provided in the UK Civ AIP (ENR 5-2). Information regarding the VATAs is contained in the UK Mil AIP only (ENR 5.2.7 - 29 & ENR 6.12/13).

**5.2.3.3 Provision of ATS.** All users operating in the EAMTA will be subject to the provision of an ATS provided by 78 Sqn Swanwick or ASACS. All users operating in the NWMTA will have the provision of an ATS provided by 78 Sqn Swanwick, ASACS or RAF Valley with approved autonomous operations. The provision of UK FIS is permitted within an active MTA in place of a RCS. Procedures for autonomous operations in a TRA are contained within UK Mil AIP ENR 5.2.2.7. During periods of activity, no ATC service will be provided to civil registered aircraft within the MTAs with the exception of:

- 5.2.3.3.1** Aircraft in emergency, which may have to be routed through the MTA for flight safety reasons.
- 5.2.3.3.2** Aircraft Sponsored by DE&S.
- 5.2.3.3.3** Test flight by/of civil and military aircraft departing from UK airfields.
- 5.2.3.3.4** Special flights authorised by HQ AIR (BM Force HQ).
- 5.2.3.3.5** Air ambulance flights where the most expeditious routing is justifiable on humanitarian grounds.

**Note:** Pilots requiring a service under these criteria should make a request through Swanwick Military where a controller may provide UK FIS.

**5.2.3.4 Flexible Use of Airspace.** The MOD is committed to the Flexible Use of Airspace, where the basic concept is that airspace is designated as neither military nor civil, but is considered as a continuum. As such, airspace should be handed back to the network when not required for military use. Therefore, users should contact MAMC (during MAMC operating hours on D-1 or earlier), or the Level 3 Management Cell on D-day or after MAMC operating hours on D-1, as soon as practicable when MTA bookings are no longer required.

**5.2.3.5 Segregation.** Whilst the MTAs are segregated from GAT when active, it should be noted that the airspace is available for other military activity, subject to an appropriate ATS, and a booking does not provide exclusive use of the area. Outside activation periods the airspace is available for flight planning. The VATAs, whilst not recognised by the network, is only activated in association with the NWMTA.

12 AUG 21

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

*Continued.*

## 5.2.3.6 EAMTA Procedures.

⇒ 5.2.3.6.1 **Low.** EAMTA Low is a fixed volume FL245 to FL285. Bookings can be requested via MAMC iaw the timelines laid down in ENR 5.1.5.3. This will be promulgated via NOTAM. On receipt of a booking outside of TRA 003 routine activation hours, MAMC will automatically activate TRA 003.

⇒ 5.2.3.6.2 **High.** EAMTA High has a base level of FL285 but the top level is variable up to FL660. Bookings can be requested via MAMC iaw the timelines laid down in ENR 5.1.5.3. This will be promulgated via NOTAM. On receipt of a booking request MAMC will automatically activate EAMTA Low and TRA 003.

## 5.2.3.7 NWMTA Procedures.

5.2.3.7.1 **Low.** Prior to entry, crews are to call Swanwick Mil West on the published ICF to confirm entry clearance. Aircrew who subsequently opt to operate autonomously are to report vacating on the ICF. RAF Valley are to report any changes, periods of inactivity, and completion of 4FTS operations to the Swanwick Mil West Supervisor/ATCO IC. Outside MAMC opening hours RAF Valley SATCO is to take NOTAM action for weekend and English/Welsh public holidays.

⇒ 5.2.3.7.1.1 **North Low.** NWMTA North Low is a fixed volume FL195 to FL285, which will normally be activated Monday to Thursday 0800 to 1800L and Friday 0800 to 1700L, excluding public holidays. This will be promulgated via NOTAM. Bookings outside of these times should be made via MAMC iaw the timelines laid down in ENR 5.1.5.3. The Swanwick Mil West Supervisor may tactically release the area to allow use of UY124 and Y124. Before release it should be noted that users who have booked access to the NWMTA High may still require access to the NWMTA North Low.

⇒ 5.2.3.7.1.2 **South Low.** NWMTA South Low is a fixed volume FL195 to FL285, which will normally be activated Monday to Thursday 0900 to 1800L and Friday 0900 to 1700L. This will be promulgated via NOTAM. Bookings outside of these times should be made via MAMC iaw the timelines laid down in ENR 5.1.5.3. The Swanwick Mil West Supervisor may tactically release the area to allow use of UL18 and L18. Before release it should be noted that users who have booked access to the NWMTA High may still require access to the NWMTA South Low.

5.2.3.7.2 **High.** In the event that MAMC receives notification for NWMTA High activation, they will ensure that the corresponding NWMTA Low area is also notified as active. Outside MAMC opening hours RAF Valley SATCO is to take NOTAM action for weekend and English/Welsh public holidays.

⇒ 5.2.3.7.2.1 **North High.** NWMTA North High is a fixed volume FL285 to FL660. The area has no routine activation periods but bookings can be requested via MAMC iaw the timelines laid down in ENR 5.1.5.3. Exceptionally, North High may be activated at 2 hours notice for weekdays and 36 hours for weekend/PH activity.

⇒ 5.2.3.7.2.2 **South High.** NWMTA South High is a fixed volume FL285 to FL660. The area has no routine activation periods but bookings can be requested via MAMC iaw the timelines laid down in ENR 5.1.5.3. Exceptionally, South High may be activated at 2 hours notice for weekdays and 36 hours for weekend/PH activity.

⇒ 5.2.3.7.3 **Clawback.** In exceptional circumstances Mil users may request activation or extension of the NWMTA at D-0 through the Swanwick(Mil) West Supervisor/ATCO IC. Note that this is by exception only and subject to a Mil impact assessment and in consultation with MAMC. The NWMTA can only be activated 2 hours after a NOTAM has been issued, which will be carried out by the MAMC during their operating hours, or otherwise by the Swanwick Mil Ops Assistant.

## 5.2.3.8 Valley Aerial Tactics Area.

5.2.3.8.1 **Upper.** VATA Upper airspace is a fixed volume FL285 to FL660. Booking procedures are provided in para 5.9 and the coordinates are in ENR 5.2.7 - 30.

5.2.3.8.2 **Lower.** VATA Lower airspace is a fixed volume FL100 to FL285. Booking procedures are provided in para 5.9 and the coordinates are in ENR 5.2.7 - 29.

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ** *Continued.*

**5.2.3.9 Valley Aerial Tactics Area Booking Protocols.**

Stage	Submission	Description	ASM Level
1	D-12 months to D-1 month	Long term planning for pre-deployment training or exercises	L2 (RAF Valley)
2	D-1 month to D-4 (RAF Valley Planning Meeting)	Medium to short-term planning bids	L2
3	D-4 (RAF Valley Planning Meeting) to D-1	At the Thu weekly RAF Valley airspace Planning Meeting, final allocations made by RAF Valley according to the prioritisation list and date of receipt of booking. <b>RAF Valley prioritisation applicable to no more than 80% of bookable slots.</b> All bookings post the meeting are confirmed and cannot be subject to re-allocation due to a higher priority user changing their requirements at the expense of another user.	L2
4		Requests for change submitted to RAF Valley. Final Welsh Airspace Plan developed and users input additional details regarding sortie requirements (levels, ATS provision, internal deconfliction plans etc) as/when confirmed.	L2
5	1800L D-1 (Mon-Thu) 1700L D-1 (Fri)	Airspace bookings at D-1 to be made to RAF Valley Stn Ops prior to the submission times shown in column 2. RAF Valley distribute the booking sheet to the <a href="#">78 Sqn</a> Swanwick West Supervisor, USAFE and Boscombe Down Ops for information only. NWMTA bookings are to be made direct with the MAMC iaw the Mil AIP ENR 5-2-12 to ENR 5-2-14.	L2
6	D-0	<a href="#">Refer to the Low Flying Handbook.</a>	L3

**Notes:**

**Bookings to D-1 to be submitted to RAF Valley Stn Ops:**

Bookings submitted to RAF Valley Stn Ops are to include POC details, which are to be annotated on the booking spreadsheet. Aircrew making subsequent bookings for the same airspace are to agree a deconfliction plan where appropriate. Valley Stn Ops will promulgate the spreadsheet to non-DII/MODNET users as required.

**5.2.3.10 Contact Details**

**Swanwick Mil East Supervisor**

DFTS 95586 2408  
BT 01489 612408

**Swanwick Mil West Supervisor**

DFTS 95586 2417  
BT 01489 612417

**MAMC (Managed Airspace)**

DFTS 95586 2495  
BT 01489 612495  
[SWK-MAMC-ManagedAirspace@mod.gov.uk](mailto:SWK-MAMC-ManagedAirspace@mod.gov.uk)

**Valley Ops**

DFTS 95581 7404/7590  
BT 01407 762241 x7404/7590  
[VAL-OpsWgSO3Plans@mod.uk](mailto:VAL-OpsWgSO3Plans@mod.uk)  
[VAL-OpsWgDutyOpsController@mod.uk](mailto:VAL-OpsWgDutyOpsController@mod.uk)  
[VAL-OpsWgFlightPlanning@mod.uk](mailto:VAL-OpsWgFlightPlanning@mod.uk)

**MAMC (Low Flying)**

01780 443100  
[SWK-MAMCLFCOORD@mod.gov.uk](mailto:SWK-MAMCLFCOORD@mod.gov.uk)



28 JAN 21

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ***Continued.***5.2.4 LOW FLYING PROCEDURES.**

→ **5.2.4.1** Low-flying shall be specifically authorized and conducted in accordance with the procedures contained in the UK Military Low Flying Handbook (UKLFHB). Aviation Duty Holders and Accountable Managers (Military Flying) (AM(MF)) Orders should detail the specific authorization, supervision and any work-up requirements for all Low Flying activity.

**5.2.4.2** **Authorization.** The authorization should include brief details of the route or area of operation.

a. **Fixed Wing.** For all flying below 2000 ft Above Ground Level/Above Mean Sea Level (AGL/AMSL) the Minimum Separation Distance (MSD) should be stated.

b. **Rotary Wing.** For all flying below 2000 ft AGL/AMSL, minimum AGL/AMSL should be stated. At or below 250 ft AGL/AMSL the Minimum Separation Distance (MSD), or Minimum Separation Criteria (MSC) and AGL, should be stated.

**5.2.4.3 Minimum Separation Considerations**

**5.2.4.3.1** For general flight safety and to avoid unnecessary annoyance to the public, low flying **should** be conducted at the highest separation criteria, such as MSD or MSC when used in conjunction with AGL, consistent with any operational or training requirement, and **should** normally be not less than 250 ft for fixed-wing aircraft, and 100 ft for rotary-wing aircraft, or the separation criteria, laid down in Aviation Duty Holders and AM(MF) Orders.

**5.2.4.3.2** **Separation Criteria/Minimum Heights outside UK Airspace.** For low flying outside UK Airspace, minima **should** be no less stringent than any regulations promulgated by the national or local authorities concerned.

**5.2.4.3.3** **Low Flying over Congested Areas and Public Assemblies.** Aircraft flying over congested areas of cities, towns and settlements should be flown at an altitude sufficient, in the event of a power unit failure to permit a safe emergency landing outside the congested area. ▶ Except when complying with RA2335, those cities, towns and settlements detailed in Section 1 of the UKLFHB, the transit altitude **should** never be less than 2000 ft AGL (1000 ft AGL in the case of rotary-wing aircraft and light propeller driven aircraft). When transiting the Thames Valley Avoidance Area under controlled airspace the limits from UKLFHB apply. If, because of weather, or any other cause, sufficient height cannot be maintained, the congested area should be avoided unless doing so would endanger the aircraft. Flying over any place where large numbers of persons are assembled or a public assembly is taking place is prohibited below 1000 ft AGL except when:

a. Additionally approved ◀ by MOD (CAS-AS LF).

b. In connection with a Flying Display and authorized under RA2335.

c. It is necessary to do so while carrying out arrival or departure.

**5.2.4.4 Speed Limitations**

**5.2.4.4.1** **Speed Limitations.** By exemption from the Air Navigation Order (ANO) the maximum cruise speed within the UKLFS is 450 kts. For specific tactical flying activities (for example, target runs, intercept or similar training) the following speed dispensation is permitted:

a. **Operating Height at or below 150 ft MSD.** Maximum speed for short- term tactical activity is 500 kts

b. **Operating height above 150 ft MSD.** Maximum speed for short-term tactical activity is 550 kts.

**5.2.4.4.2** **Use of Reheat.** The use of reheat within the UK Low Flying System (UKLFS) is prohibited except for essential training requirements, aircraft emergencies or authorized displays.

**5.2.4.5 Avoidance Criteria**

**5.2.4.5.1** All military aircraft should squawk the mode 3/A/C conspicuity code appropriate to aircraft type when conducting training flights within the UK Low Flying System.

**5.2.4.5.2** **Prohibited and Restricted Areas.** Without the prior permission of MOD (CAS- AS LF) aircraft within the UKLFS **should not** enter UK Prohibited and Restricted Areas as defined in Manual of Military Air Traffic Management (MMATM) Ch 4 including:

a. National Prohibited and Restricted Areas.

b. Military Prohibited and Restricted Areas.

c. Provost Marshal Prohibited and Restricted Areas.



## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

- **5.2.4.5.3** **Danger Areas.** Aircraft within the UKLFS **should not** enter permanent Danger Areas or scheduled Danger Areas during published operating hours without permission of the controlling authority.
- 5.2.4.5.4** **Transit Areas.** Fixed-wing aircraft **should not** overfly Transit Areas below 2000 ft AGL. Heavy rotary-wing aircraft (>5700 kg) **should not** overfly Transit Areas below 1000 ft AGL. All other aircraft should not overfly Transit Areas below 500 ft AGL in rural areas, and 1000 ft AGL in congested areas. Transit Areas are defined as congested areas for the purposes of conducting a flypast under RA2335.
- 5.2.4.5.5** **Avoidance Areas.** Fixed-wing aircraft should not enter Avoidance Areas without the prior approval of MOD CAS-AS LF. Rotary-wing and light aircraft may enter Avoidance Areas but, without the prior approval of CAS-AS LF, should remain above 500 ft AGL in rural areas and 1000 ft AGL in congested areas.
- 5.2.4.5.6** **Air Traffic Zones.** Aircraft within the UKLFS **should not** enter Air Traffic Zones including Aerodrome Traffic Zone (ATZ) and Military Aerodrome Traffic Zone (MATZ) without prior permission of the controlling authority.
- 5.2.4.5.7** **Glider and Micro-light Sites.** During published hours of operation, Aircraft within the UKLFS **should avoid** permanent glider sites by the following margins:
- a. Permanent Glider Sites. 2000 ft AGL and 2 nm radius.
  - b. Permanent Micro-light Sites. 2000 ft AGL and 1 nm radius.
- 5.2.4.5.8** **Environmental, Industrial, Medical and Nature Sites.** Aircraft within the UKLFS should avoid environmental, industrial, medical and nature sites listed within the UK Military Low Flying Handbook by 2000 ft AGL and 0.25 nm laterally unless otherwise specified.
- 5.2.4.5.9** **Free-fall Parachute Areas.** Aircraft within the UKLFS **should avoid** major free- fall parachute areas listed within the UK Military Low Flying Handbook by 2000 ft AGL and 1 nm laterally.
- 5.2.4.5.10** **Small Arms Ranges.** Aircraft within the UKLFS **should avoid** small arms ranges listed within the UK Military Low Flying Handbook by 500 ft AGL unless otherwise specified.
- 5.2.4.5.11** **Temporary Airspace Reservations.** Aircraft within the UKLFS **should not** enter temporary airspace reservations promulgated by NOTAM within the specified dimensions.
- 5.2.4.5.12** **Royal and Selected Helicopter Flights.** Aircraft within the UKLFS **should** comply with the flight restrictions associated with Royal and Selected Helicopter Flights. See MMATM Ch 15 for further detail.
- 5.2.4.5.13** **Low Flying near Ships and Oil/Gas Installations at Sea.** Except where authorized by Aviation Duty Holders or AM(MF), or when operationally necessary, aircraft **should** avoid ships and fixed or mobile oil/gas installations at sea by the following margins:
- a. **Aircraft Carriers and Ships Known to be Operating Fixed-Wing Aircraft.** 5 nm laterally or above 3000 ft AMSL.
  - b. **Other Warships:**
    - i. **Fixed-wing Aircraft.** 2 nm laterally or above 2000 ft AMSL. No ship is to be over flown deliberately than twice.
    - ii. **Rotary-wing Aircraft.** By a margin sufficient to avoid interference with other rotary-wing aircraft or ships operations.
  - c. **Fixed or Mobile Gas Installations.** 1.5 nm laterally or above 2000 ft AMSL.
  - d. **Other Shipping.** By a margin sufficient to obviate disturbance and disruption of operations, but not less than 250 ft MSD.
- more
- 5.2.4.6** **Weather Limitations**
- 5.2.4.6.1** **UK Airspace.** Low flying in UK Airspace **should not** be carried out in weather conditions lower than the minima detailed below unless MOD (CAS-AS LF) has given specific dispensation.

18 JUL 19

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Table 1. Weather Limitations

Fixed-wing Aircraft Speed greater than 140 kts	Fixed Wing Aircraft Speeds at or below 140 kts	Rotary-wing Aircraft
Flight Visibility of 5 km, 1500 m horizontal and 500 ft vertical separation from cloud	Flight Visibility of 1500 m, clear of cloud and in sight of the surface.	Flight Visibility of 1500 m, clear of cloud and in sight of the surface.

**Note:** In accordance with RA2307 Table 1, Helicopters should only be permitted to operate in less than 1500 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

**5.2.4.6.2** **Outside UK Airspace.** Weather limitations for low flying outside UK Airspace **should** be laid down by Aviation Duty Holders and AM(MF). Such minima should be no less stringent than any regulations promulgated by the national or local authorities concerned.

#### 5.2.4.7 Low Flying at Night

**5.2.4.7.1** Aviation Duty Holders and AM(MF) should specify in Orders additional criteria to be applied for Low Flying at Night. Where appropriate, criteria should include, but is not be limited to, the following:

- a. Mitigation for unmarked obstacles;
- b. Additional minima to be applied to terrain and obstacle separation criteria;
- c. Equipment serviceability and minimum equipment requirements;
- d. Supervision, authorization and currency;
- e. Minimum safe operating light levels (millilux) / environmental conditions pertinent to night vision systems used;
- f. Aircraft de-confliction in time and space;
- g. Aircraft lighting.

#### 5.2.4.8 Low Flying Areas

- Reference Low Flying Areas: ENR 5.2.7 - 14.
- Reference Low Flying Area (Night & Day) Charting : ENR 5.2.7 - 15 & 16.

#### 5.2.4.9 Regulation And Governance

**5.2.4.9.1** For further details see Military Aviation Authority (MAA) - Regulatory Article 2330 - Low Flying Procedures.

### 5.2.5 EXERCISE JOINT WARRIOR (EX JW).

**5.2.5.1.1** **Overview:** Ex JW is a military large scale multinational maritime, air and land exercise. It usually occurs bi-annually in the spring and autumn. Specific Ex JW information will be promulgated through an Exercise Aeronautical Information Circular (AIC) published onto the NATS AIS website.

**5.2.5.1.2** **Fast Jet Areas:** Within the Scottish FIR/UIR, 3 areas known as Fast Jet Areas (FJAs) have been established extending from the surface to FL 550; these areas will be notified by NOTAM. When activated, the FJAs will be

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

*Continued.*

afforded the segregated status of Special Use Airspace between FL245 and FL550, as defined in CAP 740 Appendix A. Intense aerial activity can be expected with large formations of fast jet attack aircraft conducting high energy evasive manoeuvres against opposing air defence aircraft. Below FL245 the FJAs do not hold segregated status; however, civilian aircraft are advised that, if they proceed into the FJAs when active, they should expect intense aerial activity with aircraft which may not be able to comply with Rules of the Air. The dimensions of the FJAs are as follows:

**5.2.5.1.3 Danger Areas:** Activity by Exercise participants may also take place in a number of Danger Areas. All Danger Areas will be activated in accordance with the Civilian AIP or via NOTAM as required.

- Reference Fast Jet Areas: ENR 5.2.7 - 32.

**5.2.5.1.4 Intense Aerial Activity** in support of land and maritime units may also be experienced in the following specified locations:

- Reference Intense Aerial Activity Areas: ENR 5.2.7 - 32.

**5.2.5.1.5 Jamming:** All airspace users are to be aware that GPS, Radar and Communications jamming will take place at specified times in certain areas on Ex JW. These will be activated by NOTAM as required. Further detail, including maps of potentially affected areas, will be provided.

**5.2.5.1.6** For Exercise Joint warrior charting, see UK Mil AIP Section:

- ENR 6.9 Restriction of Flying Regulations - JOINT WARRIOR (North Areas).
- ENR 6.10 Restriction of Flying Regulations - JOINT WARRIOR (North West Areas).

**5.2.5.1.7 Contact Details:** Information on serial timings and enquiries should be directed to JTEPS SO3 Battlespace Manager, Fg Off Christopher Newnham:

- (a) Prior to Exercise start: +44 (0) 1923-958782.
- (b) During Exercise: +44 (0) 1436-674321 Ext 4409. Out of normal working hours all calls should be directed to the JTEPS Battlewatch Captain on +44 (0) 1436-674321 Ext 4372.
- (c) Email: [christopher.newnham101@mod.gov.uk](mailto:christopher.newnham101@mod.gov.uk)

**5.2.6 AIR TO AIR REFUELLING AREA (AARA) INFORMATION.**

AIR TO AIR REFUELLING AREAS (AARA)							
AARA	A/A TACAN (5)		Initial Point	Control Point	Normal Control Unit	When Active Inform:	Remarks
	(R)	(T)					
1	2	3	4	5	6	7	8
AARA 1	55	118	56 32 00N 004 37 00W	58 02 00N 004 37 00W	Swanwick Mil	PC Ops Supervisor CRC Boulmer	See Note 1.
AARA 2	56	119	58 20 00N 001 00 00E	59 17 00N 000 05 00E	Swanwick Mil	PC Ops Supervisor CRC Boulmer	Radar coverage limited below FL140 See Notes 1.
AARA 3	57	120	56 32 00N 002 32 00E	57 50 00N 001 26 00E	Swanwick Mil	PC Ops Supervisor CRC Boulmer	Radar coverage limited below FL145 See Note 1.

18 JUL 19

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ** *Continued.*

<b>AARA 4</b>	61	124	57 43 00N 001 12 00W	57 58 00N 000 04 00W	Swanwick Mil	PC Ops Supervisor CRC Boulmer	See Note 1.
<b>AARA 5</b>	58	121	55 47 00N 000 03 00E	55 46 00N 001 21 00E	CRC Boulmer until 1700 (A) Swanwick Mil after 1700 (A)	PC Ops Supervisor CRC Boulmer after 1700 (A)	See Note 1.
<b>AARA 6</b>	58	121	54 32 00N 000 25 00W	54 58 00N 000 22 00E	CRC Boulmer or Swanwick Mil Default CRC Boulmer	LAC Sectors 10 & 11 CRC Boulmer Newcastle ATC	Nil.
<b>AARA 7</b>	60	123	55 08 00N 001 19 00E	54 49 00N 002 31 00E	Swanwick Mil CRC Boulmer	LAC Sectors 10 & 11 PC Ops Supervisor, CRC Boulmer	Nil.
<b>AARA 8</b>	59	122	53 18 00N 000 56 00E	53 12 00N 002 08 00E	Swanwick Mil East	LAC Sectors 10 & 11 PC E FIS CRC Boulmer/Scampton RAF Lakenheath (RAPCON) RAF Coningsby ATC	Nil.
<b>AARA 9</b>	Area for USAF helicopter AAR only.				Not applicable - for USAF helicopter use only.	Not applicable - for USAF helicopter use only.	Nil.
<b>AARA 10(E)</b>	57	120	51 09 00N 002 34 00W	50 52 00N 003 40 00W	Swanwick Mil SW	LAC Sectors 6 & 9 Boscombe Down Yeovilton Cardiff	See Note 2.
<b>AARA 10(W)</b>	57	120	50 38 00N 004 25 00W	49 57 00N 006 40 00W	Swanwick Mil SW	LAC Sector 9 Newquay Cornwall Airport Culdrose	See Note 2.
<b>AARA 11</b>	58	121	50 17 00N 005 55 00W	50 01 00N 007 36 00W	Swanwick Mil SW	LAC Sector 9 Culdrose	See Note 2.
<b>AARA 12</b>	55	118	51 00 00N 005 09 00W	50 28 00N 007 38 00W	Swanwick Mil SW	LAC Sector 9 Yeovilton	Nil.
<b>AARA 13</b>	56	119	54 04 00N 003 48 00W	54 35 00N 004 05 00W	Swanwick Mil W	LAC Sector 7 PC IOM Sector Warton	See Note 3.
<b>AARA 14</b>	60	123	55 57 00N 007 20 00W	57 11 00N 006 41 00W	Swanwick Mil	PC Ops Supervisor CRC Boulmer	Nil.

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

*Continued.***Notes:**

1. Where Swanwick Mil is providing a service crews are strongly encouraged to file a Flight Plan; Swanwick Mil Flight Plan address **EGZYOATT**. Failure to file a Flight Plan may result in delays.
2. AARA 10 East and AARA 10 West. AARA 10 East is only available for Tanker Trails routeing from UK to foreign destinations or vice versa. AARA 10 West is positioned clear of the main North/South Axis routes (UN862/864 and UN22 and is available for routine AAR sorties in UK. As AARA 10 and AARA 11 overlap, Tanker Plans will ensure that reservations are deconflicted either by time or by use of different altitude reservations.
3. AARA 13. Flight trial profiles may dictate that the RV takes place outside AARA 13. It remains the responsibility of the Tanker Controller to co-ordinate with other airspace users as necessary.
4. LACC should be informed 30 minutes minimum prior to ETA.
5. Secondary A/A TACAN channels are the reverse of the primary channels. (R) = Receiver (T) = Tanker.
6. Discrete frequencies for AAR towline use are Primary 264.35, Secondary 265.125, Tertiary 362.1 and Spare 355.8.
7. Reference ENR 6.14 for charting of UK AARAs. Additional information on AARA airspace can be found in the UK Civil AIP ENR 5.2.

18 JUL 19

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

*Continued.*

**5.2.7 MILITARY EXERCISE AND TRAINING AREAS.**

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>LOW FLYING AREA - LFA 1A</b>                      N51 27-00 W001 19-00 (SU 476726) - N51 25-30 W001 20-70 (SU 456694) -                      N51 22-40 W001 21-70 (SU 445640) - N51 21-40 W001 20-40 (SU 461622) -                      N51 19-70 W001 20-60 (SU 459590) - N51 18-30 W001 20-00 (SU 466564) -                      N51 14-60 W001 20-30 (SU 463496) - N51 09-40 W001 20-40 (SU 463399) -                      N51 06-38 W001 20-57 (SU 461343) - N51 04-98 W001 19-99 (SU 468317) -                      N51 01-52 W001 27-49 (SU 381252) - N50 55-20 W001 30-70 (SP 337247) -                      N50 50-00 W002 01-90 (ST 979038) - N50 49-50 W002 05-74 (ST 934028) -                      N50 57-27 W002 11-92 (ST 861173) - N51 11-12 W002 17-73 (ST 794429) -                      N51 20-58 W002 09-28 (ST 893604) - N51 22-37 W002 02-50 (ST 972638) -                      N51 29-13 W001 43-37 (SU 193763) - N51 31-50 W001 43-50 (SU 192807) -                      N51 31-60 W001 40-70 (SU 224809) - N51 30-10 W001 35-20 (SU 288782) -                      N51 27-30 W001 29-10 (SU 359730) - N51 26-80 W001 26-90 (SU 384721)                      to origin.</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>
<p><b>LOW FLYING AREA - LFA 1B</b>                      N51 27-00 W001 19-00 (SU 476726) - N51 27-50 W001 16-00 (SU 510735) -                      N51 27-50 W001 06-00 (SU 626736) - N51 24-00 W001 06-00 (SU 627672) -                      N51 18-44 W001 00-60 (SU 691569) - clockwise arc centred on                      N51 14-05 W000 56-57 Radius 5NM (SU 739489) -                      N51 12-35 W000 49-05 (SU 827458) - N51 14-10 W000 34-60 (SU 995494) -                      N51 14-87 W000 30-15 (TQ 046509) - N51 16-89 W000 19-57 (TQ 168549) -                      N51 11-80 W000 19-60 (TQ 170455) - N51 11-30 W000 23-53 (TQ 125445) -                      anti-clockwise arc centred on N51 08-85 W000 11-32 radius 8-5NM                      (TQ 268403) - N51 02-73 W000 18-95 (TQ 182287) -                      N50 51-25 W000 30-70 (TQ 049071) - N50 50-13 W000 40-00 (SU 940048) -                      N50 49-81 W000 40-11 (SU 939043) - N50 49-67 W000 40-80 (SU 931040) -                      N50 49-29 W000 41-61 (SU 921033) - N50 48-57 W000 42-29 (SU 914019) -                      - N50 47-73 W000 42-41 (SU 912003) - N50 47-12 W000 42-10 (SZ 916992) -                      N50 46-67 W000 41-57 (SZ 923984) - N50 46-32 W000 43-28 (SZ 903977) -                      N50 45-56 W000 44-68 (SZ 886963) - N50 43-40 W000 47-40 (SZ 855922) -                      N50 46-55 W000 54-55 (SZ 775979) - N50 46-97 W000 56-16 (SZ 751987) -                      N50 46-97 W000 59-14 (SZ 716986) - N50 52-00 W000 55-00 (SU 763080) -                      N50 55-00 W001 00-00 (SU 704135) - N50 56-87 W001 13-23 (SU 549168) -                      N51 01-20 W001 10-60 (SU 578248) - anti-clockwise arc centred on                      N50 57-00 W001 21-30 RADIUS 8NM (SU 454169) -                      N51 04-98 W001 19-99 (SU 468317) - N51 06-38 W001 20-57 (SU 461343) -                      N51 09-40 W001 20-40 (SU 463399) - N51 14-60 W001 20-30 (SU 463496) -                      N51 18-30 W001 20-00 (SU 466564) - N51 19-70 W001 20-60 (SU 459590) -                      N51 21-40 W001 20-40 (SU 461622) - N51 22-40 W001 21-70 (SU 445640) -                      N51 25-30 W001 20-70 (SU 456694) to origin.</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>
<p><b>LOW FLYING AREA - LFA 1C</b>                      N51 27-00 W001 19-00 (SU 476726) - N51 26-80 W001 26-90 (SU 384721) -                      N51 27-30 W001 29-10 (SU 359730) - N51 30-10 W001 35-20 (SU 288782) -                      N51 31-60 W001 40-70 (SU 224809) - N51 31-50 W001 43-50 (SU 192807) -                      N51 33-80 W001 43-20 (SU 195850) - N51 35-60 W001 45-00 (SU 174883) -                      N51 37-70 W001 42-65 (SU 201922) - N51 40-30 W001 42-51 (SU 203970) -                      N51 39-83 W001 40-43 (SU 227962) - N51 42-37 W001 25-93 (SP 393010) -                      - N51 43-53 W001 25-07 (SP 403031) - N51 44-73 W001 18-17 (SP 482054) -                      - N51 48-14 W001 19-73 (SP 464117) - N51 49-20 W001 15-77 (SP 509137) -                      N51 52-09 W001 11-89 (SP 553191) - N51 53-53 W001 09-60 (SP 579218) -                      N51 50-32 W000 52-08 (SP 781162) - N51 47-49 W000 41-17 (SP 907111) -                      N51 30-00 W001 00-00 (SU 695784) - N51 30-00 W001 06-00 (SU 626783) -                      N51 27-50 W001 06-00 (SU 626736) - N51 27-50 W001 16-00 (SU 510735)                      to origin.</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

*Continued.*

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>LOW FLYING AREA - LFA 2</b>                      N50 36-40 W001 56-50 (SZ 041792) EG D031 - N50 19-60 W001 56-50 -                      N50 00-00 W002 00-00 (SZ 000117) - N50 00-00 W003 00-00 (SY 283164) -                      N49 49-00 W003 00-00 - N49 29-00 W004 39-00 -N48 50-00 W008 00-00 -                      N51 00-00 W008 00-00 - N51 19-00 W007 25-00 (SQ 266715) -                      N51 19-00 W003 00-00 (ST 303580) - N51 25-00 W002 58-00 (ST 327691) -                      N51 34-17 W002 42-58 (ST 508858) England/Wales boundary to                      N51 49-33 W002 39-00 (SO 552140) -                      N51 45-03 W002 03-70 (SO 956058) -                      N51 40-50 W001 42-50 (SU 202975) follow A351 to N51 35-60 W001 45-00                      (SU 173884) follow A419(T) to N51 31-50 W001 43-50 (SU 191808) follow                      A345 to N51 29-13 W001 43-37 (SU 192763) Lyneham CTR Boundary -                      N51 22-37 W002 02-50 (ST 971638) Lyneham CTR Boundary -                      N51 20-58 W002 09-28 (ST 893604) - N51 11-12 W002 17-73 (ST 793430) -                      N50 57-27 W002 11-92 (ST 860173) N50 50-42 W002 05-74 (ST 933046) -                      N50 49-50 W002 02-50 (ST 971029) anti-clockwise around the Isle of Wight                      avoidance area to - N50 41-83 W001 55-50 (SZ 053887) -                      N50 38-50 W001 55-38 (SZ 055825) Handfast Point to                      N50 36-70 W001 56-50 (SZ 041792).</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>
<p><b>LOW FLYING AREA - LFA 3</b>                      N50 22-50 W005 13-25 - N50 17-85 W004 45-17 - N50 16-47 W004 44-47 -                      N50 14-14 W004 44-41 - N50 12-44 W004 46-59 - N50 07-26 W004 42-28 -                      N50 00-00 W004 54-30 - N49 51-24 W005 00-00 - N49 39-00 W005 00-00 -                      N49 39-00 W005 44-00 - N49 54-00 W005 44-00 - N50 03-10 W005 47-50                      thence follow cost line 3nm out back to origin.</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>
<p><b>LOW FLYING AREA - LFA 4</b>                      N52 30-60 W003 01-98 (SO 299908) - N52 28-75 W002 52-50 (SO 406872) -                      N52 28-75 W002 45-00 (SO 491871) N52 32-15 W002 37-14 (SO 580935) -                      N52 32-19 W002 24-51 (SO 720935) - N52 27-00 W002 12-00 (SO 864836)                      N52 21-12 W001 53-25 (SP 077727) anti clockwise Birmingham CTR to                      N52 19-30 W001 42-13 (SP 194693) - N52 20-00 W001 26-00 (SP 386707) -                      N52 04-57 W001 17-98 (SP 480423) - N52 05-00 W001 13-08 (SP 537431) -                      N51 58-57 W000 56-58 (SP 726314) - N51 50-32 W000 52-08 (SP 780162)                      follow A41(T) to N51 53-53 W001 09-60 (SP 578219) follow A41(T) to                      N51 52-09 W001 11-89 (SP 552192) follow A34(T) to                      N51 49-20 W001 15-77 (SP 508138) clockwise around Oxford ATZ to                      N51 48-14 W001 19-73 (SP 462118) - N51 44-73 W001 18-17 (SP 482055) -                      N51 43-53 W001 25-07 (SP 402031) - N51 42-37 W001 25-93 (SP 392010) -                      N51 39-83 W001 40-43 (SU 224962) - N51 45-03 W002 03-70 (SO 956058) -                      N51 49-33 W002 39-00 (SO 552140) follow England/Wales border to                      N52 30-60 W003 01-98 (SO 299908).</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>
<p><b>LOW FLYING AREA - LFA 5</b>                      N53 07-50 E003 06-05 Median Line - N52 56-00 E003 09-08 FIR Boundary -                      N51 30-00 E002 00-00 (TR 776855) FIR Boundary -                      N51 30-00 E000 52-00 (TQ 989818) - <b>N51 33-85 E000 54-68 (TR 019891)</b>                      anticlockwise around TVAA to  <b>N51 37-06 E000 54-21 (TR 011950)</b> - N51 42-00 E001 11-00 (TM 199050) -                      N52 00-00 E001 38-00 (TM 494398) - N52 16-00 E001 46-00 (TM 570699) -  <b>N52 15-82 E001 07-52 (TM 134674) - N52 12-18 E001 00-20 (TM 053603) -</b>  <b>N52 12-49 E000 59-26 (TM 042609)</b> anticlockwise around Wattisham MATZ to  <b>N52 12-29 E000 54-44 (TL 988603)</b> - N52 04-50 E000 16-00 (TL 553443) -                      N52 09-42 E000 05-25 (TL 428531) - N52 13-78 E000 04-60 (TL 418611) -                      N52 27-00 E000 20-00 (TL 586862) - N52 40-00 E000 22-00 (TF 600103) -                      N52 48-00 E000 03-00 (TF 382245) - N52 52-17 W000 02-32 (TF 321320) -                      N53 07-65 E000 24-42 (TF 611616) - N53 07-50 E003 06-05.</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>

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10 OCT 19

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

*Continued.*

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>LOW FLYING AREA - LFA 6</b>                      N53 07-00 W001 05-00 (SK 613581) - N52 55-22 W000 36-26 (SK 938368) -                      N52 54-74 W000 33-35 (SK 971360) - N52 52-17 W000 02-32 (TF 321320) -                      N52 48-00 E000 03-00 (TF 382245) - N52 40-00 E000 22-00 (TF 600103) -                      N52 27-00 E000 20-00 (TL 586862) - N52 13-78 E000 04-60 (TL 418611) -                      N52 09-42 E000 05-25 (TL 428531) - <b>N52 04-50 E000 16-00 (TL 554443)</b> -                      N52 03-25 E000 18-50 (TL 582421) - N52 01-07 E000 15-15 (TL 545379) -                      N51 53-00 E000 03-00 (TL 411226) - N51 53-00 W000 09-00 (TL 272222) -                      anticlockwise around Luton CTR to -                      N51 58-83 W000 14-22 (TL 211329) - N51 57-55 W000 21-38 (TL 129303) -                      N51 54-30 W000 25-00 (TL 089242) - N51 50-50 W000 36-22 (SP 961168) -                      N51 47-49 W000 41-17 (SP 906112) follow A41(T) to                      N51 50-32 W000 52-08 (SP 780162) - N51 58-57 W000 56-58 (SP 726314) -                      N52 05-00 W001 13-08 (SP 537431) - N52 04-57 W001 17-98 (SP 480423)                      N52 20-00 W001 26-00 (SP 386707) - N52 33-00 W001 21-00 (SP 440949) -                      N52 45-62 W001 07-46 (SK 591185) N52 52-77 W001 07-46 (SK 589317) -                      N52 55-17 W001 00-00 (SK 672360) - N53 00-00 W001 05-00 (SK 615452) -                      N53 07-00 W001 05-00 (SK 613581).</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>
<p><b>LOW FLYING AREA - LFA 7</b>                      N53 25-00 W003 41-00 (SH 881924) - N53 23-13 W003 12-00 (SJ 202883) -                      N53 11-00 W003 03-00 (SJ 299656) - N53 02-68 W003 03-65 (SJ 290502) -                      N52 55-24 W003 17-43 (SJ 130370) - N52 37-03 W003 18-04 (SJ 120030) -                      N52 31-50 W003 06-20 (SO 252925) - N52 30-60 W003 01-98 (SO 299908)                      follow England/Wales border to                      N51 34-17 W002 42-58 (ST 508858) - N51 25-00 W002 58-00 (ST 328691) -                      N51 19-00 W003 00-00 (ST 303580) - N51 19-00 W007 25-00                      FIR Boundary - N52 20-00 W005 30-00 (SM 616764) FIR Boundary -                      N53 26-00 W005 30-00 (SG 675987) - N53 26-00 W004 26-00 (SH 384957) -                      N53 25-00 W003 41-00 (SH 881924).</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>
<p><b>LOW FLYING AREA - LFA 7(T)</b>                      N52 36-00 W003 40-00 (SH 871016) - N52 27-00 W003 22-00 (SO 071845) -                      N52 18-00 W003 22-00 (SO 068678) - N52 13-00 W003 27-00 (SO 009586) -                      N52 06-20 W003 26-67 (SO 011460) EG D203 -                      N52 04-83 W003 25-45 (SO 025435) EG D203 -                      N52 02-85 W003 28-00 (SN 994399) EG D203 -                      N52 01-92 W003 29-63 (SN 975382) EG D203 -                      N52 01-82 W003 31-57 (SN 953380) EG D203 -                      N51 58-95 W003 37-40 (SN 897328) EG D203 -                      N51 58-23 W003 39-50 (SN 861316) EG D203 -                      N51 59-77 W003 41-00 (SN 844345) EG D203 -                      N52 02-00 W003 49-00 (SN 754388) - N51 59-00 W003 54-00 (SN 696334) -                      N52 04-00 W004 03-00 (SN 595430) - N52 15-00 W003 52-00 (SN 726630) -                      N52 30-00 W003 47-00 (SN 790907) - N52 34-00 W003 50-00 (SN 757982) -                      N52 36-00 W003 40-00 (SH 871016).</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>LOW FLYING AREA - LFA 8</b></p> <p>N53 49-04 W001 27-00 (SE 362358) - N53 40-00 W001 28-00 (SE 352191) - N53 36-00 W001 30-00 (SE 331116) - N53 36-00 W001 16-00 (SE 485118) - N53 33-00 W001 05-30 (SE 604063) - N53 24-80 W001 05-00 (SK 609912) - N53 00-00 W001 05-00 (SK 615452) - N52 55-17 W001 00-00 (SK 672360) - N52 52-77 W001 07-46 (SK 589317) - N52 45-62 W001 07-46 (SK 591185) - N52 33-00 W001 21-00 (SP 440949) - N52 20-00 W001 26-00 (SP 386707) - N52 19-30 W001 42-13 (SP 194693) clockwise around the Birmingham CTR to N52 21-12 W001 53-25 (SP 077727) - N52 27-00 W002 12-00 (SO 864836) - N52 32-19 W002 24-51 (SO 720935) follow LFA 9 boundary to N52 53-23 W002 02-45 (SJ 970325) follow LFA 9 boundary to N53 04-75 W002 10-52 (SJ 879544) follow LFA 9 boundary to N53 02-68 W003 03-65 (SJ 290502) - N53 10-92 W003 12-01 (SJ 199657) - N53 23-05 W003 12-00 (SJ 203881) - N53 23-13 W003 12-00 (SJ 202883) - N53 46-43 W003 10-57 (SD 225315) clockwise around the Blackpool avoidance, circle radius 5nm centred on N53 46-30 - W003 02-17 (SD 317311) to N53 51-30 W003 01-25 (SD318404) - N53 52-00 W002 10-00 (SD 890411) - N53 54-00 W001 52-37 (SE 084448) clockwise around the Leeds/Bradford CTR to N53 49-04 W001 27-00 (SE 362358).</p>		Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.
<p><b>LOW FLYING AREA - LFA 9</b></p> <p>N52 31-50 W003 06-20 (SO 252925) - N52 37-03 W003 18-04 (SJ 120030) - N52 55-24 W003 17-43 (SJ 130370) - N53 02-65 W003 03-78 (SJ 282509) - N53 04-75 W002 10-52 (SJ 879544) - N52 53-23 W002 02-45 (SJ 970325) - N52 37-18 W002 15-41 (SJ 824027) - N52 32-19 W002 24-51 (SO 720935) - N52 32-15 W002 37-14 (SO 580935) - N52 28-46 W002 45-03 (SO 491871) - N52 28-46 W002 52-33 (SO 406872).</p>		Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.
<p><b>LOW FLYING AREA - LFA 10</b></p> <p>N52 15-78 E001 07-30 (TM 130674) - N52 16-00 E001 46-00 (TM 570699) - N52 00-00 E001 38-00 (TM 494398) - N51 42-00 E001 11-00 (TM 199050) - N51 37-00 E000 54-00 (TR 007949) anticlockwise around TVAA to N52 01-00 E000 15-15 (TL 546378) - N52 03-25 E000 18-50 (TL 583421) - N52 04-50 E000 16-00 (TL 553443) - N52 12-00 E000 54-00 (TL 982598) clockwise around Wattisham MATZ to - N52 15-78 E001 07-30 (TM 130674).</p>		Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.
<p><b>LOW FLYING AREA - LFA 11</b></p> <p>N55 00-00 E003 02-00 Follow Median Line to N53 07-50 E003 06-05 Median Line - N53 07-65 E000 24-42 (TF 611616) N52 52-17 W000 02-32 (TF 321320) - N52 54-74 W000 33-35 (SK 971360) clockwise around Barkston Heath MATZ to N52 55-22 W000 36-26 (SK 938368) - N53 07-00 W001 05-00 (SK 613581) - N53 24-80 W001 05-00 (SK 609912) - N53 33-00 W001 05-30 (SE 604063) - N53 36-00 W001 16-00 (SE 485118) - N53 36-00 W001 30-00 (SE 331116) - N53 40-00 W001 28-00 (SE 352191) - N53 49-04 W001 27-00 (SE 362358) anticlockwise around the Leeds/Bradford CTR to N53 54-00 W001 52-37 (SE 084448) - N54 18-82 W001 40-28 (SE 214909) clockwise around circle radius 5nm centred Leeming N54 17-53 W001 32-03 (SE 303886) - N54 22-37 W001 30-00 (SE 325976) - N54 25-10 W001 30-00 (NZ 325027) anticlockwise around circle radius 6nm centred on Durham Tees Valley N54 30-55 W001 25-76(NZ 370128) to N54 27-83 W001 16-93 (NZ 465079) - N54 31-33 W001 08-50 (NZ 556145) - N54 35-15 W001 04-47 (NZ 598216) - N54 53-50 W000 20-00 (OV 072564) - N55 00-00 E/W000 00-00 (OV 276691) - N55 00-00 E003 02-00.</p>		Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.

18 JUL 19

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>LOW FLYING AREA - LFA 12</b></p> <p>N56 00-00 E003 17-00 Follow Median Line to N55 00-00 E003 02-03 Median Line - N55 00-00 E/W000 00-00 (OV 276691) - N54 53-50 W000 20-00 (OV 072564) - N54 35-15 W001 04-47 (NZ 598216) - N54 31-33 W001 08-50 (NZ 556145) - N54 27-83 W001 16-93 (NZ 465079) clockwise by the arc of a circle radius 6nm centred on Durham Tees Valley N54 30-55 W001 25-76 (NZ 370128) to N54 25-10 W001 30-00 (NZ 325027) - N54 22-37 W001 30-00 (NZ 325976) anti-clockwise around circle 5nm centred Leeming N54 17-53 W001 32-03 (SE 303886) to N54 20-88 W001 38-31 (SE 235948) - N54 25-85 W001 41-87 (NZ 196040) - N54 45-00 W002 11-50 (NY 877395) - N54 51-00 W002 14-50 (NY 845561) - N55 02-10 W002 16-57 (NY 824712) EG D510 - N55 04-28 W002 17-20 (NY 817753) EG D510 - N55 04-87 W002 17-63 (NY 812764) EG D510 - N55 25-17 W002 33-00 (NT 652141) - N55 24-43 W002 13-83 (NT 854126) EG D512 - N55 26-12 W002 12-60 (NT 867157) follow England/Scotland boundary to N55 48-63 W002 01-92 (NT 980576) - N56 00-00 W001 30-00 (NU 312787) EG D608 - N56 00-00 E003 17-00 Median Line.</p>		Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.
<p><b>LOW FLYING AREA - LFA 13</b></p> <p>N55 25-17 W002 33-00 (NT 652141) - N55 04-87 W002 17-63 (NY 812764) - N55 04-28 W002 17-20 (NY 817753) - N55 02-10 W002 16-57 (NY 824712) - N54 54-00 W002 14-50 (NY 845561) - N54 51-00 W002 14-80 (NY 842506) - N54 46-50 W002 36-50 (NY 609424) - N54 57-42 W002 38-00 (NY 595627) - N55 09-00 W003 00-00 (NY 363844) - N55 26-33 W002 46-00 (NT 515160) - N55 25-17 W002 33-00 (NT 652141).</p>		Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.
<p><b>LOW FLYING AREA - LFA 14</b></p> <p>N56 04-00 W004 20-00 (NS 548884) anti-clockwise around the Scottish CTR to N55 45-90 W004 49-80 (NS 225560) - N55 40-50 W004 52-00 (NS 198461) - N55 24-17 W004 50-00 (NS 206157) - N55 07-17 W005 47-67 (NW 580871) - N55 14-00 W006 00-00 (NR 457005) - N56 00-00 W010 00-00 FIR Boundary - N61 00-00 W010 00-00 FIR Boundary - N61 00-00 E/W000 00-00 FIR Boundary - N60 00-00 E/W000 00-00 FIR Boundary - N59 05-00 E001 39-00 Follow Median Line to N56 00-00 E003 17-00 Median Line - N56 00-00 W001 30-00 (NU 311786) EG D608 - N56 19-00 W001 30-00 (NP 309120) EG D608 - N56 18-00 W002 30-00 (NO 690120) EG D607 - N56 07-00 W002 56-05 (NT 419919) Scottish TMA Boundary - N56 07-00 W004 09-60 (NS 657936) Scottish TMA Boundary - N56 04-00 W004 20-00 (NS 548884).</p>		Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.
<p><b>LOW FLYING AREA - LFA 14(T)</b></p> <p>N58 30-00 W003 27-00 (ND 155578) - N58 25-40 W003 25-15 (ND 171492) - N58 03-75 W004 12-57 (NC 697103) - N58 03-00 W004 30-00 (NC 524094) - N58 00-00 W004 37-00 (NC 453041) - N57 47-00 W004 25-00 (NH 563796) - N57 39-00 W004 30-00 (NH 508649) - N57 38-00 W004 45-00 (NH 358636) - N57 30-00 W004 38-00 (NH 422485) - N57 18-00 W004 52-00 (NH 273268) - N57 11-00 W004 53-00 (NH 257139) - N57 09-00 W005 00-00 (NH 185105) - N57 00-00 W005 02-00 (NN 157939) - N56 54-00 W005 05-00 (NN 122829) - N56 56-00 W005 47-00 (NM 698888) - N57 13-00 W005 35-00 (NG 836196) - N57 50-00 W005 43-00 (NG 793886) - N58 00-00 W005 15-00 (NC 079057) - N58 30-00 W004 49-00 (NC 358602) - N58 30-00 W004 30-00 (NC 543595) - N58 25-00 W004 30-00 (NC 539502) - N58 30-00 W004 20-00 (NC 640591) - N58 30-00 W003 56-00 (NC 873584) - N58 30-00 W003 27-00 (ND 155578).</p>		Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

*Continued.*

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>LOW FLYING AREA - LFA 15</b> N57 38-53 W001 53-27 (NK 066614) coastline to N57 21-00 W001 55-33 (NK 047289) - N57 21-00 W002 33-97 (NJ 660290) clockwise by the arc of a circle radius 10nm centred on N57 18-63 W002 15-93 (NJ 841245) to N57 27-50 W002 25-50 (NJ 746410) - N57 38-53 W001 53-27 (NK 066614).</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>
<p><b>LOW FLYING AREA - LFA 16</b> N56 18-00 W001 30-00 (NP 309120) EG D608 - N56 00-00 W001 30-00 (NU 311786) EG D608 - N55 48-63 W002 01-92 (NT 980576) Follow England/Scotland boundary to N55 24-43 W002 13-83 (NT 854126) EG D512 - N55 25-17 W002 33-00 (NT 652141) - N55 26-33 W002 46-00 (NT 515160) - N55 09-00 W003 00-00 (NY 363844) - N55 01-50 W002 45-00 (NY 520703) - N55 01-50 W003 02-85 (NY 329705) Follow England/Scotland boundary to N54 57-30 W003 19-42 (NY 153631) - N54 50-00 W003 30-00 (NY 037498) - N54 35-08 W003 45-38 (NX 865225) EG D405/A - N54 32-88 W003 46-98 (NX 847185) EG D405/A - N54 33-25 W004 13-60 (NX 560200) EG D405 - N54 35-62 W004 15-17 (NX 545244) EG D405 - N54 42-00 W004 29-00 (NX 400367) - N54 40-83 W004 35-63 (NX 328348) EG D403 - N54 39-25 W004 46-78 (NX 207323) EG D403 - N54 30-00 W005 11-00 (NW 939163) - N54 45-00 W005 24-00 (NW 812447) EG D411A - N55 07-17 W005 47-67 (NW 580871) - N55 12-50 W005 30-00 (NW 773960) EG D509 - N55 14-00 W005 25-00 (NW 827985) EG D509 - N55 24-17 W004 50-00 (NS 206157) - N55 40-50 W004 52-00 (NS 198461) - N55 45-90 W004 49-80 (NS 225560) clockwise around Scottish CTR to N56 04-00 W004 20-00 (NS 548884) - N56 07-00 W004 09-60 (NS 657936) - N56 07-00 W002 56-05 (NT 419919) - N56 18-00 W002 30-00 (NO 690120) EG D607 - N56 18-00 W001 30-00 (NP309120) EG D608.</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>
<p><b>LOW FLYING AREA - LFA 17</b> N55 01-50 W003 02-85 (NY 329705) - N55 01-50 W002 45-00 (NY 520703) - N55 00-50 W002 43-10 (NY 542684) - N54 57-42 W002 38-00 (NY 595623) - N54 46-50 W002 36-50 (NY 609424) - N54 51-00 W002 14-80 (NY 842506) - N54 45-00 W002 11-50 (NY 877395) - N54 25-85 W001 41-87 (NZ 196040) - N54 20-88 W001 38-31 (SE 235948) anticlockwise around Leeming MATZ to N54 18-82 W001 40-28 (SE 214909) - N53 54-00 W001 52-37 (SE 084448) Leeds/Bradford CTR - N53 52-00 W002 10-00 (SD 890411) - N53 51-30 W003 01-25 (SD 318404) anticlockwise around Blackpool avoidance, circle radius 5nm centred N53 46-30 W003 02-17 (SD 317311) to N53 46-43 W003 10-57 (SD 225315) - N53 23-13 W003 12-00 (SJ 202883) - N53 25-00 W003 41-00 (SH 881924) - N53 26-00 W004 30-00 (SH 339959) - N53 26-00 W005 30-00 (SG 675987) FIR Boundary - N54 00-00 W005 30-00 (SB 706617) FIR Boundary - N54 30-00 W005 11-00 (NW 939163) - N54 39-25 W004 46-78 (NX 207323) EG D403 - N54 40-83 W004 35-63 (NX 328348) EG D403 - N54 42-00 W004 29-00 (NX 400367) - N54 35-62 W004 15-17 (NX 545244) EG D405 - N54 33-25 W004 13-60 (NX 560200) EG D405 - N54 32-88 W003 46-98 (NX 847185) EG D405/A - N54 35-08 W003 45-38 (NX 865225) EG D405/A - N54 50-00 W003 30-00 (NY 037498) - N54 57-30 W003 19-42 (NY 153631) follow England/Scotland boundary to N55 01-50 W003 02-85 (NY 329705).</p>		<p>Reference ENR 6.15 and ENR 6.16 for charting of the UK Low Flying Areas Day and Night.</p>

18 JUL 19

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>LOW FLYING AREA - LFA 18</b></p> <p>N51 30-00 E002 00-00 (TR 776855) FIR boundary -  N51 07-00 E002 00-00 (TR 799429) FIR boundary -  N51 00-00 E001 28-00 (TR 432281) FIR boundary -  N50 40-00 E001 28-00 (TW 449910) FIR boundary -  N50 00-00 W000 15-00 (TV 254263) FIR boundary -  N50 00-00 W002 00-00 (SZ 000117) -  N50 19-60 W001 56-50 (SZ 042749) EG D028 -  N50 36-40 W001 56-50 (SZ 041792) EG D031 -  N50 38-50 W001 55-38 (SZ 055825) Handfast Point -  N50 41-83 W001 55-50 (SZ 053887) clockwise around the Isle of Wight  avoidance area to N50 56-87 W001 13-23 (SU 548169) -  N50 55-00 W001 00-00 (SU 703136) - N50 52-00 W000 55-00 (SU 762081) -  N50 46-97 W000 59-14 (SZ 715987) - N50 46-97 W000 56-16 (SZ 750980) -  N50 46-55 W000 54-55 (SZ 769980) follow coast to  N50 46-69 W000 41-22 (SZ 921985) clockwise around circle radius 2nm  centred N50 48-00 W000 39-50 (SU 947012) to  N50 50-13 W000 40-00 (SU 939049) - N50 51-25 W000 30-70 (TQ 048072) -  N51 02-73 W000 18-95 (TQ 180288) - N51 05-70 E000 03-50 (TQ 441349) -  N51 16-75 E000 37-50 (TQ 831567) - N51 30-00 E000 52-00 (TQ 989818) -  N51 30-00 E002 00-00 (TR 776855).</p>		<p>Reference ENR 6.15  and ENR 6.16 for  charting of the UK Low  Flying Areas Day and  Night.</p>
<p><b>LOW FLYING AREA - LFA 19</b></p> <p>N55 25-00 W006 53-00 (IC 708639) - N55 14-00 W006 00-00 (ID 273447)  - N55 07-17 W005 47-67 (ID 408325) - N54 45-00 W005 24-00 (IJ 675922) -  N54 30-00 W005 11-00 (IJ 825649) - N54 00-00 W005 30-00 (IJ 640085) -  N54 00-00 W005 55-00 (IJ 367076) - N54 01-35 W006 03-72 (IJ 271099)  along the North coast of Carlingford Lough to  N54 06-13 W006 16-07 (IJ 134184) thence along the International Border with  the Republic of Ireland to N55 04-05 W007 15-48 (IC 475247) -  N55 11-28 W006 58-40 (IC 654384) - 55 13-12 W006 54-33 (IC 697418) -  N55 20-00 W006 55-00 (IC 688546) - N55 25-00 W006 53-00 (IC 708639).</p>		<p>Reference ENR 6.15  and ENR 6.16 for  charting of the UK Low  Flying Areas Day and  Night.</p>
<p><b>LOW FLYING AREA - LFA 20(T)</b></p> <p>N55 41-41 W003 25-00 (NT 109450) - N55 41-41 W003 58-51 (NS 758459)  Glasgow/Prestwick avoidance - N55 35-00 W004 12-50 (NS 608344) -  N55 27-00 W004 14-50 (NS 582196) clockwise around an 11-5nm arc based  on N55 31-00 W004 33-50 (NS 385277) to  N55 22-26 W004 46-30 (NS 243120) coastline to  N55 01-92 W005 03-50 (NX 045751)EG D402A boundary to  N54 56-16 W004 57-98 (NX 100642) clockwise around a 5nm arc based on  N54 51-07 W004 56-87 (NX 108547) to N54 50-81 W004 47-73 (NX 205538)  along coastline to N54 59-22 W003 03-39 (NY 324663) England/Scotland  border - N55 00-66 W003 02-59 (NY 333690) -  N55 01-50 W003 02-85 (NY 329705) - 55 01-50 W002 45-00 (NY 520703) -  N55 00-00 W002 42-50 (NY 547675) EG D510 -  N55 00-00 W002 27-78 (NY 704674) EG D510 -  N55 02-10 W002 16-57 (NY 824712) EG D510 -  N55 14-20 W002 02-55 (NY 973938) - N55 24-43 W002 13-83 (NT 854126)  around EG D512 to N55 28-00 W002 39-00 (NT 589194) -  N55 41-41 W003 25-00 (NT 109450).</p>		<p>Reference ENR 6.15  and ENR 6.16 for  charting of the UK Low  Flying Areas Day and  Night.</p>
<p><b>LOW FLYING AREA - TVAA</b></p> <p>N51 49-83 W000 37-67 (SP 946157) - N51 30-00 W001 00-00 (SU 700784) -  N51 30-00 W001 06-00 (SU 624783) - N51 24-00 W001 06-00 (SU 626672) -  N51 18-43 W001 00-52 (SU 691569) clockwise around Odiham MATZ to  N51 12-25 W000 49-10 (SU 826459) follow A31 to  N51 14-10 W000 34-60 (SU 993495) follow A25 to  N51 14-87 W000 30-15  (TQ 045510) follow A246 to N51 16-89 W000 19-57 (TQ 167550) follow A24  to N51 11-80 W000 19-60 (TQ 169456) anti clockwise Gatwick CTR to  N51 02-73 W000 18-95 (TQ 180288).</p>		<p>Reference ENR 6.15  and ENR 6.16 for  charting of the UK Low  Flying Areas Day and  Night.</p>



## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<b>FIXED WING REGION AREA 1 (ONE ALPHA)</b> N55 30.00 W006 20.00 - N56 30.00 W007 10.00 - N56 47.00 W006 38.00 - N56 56.00 W005 47.00 - N56 54.00 W005 05.00 - N56 58.00 W004 45.00 - N57 21.00 W004 15.00 - N56 10.00 W003 40.00 - N56 04.00 W004 20.00 - origin.		Nil.
<b>FIXED WING REGION AREA 1 (1 BRAVO EAST)</b> N56 47.00 W006 38.00 - N57 30.00 W006 55.00 - N58 00.00 W005 50.00 - N58 42.00 W005 06.00 - N58 40.00 W004 00.00 - N58 43.00 W003 00.00 - N58 23.00 W003 00.00 - N57 53.00 W004 14.00 - N57 32.00 W004 13.00 - N57 21.00 W004 15.00 - N56 58.00 W004 45.00 - N56 54.00 W005 05.00 - N56 56.00 W005 47.00 - origin.		Nil.
<b>FIXED WING REGION AREA 1 (ONE BRAVO WEST)</b> N56 30.00 W007 10.00 - N56 51.88 W007 59.02 - N57 29.97 W008 00.02 - N58 40.00 W006 40.00 - N58 42.00 W005 06.00 - N58 00.00 W005 50.00 - N57 30.00 W006 55.00 - N56 47.00 W006 38.00 - origin.		Nil.
<b>FIXED WING REGION AREA 1 (ONE CHARLIE)</b> N56 20.00 W003 45.00 - N57 21.00 W004 15.00 - N57 32.00 W004 13.00 - N57 45.00 W003 54.00 - N57 49.00 W003 23.00 - N56 28.00 W002 54.00 - origin.		Nil.
<b>FIXED WING REGION AREA 1 (ONE DELTA)</b> N56 28.00 W002 54.00 - N57 49.00 W003 23.00 - N57 43.00 W001 37.00 - 56 57.00 W001 50.00 - N56 35.00 W002 10.00 - origin.		Nil.
<b>FIXED WING REGION AREA 2 (TWO ALPHA)</b> N55 26.32 W002 45.98 - N55 47.78 W003 14.70 - arc of a circle radius 10nm centred on N55 57.00 W003 22.27 anti-clockwise around EDINBURGH CTZ - N56 03.55 W003 36.03 - N56 10.00 W003 39.98 - N56 20.00 W003 44.98 - N56 34.98 W002 09.98 - N55 52.88 W001 41.38 - N55 47.08 W001 58.18 - N55 28.50 W002 24.18 - N55 27.43 W002 34.87 - N55 27.25 W002 36.70 - origin.		Nil.
<b>FIXED WING REGION AREA 2 (TWO BRAVO)</b> N54 21.98 W004 59.98 - N55 29.98 W006 19.98 - N56 04.00 W004 19.98 - N56 10.00 W003 39.98 - N56 03.55 W003 36.03 - arc of a circle radius 10nm centred on N55 57.00 W003 22.27 anti-clockwise around EDINBURGH CTZ - N55 47.78 W003 14.70 - N55 26.32 W002 45.98 - N55 08.98 W002 59.98 - origin.		Nil.
<b>FIXED WING REGION AREA 3 (THREE ALPHA)</b> N53 23.12 W003 12.00 - N53 43.40 W003 08.98 - arc of circle radius 5nm clockwise centred on N53 46.30 W003 02.17 - N53 51.15 W003 04.13 - N54 02.93 W001 15.12 - N53 18.45 W000 32.93 -N53 01.77 W000 29.47 - N52 44.12 W000 38.82 - N52 45.33 W001 01.95 - N52 45.45 W001 04.30 - N52 45.60 W001 07.46 - N52 52.75 W001 07.46 - N52 55.16 W000 59.98 - N52 59.99 W001 04.98 - N53 02.91 W001 05.05 - N53 13.00 W001 27.00 - N53 07.50 W002 07.00 - N53 11.98 W002 45.00 - N53 09.50 W002 54.90 - arc of a circle radius 2.5nm clockwise centred on N53 10.67 W002 58.57 - N53 10.98 W003 02.70 - origin.		Nil.
<b>FIXED WING REGION AREA 3 (THREE BRAVO EAST)</b> N54 44.95 W002 19.08 - N54 26.15 W001 42.22 - N54 19.30 W001 37.72 - N54 08.32 W001 22.50 - N54 06.82 W002 08.03 - N54 32.48 W002 31.78 - origin.		Nil.

18 JUL 19

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>FIXED WING REGION</b> <b>AREA 3 (THREE BRAVO WEST)</b> N53 46-63 W003 10-57 - N54 31-00 W003 37-98 - N54 47-37 W003 56-35 - N55 08-98 W002 59-98 - N54 46-48 W002 36-48 - N54 47-47 W002 31-82 - N54 42-18 W002 22-03 - N54 32-48 W002 31-78 - N54 06-82 W002 08-03 - N54 08-23 W001 22-40 - N54 02-93 W001 15-12 - N53 51-15 W003 04-13 - arc of circle radius 5nm anti-clockwise centred on N53 46-30 W003 02.17 - origin.</p> <p>BY NOTAM - N54 47-42 W002 31-80 - N54 42-18 W002 22-03 - N54 44-97 W002 19-08 - N54 48-55 W002 26-25 - origin</p>		Nil.
<p><b>FIXED WING REGION</b> <b>AREA 4 (FOUR ALPHA NORTH)</b> N55 07-08 W002 11-02 - N55 14-33 W002 02-62 - N55 17-28 W002 03-48 - N55 24-55 W002 13-73 - N55 28-50 W002 24-18 - N55 47-08 W001 58-18 - N55 52-88 W001 41-38 - N55 43-88 W001 35-98 - N55 32-43 W001 25-67 - N55 18-12 W001 16-67 - N55 17-00 W001 34-00 - origin.</p>		Nil.
<p><b>FIXED WING REGION</b> <b>AREA 4 (FOUR ALPHA SOUTH)</b> N54 19-18 W001 37-57 - N54 26-08 W001 42-23 - N54 48-55 W002 26-23 - N54 50-98 W002 14-78 - N55 01-88 W002 16-98 - N55 07-08 W002 11-02 - N55 17-00 W001 34-00 - N55 18-12 W001 16-67 - N54 39-98 W000 49-98 - origin.</p>		Nil.
<p><b>FIXED WING REGION</b> <b>AREA 4 (FOUR BRAVO EAST)</b> N54 29-20 W001 14-85 - N54 39-98 W000 49-98 - N54 13-83 W000 07-02 - N53 57-00 E000 04-00 - N53 50-49 W000 26-41 - arc of circle radius 2nm clockwise centred on N53 52-50 W000 26-60 - N53 51-88 W000 29-92 - N54 05-52 W000 47-75 - origin.</p>		Nil.
<p><b>FIXED WING REGION</b> <b>AREA 4 (FOUR BRAVO WEST)</b> N53 18-45 W000 32-93 - N54 02-93 W001 15-12 - N54 29-18 W001 37-57 - N54 29-20 W001 14-85 - N54 05-52 W000 47-75 - N53 51-92 W000 29-93 - arc of circle radius 2nm anti-clockwise centred on N53 52-43 W000 26-55 - N53 50-58 W000 25-89 - N53 56-98 E000 03-98 - N53 41-00 E000 18-98 - N53 38-45 E000 20-83 - N53 35-95 E000 09-35 - N53 33-78 E000 06-03 - N53 29-43 E000 05-22 - N53 23-45 E000 14-05 - N53 17-48 E000 18-27 - origin.</p>		Nil.
<p><b>FIXED WING REGION</b> <b>AREA 5 (FIVE ALPHA)</b> N52 16-00 W000 04-00 (TL 320649) - N52 12-00 W000 17-40 (TL 170571) - N52 09-12 W000 32-52 (SP 999514) - N52 23-42 W000 31-25 (TL 008780) - arc of a circle radius 4nm clockwise centred on N52 23-07 W000 24-97 (TL 079775) N52 26-23 W000 21-18 (TL 121834) - N52 33-33 W000 23-08 (TL 096965) - N52 33-53 W000 16-50 (TL 170971) - N52 33-60 W000 14-37 (TL 194973) - N52 34-00 E/W000 00-00 (TL 357984) - N52 50-35 W000 00-01 (TF 348287) - N52 48-00 E000 03-00 (TF 383245) - N52 47-00 E000 12-67 (TF 492229) - N52 47-00 E000 23-00 (TF 608233) - N52 49-45 E000 22-98 (TF 607278) - follow coastline NE to N52 58-50 E000 48-00 (TF 881456) - N52 53-43 E000 48-07 (TF 885362) - follow arc of circle radius 3nm anti-clockwise centred on N52 50-73 E000 46-05 (TF 865311) (Sculthorpe) - N52 48-03 E000 48-12 (TF 890262) - N52 32-92 E000 48-00 (TL 899982) - N52 33-32 E000 45-00 (TL 865988) - N52 33-25 E000 40-78 (TL 818985) - N52 29-43 E000 31-90 (TL 720911) - two consecutive arcs of a circle anti- clockwise around LAKENHEATH/MILDENHALL MATZ - N52 24-00 E000 22-02 (TL 611806) - N52 18-03 E000 02-30 (TL 391689) - origin.</p>		Nil.



**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

*Continued.*

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>FIXED WING REGION</b>  <b>AREA 5 (FIVE CHARLIE NORTH)</b>                      N52 31.50 W003 42.60 - N52 31.28 W003 05.23 - N52 28.45 W002 52.32 -                      N52 28.45 W002 45.30 - N52 32.15 W002 37.13 - N51 56.68 W001 58.78 -                      N51 57.47 W002 28.93 - N52 08.60 W002 47.45 - N52 04.87 W003 25.50 -                      N52 02.87 W003 28.05 - N52 01.93 W003 29.71 - N52 01.82 W003 31.64 -                      N51 58.96 W003 37.47 - N51 58.24 W003 39.58 - N51 59.79 W003 41.07 -                      N52 02.17 W003 40.31 - origin.</p>		<p>Nil.</p>
<p><b>FIXED WING REGION</b>  <b>AREA 5 (FIVE DELTA NORTH)</b>                      N51 45.33 W005 23.00 - N52 00.00 W005 23.00 - N52 05.00 W005 00.00 -                      N52 05.00 W004 30.00 - N52 16.00 W004 11.00 - follow coastline -                      N52 52.28 W004 08.17 - N53 00.00 W003 45.00 - N52 02.20 W003 40.18 -                      N51 59.85 W003 40.92 - origin.</p>		<p>Nil.</p>
<p><b>FIXED WING REGION</b>  <b>AREA 5 (FIVE DELTA SOUTH)</b>                      N51 45.33 W005 23.00 - N51 59.85 W003 40.92 - N51 58.23 W003 39.38 -                      N51 44.37 W003 38.48 - N51 38.00 W004 47.00 - N51 42.00 W005 23.00 -                      origin.</p>		<p>Nil.</p>
<p><b>FIXED WING REGION</b>  <b>AREA 5 (FIVE ECHO)</b>                      N52 31.50 W003 42.60 - N52 59.95 W003 45.00 - N53 24.00 W003 45.00 -                      N53 23.00 W003 12.00 - N53 10.98 W003 02.70 - arc of a circle anti-clock-                      wise 2.5nm centred on N53 10.67 W002 58.58 - N53 09.50 W002 54.90 -                      N53 12.00 W002 45.00 - N53 07.50 W002 07.00 - N53 13.00 W001 27.00 -                      N52 52.23 W001 46.80 - N52 42.00 W001 49.00 - origin. Includes LFA 9.</p>		<p>Nil.</p>
<p><b>FIXED WING REGION</b>  <b>AREA 5 (FIVE FOXTROT)</b>                      N52 21.50 W001 25.00 - N52 33.00 W001 21.00 - N52 33.72 W001 23.23 -                      N52 31.90 W001 25.85 - N52 38.63 W001 39.80 - N52 39.37 W001 41.85 -                      N52 42.00 W001 49.00 - N52 52.23 W001 46.80 - N53 13.00 W001 27.00 -                      N53 02.92 W001 05.05 - N53 00.00 W001 05.00 - N52 55.16 W000 59.99 -                      N52 52.75 W001 07.46 - N52 45.60 W001 07.46 - N52 45.47 W001 04.32 -                      N52 45.33 W001 01.95 - N52 44.12 W000 38.83 - N52 52.17 W000 02.32 -                      N52 50.35 W000 00.01 - N52 34.00 E/W000 00.00 - N52 33.60 W000 14.37 -                      N52 33.53 W000 16.50 - N52 33.33 W000 23.08 - origin.</p>		<p>Nil.</p>
<p><b>RANGE OPERATING AREA (ROA)</b>  <b>TAIN</b>                      N57 31.98 W004 12.98 - N57 52.98 W004 13.98 - N58 10.98 W003 31.98 -                      N58 05.98 W003 21.98 - N57 48.98 W003 22.98 - N57 44.98 W003 53.98 -                      origin.</p>		<p>Nil.</p>
<p><b>RANGE OPERATING AREA (ROA)</b>  <b>DONNA NOOK</b>                      N52 44.12 W000 38.82 - N53 01.77 W000 29.47 - N53 18.45 W000 32.93 -                      N53 17.43 E000 18.18 - N53 19.93 E000 34.05 - N53 07.98 E000 47.98 -                      N53 07.63 E000 24.42 - N52 52.17 W000 02.32 - origin.</p>		<p>Nil.</p>
<p><b>RANGE OPERATING AREA (ROA)</b>  <b>SPADEADAM</b>                      N54 46.50 W002 36.50 - N55 09.00 W003 00.00 - N55 26.20 W002 46.00 -                      N55 28.50 W002 24.20 - N55 24.60 W002 13.80 - N55 17.30 W002 03.50 -                      N55 14.30 W002 02.60 - N55 01.90 W002 17.00 - N54 51.00 W002 14.80 -                      origin.</p>		<p>Nil.</p>
<p><b>RANGE OPERATING AREA (ROA)</b>  <b>WASH (EAST)</b>                      N53 05.12 E000 20.00 - N53 07.65 E000 24.42 - N53 08.00 E000 48.00 -                      N53 00.00 E001 00.00 - N53 00.00 E000 48.00 - N52 58.50 E000 48.00 -                      Follow coastline to N52 56.58 E000 29.37 - origin.</p>		<p>Nil.</p>

18 JUL 19

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<b>RANGE OPERATING AREA (ROA)</b> <b>WASH (WEST)</b> N53 05.12 E000 20.00 - N52 56.58 E000 29.37 - Follow coastline to N52 49.44 E000 22.98 - N52 47.00 E000 23.00 - N52 47.00 E000 12.67 - N52 48.00 E000 03.00 - N52 52.17 W000 02.32 - origin.		Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>Humberside South HNTA</b> WP1 N53 52.68 W000 26.41 TA 0264 4355 WP2 N53 55.32 E000 00.31 TA 3177 4918 WP3 N53 38.60 E000 20.84 TA 5527 1887 WP4 N53 36.12 E000 09.46 TA 4287 1387 WP5 N53 33.91 E000 06.00 TA 3918 0966 WP6 N53 29.91 E000 05.26 TA 3857 0223 WP7 N53 32.01 W000 21.52 TA 0888 0534 WP8 N53 33.83 W000 24.70 TA 0529 0863 WP9 N53 52.68 W000 26.41 TA 0264 4355		Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>Humberside North HNTA</b> WP1 N53 52.68 W000 26.41 TA 0264 4355 WP2 N53 55.32 E000 00.31 TA 3177 4918 WP3 N54 09.50 W000 00.82 TA 2980 7542 WP4 N54 10.82 W000 15.77 TA 1347 7745 WP5 N54 00.56 W000 26.82 TA 0187 5815 WP6 N53 52.68 W000 26.41 TA 0264 4355		Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>Inverness HNTA</b> WP1 N57 24.00 W004 24.00 NH 5588 3694 WP2 N57 33.94 W003 32.65 NJ 0771 5388 WP3 N57 35.25 W003 27.74 NJ 1267 5620 WP4 N57 38.00 W003 25.00 NJ 1550 6125 WP5 N57 41.18 W003 30.00 NJ 1066 6726 WP6 N57 47.41 W003 30.14 NJ 1078 7883 WP7 N57 44.86 W003 53.90 NH 8710 7468 WP8 N57 24.00 W004 24.00 NH 5588 3694		Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>Cairngorm HNTA</b> WP1 N57 10.00 W003 15.00 NJ 2450 0911 WP2 N57 16.00 W003 39.00 NJ 0058 2076 WP3 N57 05.50 W003 56.50 NH 8244 0174 WP4 N56 59.91 W003 47.09 NN 9167 9112 WP5 N56 52.00 W003 29.00 NO 0966 7600 WP6 N57 10.00 W003 15.00 NJ 2450 0911		Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>Moray Firth HNTA</b> WP1 N57 40.00 W003 00.00 NJ 4044 6452 WP2 N57 48.00 W003 00.00 NJ 4066 7937 WP3 N57 48.00 W002 41.40 NJ 5908 7914 WP4 N57 40.00 W002 41.40 NU 5893 6429 WP5 N57 40.00 W003 00.00 NJ 4044 6452		Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>Island of Arran SAR HNTA</b> Along coastline clockwise offset 1NM to origin.		Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>Sennybridge HNTA</b> N51 58.23 W003 39.38 - N51 56.30 W003 35.30 - anti-clockwise around Helisite 1NM centred on N51 56.90 W003 34.60 - N51 57.50 W003 33.80 - N52 00.22 W003 34.83.		Nil.

18 JUL 19

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>Valley HNTA</b> N53 24.00 W003 45.00 - N53 26.00 W004 50.00 - N52 46.00 W004 47.00 - N52 46.00 W004 27.00 - N53 00.00 W003 45.00 - origin.		Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>CGSAR AREA 1</b> N58 50.00 W06 30.00 (HW 404027) - N58 30.00 W05 30.00 (NB 962622) - N57 46.00 W006 28.00 (NG 345840) - N57 24.00 W07 00.00 (NF 998455) - N58 30.00 W07 30.00 (NA 798700) - origin.	<u>2,000ft AMSL</u> SFC By NOTAM	Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>CGSAR AREA 2</b> N58 30.00 W05 30.00 (NB 962622) - N58 30.00 W04 50.00 (NC 350604) - N58 00.00 W05 15.00 (NC 080058) - N57 50.00 W05 43.00 (NG 795887) - N57 46.00 W06 28.00 (NG 345840) - origin.	<u>2,000ft AMSL</u> SFC By NOTAM	Nil.
<b>HELICOPTER NIGHT TRAINING AREAS (HNTA)</b> <b>Prestwick SAR HNTA</b> N55 26.13 W005 04.43 - N55 20.00 W004 50.00 - N55 25.50 W004 39.60 - N55 28.20 W004 42.38 - N55 30.73 W004 49.73 clockwise around the Glasgow/Prestwick avoidance to N55 51.70 W004 51.00 - N55 52.00 W004 58.50 - N55 50.80 W005 01.60 - N55 44.02 W005 13.92 clockwise around the coastline of Arran to origin.		Nil.

18 JUL 19

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>NIGHT ROTARY REGION (NRR)</b> <b>NRR1</b></p> <p>The area bounded by the following co-ordinates but not including any of the Salisbury Plain Danger Areas: N51 05-00 W001 20-00 (SU 467318) anti-clockwise around the Isle of Wight avoidance area to N50 49-50 W002 02-50 (ST 971029) - N50 50-42 W000 05-74 (ST 933046) - N50 57-27 W002 11-92 (ST 860173) - N51 11-12 W002 17-73 (ST 793430) - N51 12-00 W002 17-00 (ST 802466) - N51 21-00 W002 17-00 (ST 803613) - N51 23-00 W002 12-00 (ST 861650) - N51 22-37 W002 02-50 (ST 971638) along Lyneham CTR boundary to N51 29-13 W001 43-37 (SU 192764) follow A345 to N51 31-50 W001 43-50 (SU 191808) follow A419(T) to N51 35-60 W001 45-00 (SU173884) follow A351 to N51 40-50 W001 42-50 (SU 202975) anti clockwise around Brize CTR to N51 39-83 W001 40-43 (SU 224962) anti clockwise around Brize CTR to N51 42-37 W001 25-93 (SP 392010) anti clockwise around Brize CTR to N51 44-73 W001 18-17 (SP 482053) anti clockwise around Brize CTR to N51 48-14 W001 19-73 (SP 482118) anti clockwise around Oxford ATZ to N51 49-20 W001 15-77 (SP 508138) follow A34(T) to N51 52-09 W001 11-89 (SP 552192) follow A41(T) to N51 53-53 W001 09-60 (SP 578219) follow A41(T) to N51 50-32 W000 52-08 (SP 708162) follow A41 (T) to N51 47-49 W000 41-17 (SP 906112) follow red chainlink to N51 30-00 W001 00-00 (SU 700784) follow red chainlink to N51 30-00 W001 06-00 (SU 625783) follow red chainlink to N51 27-50 W001 06-00 (SU 625737) - N51 24-00 W001 06-00 (SU 626672) - N51 18-44 W001 00-60 (SU 690570) clockwise around Odiham MATZ to N51 12-35 W000 49-05 (SU 826459) follow A31 to N51 14-10 W000 34-60 (SU 993495) follow A25 to N51 14-87 W000 30-15 (TQ 045510) follow A246 to N51 16-89 W001 19-57 (TQ 167550) follow A24 to N51 11-80 W000 19-60 (TQ 169456) anti clockwise around Gatwick CTR to N51 02-73 W000 18-95 (TQ 180288) - N50 51-25 W000 30-70 (TQ 048072) - N50 50-13 W000 40-00 (SU 939049) anticlockwise around circle radius 2nm centred on N50 48-00 W000 39-50 (SU 947012) - N50 46-69 W000 41-22 (SZ 921985) follow coast to N50 46-55 W000 54-55 (SZ 769980) - N50 46-97 W000 56-16 (SZ 750980) - N50 46-97 W000 59-14 (SZ 715987) - N50 52-00 W000 55-00 (SU 762081) - N50 55-00 W001 00-00 (SU 703136) - N50 56-87 W001 13-23 (SU 548169) anticlockwise around the Isle of Wight avoidance area to N51 05-00 W001 20-00 (SU 467318).</p>		Part of the Bournemouth and Southampton CTA, base 1500ft AMSL lies within the south-eastern part of the area and is not to be penetrated without the appropriate ATC clearance.
<p><b>NIGHT ROTARY REGION (NRR)</b> <b>NRR1N</b></p> <p>N51 57.47 W02 28.93 (SO 670289) - N51 55.87 W01 32.32 (SP 318260) - N51 48.92 W01 37.42 (SP 260130) - N51 50.35 W01 29.23 (SP 354157) - N51 48.80 W01 26.22 (SP 389129) - N51 47.78 W01 25.35 (SP 399110) - N51 48.82 W01 19.68 (SP 464130) - N51 43.47 W01 17.47 (SP 491031) - N51 39.70 W01 40.37 (SU 227959) - N51 39.78 W01 40.52 (SU 226961) - then follow Brize Norton ATZ in a anticlockwise direction to N51 45.92 W01 52.02 (SP 093074) -N51 45.02 W02 03.68 (SO 959057) - N51 48.00 W02 26.98 (SO 691114) - origin.</p>		Nil.

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>NIGHT ROTARY REGION (NRR) NRR2</b></p> <p>N50 36-40 W001 56-50 (SZ 041792) EG D031 N50 19-60 W001 56-50 - N50 00-00 W002 00-00 (SZ 000117) - N50 00-00 W003 00-00 (SY 283164) - N49 49-00 W003 00-00 - N49 29-00 W004 39-00 - N48 50-00 W008 00-00 - N51 00-00 W008 00-00 - N51 19-00 W007 25-00 (SQ 266715) - N51 19-00 W003 00-00 (ST 303580) - 51 25-00 W002 58-00 (ST 327691) - N51 34-17 W002 42-58 (ST 508858) England/Wales boundary to N51 49-33 W002 39-00 (SO 552140) - N51 45-03 W002 03-70 (SO 956058) - N51 45-92 W001 51-97 - N51 41-33 W001 50-02 - N51 42-30 W001 44-45 - N51 40-50 W001 42-50 (SU 202975) follow A351 to N51 35-60 W001 45-00 (SU 173884) follow A419(T) to N51 31-50 W001 43-50 (SU 191808) follow A345 to N51 29-13 W001 43-37 (SU 192763) Lyneham CTR Boundary - N51 22-37 W002 02-50 (ST 971638) Lyneham CTR Boundary - N51 23-00 W002 12-00 (ST 861650) - N51 21-00 W002 17-00 (ST 803613) - N51 12-00 W002 17-00 (ST 802466) - N51 11-12 W002 17-73 (ST 793430) - N50 57-27 W002 11-92 (ST 860173) - N50 50-42 W002 05-74 (ST 933046) - N50 49-50 W002 02-50 (ST 971029) anticlockwise around the Isle of Wight avoidance area to N50 41-83 W001 55-50 (SZ 053887) - N50 38-50 W001 55-38 (SZ 055825) Handfast Point N50 36-70 W001 56-50 (SZ 041792) - N50 36-40 W001 56-50.</p>		Nil.
<p><b>NIGHT ROTARY REGION (NRR) YEOVILTON DEDICATED AREA</b></p> <p>The Yeovilton Dedicated User Area is within LFA 2. The area is bounded by circles radius 5nm centred on Yeovilton and Yeovil airfields a circle radius 4-5nm centred on N50 57 W002 56 and the lines drawn tangential to these circles at their outer edges. The DUA is not to be penetrated by non Yeovilton or Yeovil based ac.</p>		Nil.
<p><b>NIGHT ROTARY REGION (NRR) NRR3</b></p> <p>N50 22-50 W005 13-25 - N50 17-85 W004 45-17 - N50 16-47 W004 44-47 - N50 14-14 W004 44-41 - N50 12-44 W004 46-59 - N50 07-26 W004 42-28 - N50 00-00 W004 54-30 - N49 51-24 W005 00-00 - N49 39-00 W005 00-00 - N49 39-00 W005 44-00 - N49 54-00 W005 44-00 - N50 03-10 W005 47-50 thence follow cost line 3nm out back to origin.</p>		Nil.
<p><b>NIGHT ROTARY REGION (NRR) NRR 4A</b></p> <p>N51 48-80 W001 26-22 - N51 50-35 W001 29-25 - N51 48-93 W001 37-42 - N51 55-90 W001 32-32 - N51 58-05 W001 27-50 - N52 11-95 W000 17-53 - N51 58-83 W000 14-22 - N51 57-55 W000 21-38 - N51 54-30 W000 25-00 - N51 50-50 W000 36-22 - N51 49-83 W000 37-67 - N51 47-49 W000 41-17 - N51 53-63 W001 08-97 - N51 53-57 W001 10-07 - arc of circle radius 2nm centred on N51 52-77 W001 13-33 anti-clockwise around D129 - N51 53-15 W001 16-63 - origin.</p>		Nil.
<p><b>NIGHT ROTARY REGION (NRR) NRR 4B</b></p> <p>N52 11-98 W000 17-42 - N52 12-43 W000 15-98 - N52 13-32 W000 13-12 - N52 17-60 E000 00-85 - N52 24-00 E000 22-02 - 2 consecutive arcs of circle radius 5nm centred on N52 21-65 E000 29-30 and N52 24-55 E000 33-65 clockwise around LAKENHEATH/MILDENHALL MATZ - N52 29-43 E000 31-90 - N52 33-25 E000 40-78 - N52 33-32 E000 45-00 - N52 32-92 E000 48-00 - N52 28-88 E001 02-03 - N52 27-82 E001 05-75 - N52 16-00 E001 46-00 - N52 15-78 E001 07-42 - N52 12-32 E001 00-27 - arc of circle 5nm centred on N52 07-62 E000 57-50 - N52 12-00 E000 53-55 - N52 04-50 E000 16-02 - N52 03-25 E000 18-50 - N52 01-07 E000 15-15 - N51 53-00 E000 03-00 - N51 53-00 W000 09-00 - anti-clockwise around Luton CTR to N51 58-83 W000 14-22 - origin.</p>		Nil.

18 JUL 19

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<b>NIGHT ROTARY REGION (NRR) NRR4C</b> N51 56.68 W01 58.78 (SP 015274) - N52 32.07 W02 37.13 (SO 581931) - N52 32.18 W02 24.50 (SO 724932) - N52 37.17 W02 15.40 (SJ 827024) - N52 53.22 W02 02.45 (SJ 974322) - N52 41.98 W01 49.00 (SK 125113) - N52 42.98 W01 59.98 (SK 001132) - Follow Birmingham Avoidance Area in an anti-clockwise direction to N52 21.73 W01 23.62 (SP 414740) - N52 33.32 W00 23.07 (TL 096965) - N52 26.23 W00 21.18 (TL 121834) - Follow Search and Rescue Area anti-clockwise to N52 23.42 W00 31.25 (TL 008780) - N52 09.12 W00 32.52 (SP 998514) - N51 58.05 W01 27.42 (SP 374300) - N51 55.90 W01 32.32 (SP 318260) - origin.		Nil.
<b>NIGHT ROTARY REGION (NRR) NRR5</b> N53 07.50 E003 06.05 (SJ 264592) Median Line - N52 56.00 E003 09.08 (SJ 227379) FIR Boundary - N51 30.00 E002 00.00 (TR 776855) FIR Boundary - N51 30.00 E000 52.00 (TQ 989818) anticlockwise around TVAA to N51 37.00 E000 54.00 (TR 007949) - N51 42.00 E001 11.00 (TM 199050) - N52 00.00 E001 38.00 (TM 494398) - N52 16.00 E001 46.00 (TM 570699) - N52 32.92 E000 48.00 - N52 48.03 E000 48.12 - N52 53.43 E000 48.07 follow arc of circle radius 3nm anti-clockwise centred on N52 50.73 E000 46.05 (Sculthorpe) - N53 00.00 E000 48.00 - N53 00.00 E001 00.00 - N53 08.00 E000 48.00 - origin.		Nil.
<b>NIGHT ROTARY REGION (NRR) NRR7N</b> N51 44.55 W003 38.48 - N51 58.23 W003 39.38 - N51 56.27 W003 35.33 - arc of a circle anti-clockwise 1nm centred on N51 56.92 W003 34.58 - N51 57.50 W003 33.70 - N52 00.26 W003 34.84 - N52 01.83 W003 31.64 - N52 01.93 W003 29.72 - N52 02.89 W003 28.04 - N52 04.87 W003 25.50 - N52 08.60 W002 47.45 - N51 57.58 W002 29.10 - N51 48.00 W002 27.00 - N51 49.33 W002 39.00 - origin.		Nil.
<b>NIGHT ROTARY REGION (NRR) NRR7S</b> N51 19.00 W007 25.00 FIR Boundary - N51 19.00 W003 00.00 (ST 303580) - N51 25.00 W002 58.00 (ST 328691)N51 34.17 W002 42.58 (ST 508858) Follow England/Wales border to N51 49.33 W002 39.00 - N51 44.55 W003 38.48 - N51 38.00 W004 47.00 - N51 42.00 W005 23.00 - N51 42.00 W007 25.00 FIR Boundary Origin.		Nil.
<b>NIGHT ROTARY REGION (NRR) NRR9</b> N52 31.50 W003 06.20 - N52 37.03 W003 18.04 - N52 55.24 W003 17.43 - N53 02.65 W003 03.78 - N53 04.75 W002 10.52 - N52 53.23 W002 02.45 - N52 37.18 W002 15.41 - N52 32.19 W002 24.51 - N52 32.15 W002 37.14 - N52 28.46 W002 45.03 - N52 28.46 W002 52.33 - origin.		Follows LFA 9 boundary.
<b>NIGHT ROTARY REGION (NRR) NRR10</b> N52 15.78 E001 07.30 (TM 130674) - N52 16.00 E001 46.00 (TM 570699) - N52 00.00 E001 38.00 (TM 494398) - N51 42.00 E001 11.00 (TM 199050) - N51 37.00 E000 54.00 (TR 007949) anticlockwise around TVAA to N52 01.00 E000 15.15 (TL 546378) - N52 03.25 E000 18.50 (TL 583421) - N52 04.50 E000 16.00 (TL 553443) N52 12.00 E000 54.00 (TL 982598) clockwise around Wattisham MATZ to origin.		Nil.

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

*Continued.*

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<p><b>NIGHT ROTARY REGION (NRR)</b> <b>NRR18</b></p> <p>N51 30-00 E002 00-00 (TR 776855) FIR boundary - N51 07-00 E002 00-00 (TR 799429) FIR boundary - N51 00-00 E001 28-00 (TR 432281) FIR boundary - N50 40-00 E001 28-00 (TW 449910) FIR boundary - N50 00-00 W000 15-00 (TV 254263) FIR boundary - N50 00-00 W002 00-00 (SZ 000117) - N50 19-60 W001 56-50 (SZ 042749) EG D028 - N50 36-40 W001 56-50 (SZ 041792) EG D031 - N50 38-50 W001 55-38 (SZ 055825) Handfast Point - N50 41-83 W001 55-50 (SZ 053887) clockwise around the Isle of Wight avoidance area to N50 56-87 W001 13-23 (SU 548169) - N50 55-00 W001 00-00 (SU 703136) - N50 52-00 W000 55-00 (SU 762081) - N50 46-97 W000 59-14 (SZ 715987) - N50 46-97 W000 56-16 (SZ 750980) - N50 46-55 W000 54-55 (SZ 769980) follow coast to N50 46-69 W000 41-22 (SZ 921985) clockwise around circle radius 2nm centred N50 48-00 W000 39-50 (SU 947012) to N50 50-13 W000 40-00 (SU 939049) N50 51-25 W000 30-70 (TQ 048072) - N51 02-73 W000 18-95 (TQ 180288) - N51 05-70 E000 03-50 (TQ 441349) - N51 16-75 E000 37-50 (TQ 831567) - N51 30-00 E000 52-00 (TQ 989818) - Origin.</p>		<p>Parts of LFA 18 lie beneath the London TMA and Gatwick CTA where the base is 1500ft AMSL. Higher than normal density of civil traffic, including helicopters operating from dispersed sites, may be encountered in the vicinity of the Gatwick CTA. Penetration of controlled airspace is to be avoided unless positively cleared.</p>
<p><b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> <b>A1</b></p> <p>531810N 0050753W - 531745N 0045322W - 530304N 0045322W - 530304N 0052119W - 531234N 0052117W - 531810N 0050753W</p>	<p>FL285 FL100</p>	<p>Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).</p>
<p><b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> <b>A2</b></p> <p>530304N 0052119W - 530304N 0045322W - 524529N 0045322W - 524529N 0052146W - 530304N 0052119W</p>	<p>FL285 FL100</p>	<p>Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).</p>
<p><b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> <b>A3</b></p> <p>524529N 0052146W - 524529N 0045322W - 522402N 0045322W - 523827N 0051555W - 524529N 0052146W</p>	<p>FL285 FL100</p>	<p>Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).</p>
<p><b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> <b>B1</b></p> <p>531745N 0045322W - 531646N 0042650W - 530304N 0042650W - 530304N 0045322W - 531745N 0045322W</p>	<p>FL285 FL100</p>	<p>Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).</p>
<p><b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> <b>B2</b></p> <p>530304N 0045322W - 530304N 0042650W - 524529N 0042650W - 524529N 0045322W - 530304N 0045322W</p>	<p>FL285 FL100</p>	<p>Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).</p>
<p><b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> <b>B3</b></p> <p>524529N 0045322W - 524529N 0042650W - 523000N 0042650W - 523000N 0045322W - 524529N 0045322W</p>	<p>FL285 FL100</p>	<p>Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).</p>
<p><b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> <b>B4</b></p> <p>523000N 0045322W - 523000N 0042650W - 520847N 0042650W - 520911N 0043030W - 522402N 0045322W - 523000N 0045322W</p>	<p>FL285 FL100</p>	<p>Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).</p>





17 JUN 21

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

*Continued.*

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> C1 531646N 0042650W - 531538N 0035548W - 530304N 0035548W - 530304N 0042650W - 531646N 0042650W	FL285 FL100	Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).
<b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> C2 530304N 0042650W - 530304N 0035548W - 524529N 0035548W - 524529N 0042650W - 530304N 0042650W	FL285 FL100	Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).
<b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> C3 524529N 0042650W - 524529N 0035548W - 523000N 0035548W - 523006N 0042650W - 524529N 0042650W	FL285 FL100	Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).
<b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> C4 523000N 0042650W - 523000N 0035548W - 520456N 0035548W - 520847N 0042650W - 523000N 0042650W	FL285 FL100	Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).
<b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> D1 531538N 0035548W - 531505N 0034316W - 530603N 0032604W - 530304N 0032619W - 530304N 0035548W - 531538N 0035548W	FL285 FL100	Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).
<b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> D2 530304N 0035548W - 530304N 0032619W - 524529N 0032735W - 524529N 0035548W - 530304N 0035548W	FL285 FL100	Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).
<b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> D3 524529N 0035548W - 524529N 0032735W - 523000N 0032839W - 523000N 0035548W - 524529N 0035548W	FL285 FL100	Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).
<b>VALLEY AERIAL TACTICS AREA (VATA) - LOWER AIRSPACE</b> D4 523000N 0035548W - 523000N 0032839W - 520153N 0033037W - 520456N 0035548W - 523000N 0035548W	FL285 FL100	Reference ENR 6.12 for chart of Valley Aerial Tactics Area - Lower Airspace (FL100-FL285).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> A1 531810N 0050753W - 531745N 0045322W - 530304N 0045322W - 530304N 0052119W - 531234N 0052117W - 531810N 0050753W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> A2 530304N 0052119W - 530304N 0045322W - 524529N 0045322W - 524529N 0052146W - 530304N 0052119W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> A3 524529N 0052146W - 524529N 0045322W - 522402N 0045322W - 523827N 0051555W - 524529N 0052146W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> B1 531745N 0045322W - 531646N 0042650W - 530304N 0042650W - 530304N 0045322W - 531745N 0045322W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

*Continued.*

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> B2 530304N 0045322W - 530304N 0042650W - 524529N 0042650W - 524529N 0045322W - 530304N 0045322W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> B3 524529N 0045322W - 524529N 0042650W - 523000N 0042650W - 523000N 0045322W - 524529N 0045322W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> B4 523000N 0045322W - 523000N 0042650W - 520847N 0042650W - 520911N 0043030W - 522402N 0045322W - 523000N 0045322W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> C1 531646N 0042650W - 531538N 0035548W - 530304N 0035548W - 530304N 0042650W - 531646N 0042650W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> C2 530304N 0042650W - 530304N 0035548W - 524529N 0035548W - 524529N 0042650W - 530304N 0042650W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> C3 524529N 0042650W - 524529N 0035548W - 523000N 0035548W - 523006N 0042650W - 524529N 0042650W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> C4 523000N 0042650W - 523000N 0035548W - 520456N 0035548W - 520847N 0042650W - 523000N 0042650W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> D1 531538N 0035548W - 531505N 0034316W - 530603N 0032604W - 530304N 0032619W - 530304N 0035548W - 531538N 0035548W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> D2 530304N 0035548W - 530304N 0032619W - 524529N 0032735W - 524529N 0035548W - 530304N 0035548W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> D3 524529N 0035548W - 524529N 0032735W - 523000N 0032839W - 523000N 0035548W - 524529N 0035548W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).
<b>VALLEY AERIAL TACTICS AREA (VATA) - UPPER AIRSPACE</b> D4 523000N 0035548W - 523000N 0032839W - 520153N 0033037W - 520456N 0035548W - 523000N 0035548W	FL660 FL285	Reference ENR 6.13 for chart of Valley Aerial Tactics Area - Upper Airspace (FL285-FL660).

18 JUL 19

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ

Continued.

Name. Lateral Limits.	Upper - lower Limit System/means of activation announcement/ information.	Remarks and time of activity.
1	2	3
<b>ROYAL NAVY SCHOOL OF FIGHTER CONTROL TRAINING AREA (RNSFC)</b> <b>RNSFC Area 1</b> N51 01 18 W004 31 33 - N51 01 00 W005 50 00 - N51 21 00 W005 41 00 - N51 40 00 W005 19 00 - N51 47 00 W004 58 00 - N51 46 00 W004 32 00 - origin.	FL100 FL350	<b>Hours:</b> Mon-Fri 0830 - 1700 <b>Activity:</b> Multiple fast jet that may not comply with rules of the air. All activity by NOTAM. For further information call 01935 452335/6190.
<b>ROYAL NAVY SCHOOL OF FIGHTER CONTROL TRAINING AREA (RNSFC)</b> <b>RNSFC Area 2</b> N51 01 18 W004 31 33 - N50 23 00 W004 32 00 - N50 20 00 W005 11 00 - N50 44 00 W005 41 00 - N51 00 00 W005 48 00 - N51 01 00 W005 50 00 - origin.	FL100 FL350	<b>Hours:</b> Mon-Fri 0830 - 1700 <b>Activity:</b> Multiple fast jet that may not comply with rules of the air. All activity by NOTAM. For further information call 01935 452335/6190.
<b>ROYAL NAVY SCHOOL OF FIGHTER CONTROL TRAINING AREA (RNSFC)</b> <b>RNSFC Area 3</b> N51 01 18 W004 31 33 - N51 46 00 W004 32 00 - N51 36 00 W003 43 00 - N51 01 00 W003 37 00 - origin.	FL100 FL350	<b>Hours:</b> Mon-Fri 0830 - 1700 <b>Activity:</b> Multiple fast jet that may not comply with rules of the air. All activity by NOTAM. For further information call 01935 452335/6190.
<b>ROYAL NAVY SCHOOL OF FIGHTER CONTROL TRAINING AREA (RNSFC)</b> <b>RNSFC Area 4</b> N51 01 18 W004 31 33 - N51 01 00 W003 37 00 - N50 27 00 W003 43 00 - N50 23 00 W004 32 00 - origin.	FL100 FL350	<b>Hours:</b> Mon-Fri 0830 - 1700 <b>Activity:</b> Multiple fast jet that may not comply with rules of the air. All activity by NOTAM. For further information call 01935 452335/6190.
<b>FAST JET AREA (FJA)</b> <b>FJA North</b> 594000N 0013000W - 591000N 0010000W - 580215N 0000948E - 574700N 0010000W - 574000N 0013100W - 574000N 0025821W - 581920N 0055243W - 595000N 0060149W - 594000N 0013000W.	<u>FL550</u> SFC	Reference Ex Joint Warrior.
<b>FAST JET AREA (FJA)</b> <b>FJA South</b> 575900N 0065200W - 574600N 0061000W - 563500N 0052200W - 560600N 0063000W - 561000N 0065400W - 564200N 0081500W - 575000N 0081500W - 575900N 0065200W.	<u>FL550</u> SFC	Reference Ex Joint Warrior.
<b>FAST JET AREA (FJA)</b> <b>FJA South East</b> 575600N 0072000W - 575900N 0065200W - 574600N 0061000W - 563500N 0052200W - 560600N 0063000W - 561000N 0065400W - 562028N 0072000W - 575600N 0072000W.	<u>FL550</u> SFC	Reference Ex Joint Warrior.
<b>INTENSE AERIAL ACTIVITY</b> <b>Loch Ewe, Highlands</b> 580000N 0055000W - 580000N 0053000W - 574000N 0053000W - 574000N 0055000W - 580000N 0055000W.	<u>19,500ft AMSL</u> SFC	Reference Ex Joint Warrior.
<b>INTENSE AERIAL ACTIVITY</b> <b>Loch Eriboll, Highlands</b> 584000N 0045000W - 584000N 0043000W - 582000N 0043000W - 582000N 0045000W - 584000N 0045000W.	<u>19,500ft AMSL</u> SFC	Reference Ex Joint Warrior.