

UPPER AIRSPACE CONTROL AREA, FREE ROUTE AIRSPACE (FRA) AND UPPER ATS ROUTES

AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

- Military Mandatory Radar Service Area (MSRA)
- North Atlantic Reduced Co-ordination Area (NS RCA)
- NPZ
- Upper ATS Routes
- Weekend or Conditional Routes
- Class A TMA/CTA/CTCR
- Military Training Area
- (Details see IHR 5-2)
- Temporary reserved areas (Gliding) (TRA(G))
- Cross Border Free Route
- FRA Boundary
- ▲ (A) FRA Arrival Connecting Point
- ▲ (D) FRA Departure Connecting Point
- ▲ (E) FRA Horizontal Entry Point
- ▲ (I) FRA Intermediate Point
- ▲ (X) FRA Horizontal Exit Point

NDB HEN and NDB WOD are depicted as functioning