APPENDIX 1 to Step 4B Submit

FRA D1 Airspace Change Proposal

1.1 Introduction

1.1.1 This Appendix contains draft UK AIP entries to cover the introduction of Free Route Airspace (FRA) Deployment 1 within a defined area of UK airspace. Format and guidance is based on co-ordination between the Borealis Alliance states and detail contained in ICAO Annex 15, DOC 10066 PANS-AIM and the European Route Network Improvement Plan (ERNIP).

1.1.2 Text highlighted in RED indicates where textural amendment to the UK AIP is proposed or where additions are required.

1.1.3 Airspace volume data is available via the AURORA system upon request.

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1.2 GEN 2.2 - Abbreviations Used in Aeronautical Information Publications

The terms and abbreviations used in this AIP and in the general dissemination of information are extracted from ICAO DOC 8400.

Abbreviations which differ from the ICAO abbreviations are shown in italics.

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

‡ When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

FRA Abbreviations and definitions to be added to GEN 2.2 with GEN 2.2 split into two sections

Section 1 will contain abbreviations and Section 2 will contain Definitions. The following FRA abbreviations and terms are to be added. For the UK this will mean that existing non-FRA definitions will also need to be placed in the 'Definitions' section.

1.2.1 Abbreviations.

FRA (A)	FRA Arrival Connecting Point
FRA (D)	FRA Departure Connecting Point
FRA (E)	FRA Horizontal Entry Point
FRA (I)	FRA Intermediate Point
FRA (X)	FRA Horizontal Exit Point
NPZ	No Planning Zone
SUA	Special Use Airspace
FBZ	Flight Plan Buffer Zone

1.2.2 Definitions

FRA	Free Route Airspace - A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) points, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.
FRA Horizontal Entry Point (E)	A published Significant Point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed. The FRA relevance of such points shall be included in ENR4.1/4.4 columns as (E). If this point has specific conditions of utilisation, this shall be described in the Eurocontrol Route Availability Document (RAD).
FRA Horizontal Exit Point (X)	A published Significant Point on the horizontal boundary of the Free Route Airspace to which FRA operations are allowed. The FRA relevance of such points shall be included in ENR4.1/4.4 columns as (X). If this point has specific conditions of utilisation, this shall be described in the RAD.
FRA Departure Connecting Point (D)	A published Significant Point to which FRA operations are allowed for departing traffic from specific aerodromes. The FRA relevance of such points shall be included in ENR 4.1/4.4 columns a (D). Indications on their use for departures from specific aerodromes shall be notified via the RAD.
FRA Arrival Connecting Point (A)	A published Significant Point to which FRA operations are allowed for arriving traffic to specific aerodromes. The FRA relevance of such points shall be included in ENR 4.1/4.4 columns a (A). Indications on their use for arrivals to specific aerodromes shall be notified via the RAD.
FRA Intermediate Point (I)	A published Significant Point or unpublished point defined by geographical coordinates or by bearing and distance via which FRA operations are allowed. If published, the FRA relevance of such points shall be included in ENR 4.1/4.4 columns as (I). If this point has specific conditions of utilisation, this shall be described in the RAD.
NPZ	No Planning Zone – An airspace of defined dimensions within which the planning of flight trajectory is either not permitted or allowed under certain specified conditions.
SUA	Special Use Airspace - Airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not part of those activities.

FBZ	Flight Plan Buffer Zone - an airspace volume, which may be established in association to a reserved/restricted area. The FBZ defines the lateral, vertical and time limits for the purpose of validating submitted IFR FPLs when the associated area is activated or planned to be activated.

1.3 ENR 1.1 – General Rules

Modification to reflect the introduction of FRA as follows:

1.3 ~~Direct Route Airspace~~ – This paragraph shall be replaced with the following:

1.3 Free Route Airspace

1.3.1 Free Route Airspace (FRA) is a volume of airspace in which the ATS route structure has been removed allowing operators to flight plan any DCT route option of their choosing between specific FRA entry/exit/arrival/departure and published intermediate waypoints.

FRA lateral and vertical limits are included in ENR 2.2 and depicted at ENR 6-71 and 6-??

ENR 1.6 Rules and Procedures – Text to be amended as follows:

~~1.6.3 The Upper Airspace Control Area, Direct Route Airspace and the Hebrides UTA~~

~~1.6.3.1 Upper Airspace Control Area~~

~~1.6.3.1.1 Rules. The following rules apply to aircraft flying in the Upper Airspace Control Area:~~

~~A flight plan must be filed; ATC permission must be obtained before the Area is entered; a continuous RTF watch must be kept on the appropriate frequency; the flight must be conducted in accordance with ATC instructions.~~

1.6.3.2 Co-ordination of Civil and Military Aircraft

1.6.3.2.3 Due to the routine operation of high speed military aircraft within the UIRs, civil aircraft operators should flight plan only on the published ATS Route Structure when operating outside the FRA volume as defined in ENR 2.2. When traffic conditions permit, ATC may authorize aircraft to fly more direct tracks. When planning through FRA, operators shall avoid active SUAs and associated FBZs and NPZs at their discretion unless specific routings are mandated: See ENR 1.10 Sect 3

1.6.3.2.3.1 For individual flights within the Scottish UIR and outside the area defined for FRA operations, operators may file outside the published ATS Route Structure subject to authorisation by the Scottish ACC ATC Watch Manager (Tel: 01292-692763, Fax: 01292-692872). Authorisation for routine operations outside the published ATS Route Structure must be obtained from ATC Operational Support at Scottish ACC (Tel: 01292-692611, Fax: 01292 - 692610).

1.6.3.4 **Flight Plans, ATC clearance and other procedures** – Remove reference to HUTA:

~~1.6.3.4.1 Clearance to enter the Hebrides UTA~~

~~1.6.3.4.1.1 Directly from Shanwick OCA, Reykjavik OCA, Shannon UTA or from the Upper Airspace CTA: Aircraft will be cleared into the Hebrides UTA without specific entry clearance.~~

~~1.6.3.4.1.2 From outside Controlled Airspace:~~

~~Aircraft must obtain prior clearance from 'Scottish Control' in accordance with the procedures established for flight joining Airways.~~

1.6.3.4.2 **Eastbound and Westbound Flights** – Text to be amended as follows:

1.6.3.4.2.1 Traffic transiting the Scottish UIR outside designated FRA must Flight Plan along established Upper ATS Routes and exit via promulgated Reporting Points. Traffic operating within FRA must plan to enter and leave FRA via published FRA entry/exit/arrival/departure/intermediate Reporting Points.

Specified exemptions will be notified to the appropriate operating companies.

~~1.6.3.4.2.2 Traffic operating within the Scottish UIR will be cleared along selected tracks based upon the VOR and NDB facilities at Talla, Glasgow, Machrihanish, Belfast, Tiree, Benbecula and Stornoway. These tracks may be varied at the discretion of ATC depending upon the pattern of North Atlantic traffic. If at any time an aircraft within the UTA is found to be off its cleared track, the pilot shall at once inform ATC of his true position and take an immediate action to return to the cleared track as quickly as possible.~~

Aircraft destined for the North Atlantic should, wherever possible, flight plan to use the routes contained within the Standard Routes Document published on the AIS CD-ROM.

1.6.3.4.3 **Night-time Fuel Saving Routes** - Text to be amended as follows:

1.6.3.4.3.1 Night-time Fuel Saving Routes (NTFSR) are introduced in UK upper airspace, excluding airspace defined as FRA, and are routes that formalise the practice of giving flight plannable direct routings (DCT) to GAT at set times overnight. NTFSR will enable the proportion of flights flying direct to increase during their hours of operation and will thereby produce a reduction in CO_2 emissions. Details of the routes will be included in Appendix 4 of the UK RAD.

1.6.3.7 **FRA Reduced Co-Ordination Area** – New Paragraph:

1.6.3.7.1 The FRA Reduced Co-ordination Area (RCA) has been established within UK upper airspace. The lateral and vertical dimension of the FRA RCA match that of the FRA area and are contained within ENR 2.2 and depicted in ENR 6.??

1.7 **Reporting Points -** Text to be amended as follows:

1.7.1 ~~Designated~~ Compulsory Reporting Points are marked with a ▲. Reporting Points marked with a Δ are 'on request' Reporting Points, at which a report will be made only when requested by the controlling authority.

~~1.7.2 In addition to the designated Reporting Points in the Hebrides Upper Control Area, ATC may ask for a position report from aircraft when they cross specified VOR radials.~~

1.4 ENR 1.3 - Instrument Flight Rules

Modification to reflect the introduction of FRA as follows:

4 **Free Route Airspace – General Procedures** (New Paragraph)

4.1 **Area of Application**

4.1.1 FRA is available within a specified area of UK airspace as detailed in ENR 2.2 above FL255 within which free route flight planning is available H24.

4.2 **Eligible Flights**

4.2.1 Flights eligible to operate within FRA are all flights equipped to at least RNAV 5 that intend to operate within the vertical and lateral limits of the UK FRA as specified in ENR 2.2. This includes traffic arriving and departing airfields situated below the lateral area of UK FRA or in its proximity and have a requested flight level within FRA.

4.3 **Flight Procedures**

4.3.1 **General**

4.3.1.1 No ATS routes are published within the defined UK FRA and operators should flight plan user-preferred trajectories via published FRA Significant Points as defined in ENR 4.1 and ENR 4.4.

4.3.1.2 Within UK FRA there is no limit to the length of DCT segments that can be flight planned.

4.3.2 **FRA Procedures**

4.3.2.1 Flights shall operate within FRA in accordance with the procedures detailed in the tables below.

4.3.2.2 **Overflying Traffic**

4.3.2.2.1 It is mandatory to enter/exit UK FRA via a FRA Horizontal Entry/Exit Points.

4.3.2.2.2 Eligible flights transiting from the ATS route network to FRA:

From	To	Remarks
FRA Horizontal Entry Point (E)	FRA Horizontal Exit Point (X)	If required flights may include FRA (I) points in accordance with ENR 4.1/ENR 4.4 in their FPL route.
	FRA Arrival Connecting Point (A)	If required flights may include FRA (I) points in accordance with ENR 4.1/ENR 4.4 in their FPL route.
	FRA Intermediate Point (I)	If required flights may transition vertically in or out of FRA from or to the underlying ATS route network at a published FRA (I) point that is common to an ATS route below the defined FRA.

4.3.2.3 **Access to/from Terminal Airspace**

4.3.2.3.1 It is mandatory for arrivals and departures to and from airfields in the vicinity of UK FRA to enter via a FRA Arrival Connecting Point (A) or a FRA Departure Connecting Point (D) as defined in ENR 4.4.

4.3.2.3.2 Details of FRA arrival and departure connecting routes to and from airfields beneath and adjacent to FRA within UK airspace can be found in the UK & Ireland Standard Route Document (SRD).

4.3.2.3 Flights transitioning vertically into UK FRA from departure airfield:

From	To	Remarks
FRA Departure Connecting Point (D)	FRA Horizontal Exit Point (X)	If required flights may include FRA (I) points in accordance with ENR 4.1/4.4 within FRA in their FPL route.
	FRA Arrival Connecting Point (A)	If required flights may include FRA (I) points in accordance with ENR 4.1/4.4 within FRA in their FPL route.

4.3.2.4 Vertical Transition to/from the underlying ATS Route Network

4.3.2.4.1 It is mandatory for flights wishing to transit vertically between FRA and the underlying ATS route network and vice versa, to do so by including a level change in the flight plan at a published FRA Intermediate Point (I).

From	To	Remarks
FRA Intermediate Point (I)	FRA Horizontal Exit Point (X)	Flights may enter FRA from the underlying ATS route network vertically by changing level at a common published FRA (I) point.
	FRA Arrival Connecting Point (A)	Flights may enter FRA from the underlying ATS route network vertically by changing level at a common published FRA (I) point.

4.3.5 Cross-Border Application

4.3.5.1 Cross border FIR DCT requirements are detailed within the Route Availability Document (RAD): See ENR 1.10 Sect 3.

4.4 Airspace Reservation – Special Use Airspace

4.4.1 Re-routing - Special Use Areas

4.4.1.1 Special Use Airspace (SUA) is permitted within FRA and managed under the Flexible Use of Airspace (FUA) concept, SUA shall be segregated to exclude GAT traffic when activated and protected in flight planning terms within FRA by the application of a Flight Plan Buffer Zone (FBZ) around the edge of the SUA.

4.4.1.2 GAT operators are expected to flight plan through FRA avoiding active SUA and associated FBZs at their discretion using published FRA (I) Points in accordance with ENR4.1/4.4 unless specific routings are mandated in accordance with the Route Availability Document (RAD): See ENR 1.10 Sect 3.

4.4.1.3 SUA activity within FRA will be published via NOTAM and via the Airspace Use Plan (AUP) and Updated Use Plan (UUP).

4.4.1.4 Details of vertical and lateral boundaries of SUA's and FBZ's within FRA are contained within ENR 5.1/5.2.

4.5 Additional FRA Procedures

4.5.1 General Provisions

4.5.1 It is not permissible to flight plan a route along the UK FRA boundary or within 3nm of the UK FRA boundary, except when crossing the UK FRA boundary to an adjacent UIR.

4.5.2 It is not permissible to flight plan a route that crosses a 'No Plan Zone' (NPZ) as defined in ENR 2.2.

4.6 **Route Availability Document**

4.6.1 All UK FRA constraints, exemptions and restrictions will be published via the Route Availability Document (RAD) and promulgated in accordance with ENR 1.10.

1.5 ENR 1.4 ATS Airspace Classification and Description

2.3.1 **Notifications**

2.3.1.1 Above FL 195 all airspace in the London and Scottish FIRs is notified as Class C Airspace. This includes all Control Areas (including Airways and TMAs above FL 195) as notified within the UK FIR and Upper Airspace Control Area - the London and Scottish UIR between FL 245 and FL 660 (which includes ~~the Hebrides Upper Control Area (UTA) and the Scottish Direct Route Airspace (DRA)~~Free Route Airspace).

1.6 ENR 2.1 – FIR, UIR, TMA AND CTA

Remove data for 'Scottish DRA' and 'Hebrides UTA' from ENR 2.1

1.7 ENR 2.2 – OTHER REGULATED AIRSPACE

1.7.1 Details of FRA area/dimensions and NPZ's should be added to ENR 2.2. Revision to the North Sea Reduced Co-Ordination Area required following introduction of FRA. Calculations for such information are contained within the Aerodata Spreadsheet or AURORA portal.

6 - NORTH SEA REDUCED CO-ORDINATION AREA - Revise North Sea Reduced Co-ordination Area as follows:

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Frequency MHz/ Channel Purpose/ SATVOICE number	Remarks
1	2	3	4	5

NORTH SEA REDUCED COORDINATION AREA 552527.7853N 0024829.6257E - 545747.3400N 0031349.9100E - 541819.8500N 0033908.2300E - 533947.5000N 0031119.8400E - 531014.79N 0024621.85E - 531934.8600N 0013045.8900E - 532859.8900N 0002405.9400E - 534303.2500N 0012558.7800W - 541035.5500N 0015420.1300W - 543206.1900N 0014418.6300W - 545235.5400N 0025346.1000W - 551650.1000N 0022600.0000W - 552650.23N 0013353.69W - 552700.00N 0011023.00W - 552733.2683N 0010124.6728W - 552751.1772N 001521.1519W - 552753.52N 0001452.78E - 552436.0483N 0013245.5887E - 552506.5486N 020850.4390E - 552516.6702N 0022450.9976E - Origin Upper limit: FL 660 Lower limit: FL 195 (Note 1) Class: C	SCOTTISH CONTROL (PRESTWICK)	SCOTTISH CONTROL English H24	126.930 (Note 3) 121.325 (Note 2) 133.800 (Note 6) 135.530 (Note 4) 135.855 (Note 5) 124.500 (Note 7)	Within Controlled Airspace at all levels, inclusive of FL 195 to FL 245, except during periods of notified activation of TRA 5, 6, 7A, 7B. Note 1: Within active TRA lower limit is raised to FL 245. Note 2: South of line DIGBI-ERLOT-GIVEM-BADGA and west of line BADGA-PELET-ROKAN-ROXAT and east of line ROXAT-NATEB. Note 3: Above FL 255 - North of ERKIT, south of ALASO, east of 0020000W and west of 0000000E. Note 4: South of 550000N and west of 0020000W. Note 5: Above FL 255 - North of 550000N and west of 0020000W. Note 6: Below FL 285 - North of L46, east of Y250 and UP17, west of M79. Note 7: Below FL 255 - North of BAVDO, south of ALASO, east of OTBUN and west of DIGBI. Note 8: Below FL 335 - Within EMLON-TENDO-ERKIT-MITSO-LEGRO. Note 9: Above FL 335 - Within EMLON-TENDO-ERKIT-MITSO-LEGRO.
	LONDON CONTROL (SWANWICK)	LONDON CONTROL English H24	128.130 (Note 8) 126.780 (Note 9)	

Add under new section 7 – UK Free Route Airspace.

Insert

Name Lateral Limits Vertical Limits	Unit Providing Service	Callsign Language	Frequency/ Channel	Remarks

Class of Airspace		Hours of Service, Conditions of Use	Purpose	
1	2	3	4	5
EGPX FRA (as part of Borealis FRA Continuum) 610000N 0100000W- 610000N 0000000E- 600000.00N 0000000.00E- 570000N 0050000E- 550000.00N 0050000.00E- 543000.00N 0043209.00E- 543843.00N 0042000.00E- 544927.00N 0041110.00E- 550252.00N 0040000.00E- 552547.1111N 0034557.4055E- 552536.00N 0034259.00E- 552527.7853N 0024829.6257E- 552516.6702N 0022450.9976E- 552506.5486N 0020850.4390E- 552436.0483N 0013245.5887E- 552753.52N 0001452.78E- 552751.1772N 0001521.1519W- 552733.2683N 0010124.6728W- 552700.00N 0011023.00W- 552650.23N 0013353.69W- 552703.2872N 0021345.1024W- 552702.1882N 0021835.8652W- 552700.00N 0022627.00W- 552740N 0025946.67W- 552956.92N 0032110.20W- 553145.7212N 0035630.8297W- 552943.2811N 0040435.8717W- 552338.1838N 0042824.9591W- 550947.3675N 0044511.9036W- 550519.8163N 0044906.9095W- 544013.6010N 0032835.6290W-	SCOTTISH CONTROL (PRESTWICK)	SCOTTISH CONTROL English H24	125.680 MHz (Note 4)	**Note 1**: Scottish Control (Prestwick) is responsible for providing ATS between FL245 and FL660 within the Donegal Area. See ENR 2.2 Sect 1.8 **Note 2**: Copenhagen ACC is responsible for providing ATS between FL195 and FL660, within the North Sea High Area. See ENR 2.2 Sect 1.3 **Note 3**: Reykjavik ACC is responsible for providing ATS between SFC and FL660, within the RATSU Triangle. See ENR 2.2 Sect 1.9 **Note 4**: Shannon ACC is responsible for providing ATS between FL255 and FL660, within the MOLAK Triangle. See ENR 2.2 Sect 1.9.3 **Note 5:** For Sector dimensions associated with Frequency allocation see UK AIP Supplement 017/2020
		H24	129.100 MHz (Note 1 & 4)	
		H24	132.730 MHz (Note 4)	
		H24	135.855 MHz (Note 4)	
		H24	126.925 MHz (Note 4)	
		H24	134.775 MHz (Note 2 & 4)	
		H24	121.325 MHz (Note 2 & 4)	
		H24	129.225 MHz (Notes 1, 3 & 5)	

542220.10N 0032541.64W- 540257N 0033104W- 535547.97N 0032947.06W- 535316.37N 0032923.15W- 535016.57N 0032854.85W- 534125N 0032734W- 534150N 0033649W- 535439N 0040737W- 535622.704N 0041926.372W- 535419.47N 0042150.52W- 535216.187N 0042414.432W- 534855.75N 0043030.46W- 534617.00N 0043112.00W- 534817.00N 0053000.00W- 535500.00N 0053000.00W- 540316.00N 0061212.00W- 542500.00N 0081000.00W- 543857.7340N 0093320.0290W- 543400.00N 0100000.00W- 610000N 0100000W Upper limit: FL 660 Lower limit: FL 255 Class: C				

Insert

EGNPZ1 GOMUP

Purpose: To prevent traffic from filling a flight plan across the NOTA/Scottish UIR boundary and conflicting with traffic entering or leaving Shanwick Oceanic airspace via GOMUP. Shall not prevent use of GOMUP as an Entry and EXIT from FRA.

Dimensions:

- Lateral: 570000N 0100000W 570000N 0095810.29W 564500N 0095811.02W 564500N 0100000W 570000N 0100000W
- Vertical: FL255 to FL660

Insert

EGNPZ2 GUNPA

Purpose: To prevent traffic from filling a flight plan across the Polaris/Scottish UIR boundary and conflicting with traffic entering or leaving Reykjavik Oceanic airspace via GUNPA. Shall not prevent use of GUNPA as a crossing point between Polaris and Reykjavik UIRs

Dimensions:

- Lateral: 604500N 0000000E 604500N 0000202.26W 610000N 0000203.22W 610000N 0000000E
- Vertical: FL255 to FL660

1.8 ENR 3.2/3.3 UPPER ATS ROUTES/AREA NAVIGATION ROUTES

1.8.1 Changes to ENR 3.2/3.3 are covered within the Aerodata spreadsheet / AURORA. In addition, routes that are to be removed in total should be deleted from the AIP ENR 3: Note: these routes are not included in the Aerodata spreadsheet / AURORA, as no calculations associated to removal are required.

1.8.2 Whilst Reporting Points are removed from route connection, they are retained for FRA significance.

1.8.3 Information provided below summarises such changes in a non-AIP associated format:

1.8.4 Nominally Upper Routes

UAR Designator	Route Amendment		Route Deletion		Route End Point		Remarks
	Insert Point Name	Co-Ordinate	Description	Route Points	Name	Description	
N44	UPNAL	552516.6702N 0022450.9976E	Delete Points from Route Descriptor	DOKEN	UPNAL	FRA Entry Point Extremity of N44	ENR 3.3 No Change at or prior to NOBDO
N66	-	-	Delete Route in Total	AVRAL-BADGA-DOKEN-GOMOT	-	-	ENR 3.3
N110	INVON	552703.1882N 0021835.8652W	Delete Points from Route Descriptor	LAMMA	INVON	FRA Entry/Exit Point Extremity of N110	ENR 3.3 No Change at or Prior to AGPED
L7	TIMUP	552527.7853N 0024829.6257E	Delete Points from Route Descriptor	BADGA- CUTEL-ODMIX-FORTY-SUM	TIMUP	FRA Entry/Exit Point Extremity of L7.	ENR 3.3 No Change at or Prior to ASKAM

L602	-	-	-	-	TLA	FRA Entry / Exit Point	See Lower Routes for further amendment
L603	-	-	-	-	-	BELOX FRA Entry / EXIT POINT	ENR3.3 Delete RMK 12 See Lower Route section for level changes
L46	-	-	Delete Points from Route Descriptor	REMSI	GETNO	GETNO FRA ENTRY Extremity of L46	ENR3.3 No changes at or prior to GETNO Revise RMK 11 GETNO FRA Entry
UL612	ELBUS	552943.2811N 040435.8717W	Delete Points from Route Descriptor	LUSIV- FENIK- GOW- ORSUM- STN- MODGO- MATIK	ELBUS	FRA Entry/Exit Point Extremity of UL612	ENR 3.3 No Change at or Prior to NAVSO
L613	-	-	Delete Points from Route Descriptor	FINDO- VADNO- PIPEM- SOXON- BAMRA	TLA	FRA Entry Point Extremity of L613	ENR 3.3 No Change at or Prior to TLA Delete Route Remarks
UL619	-	-	Delete Route in Total	VALBO-AVRAL- CUTEL- RIVOT- DENOG- AKIVO	-	-	ENR 3.3

UL975	-	-	Delete Points from Route Descriptor	ROPAL-LESRA	ROPAL	FRA Entry/Exit Point Extremity of UL975	ENR 3.3 No Change at or Prior to ROPAL Amend Route Remark 1, LIBSO – ROPAL CDR1/3 H24
L983	-	-	Delete Route in Total	GOW- SAB- MADAD- GOMOT- CUTEL- SURAT- PETIL-	-	-	ENR 3.3
UM82	-	-	Delete Points from Route Descriptor	RIVOT - NIVUN	ROBEM	FRA Entry Point Extremity of UM82	ENR 3.3 No Change at or Prior to ROBEM
M83	-	-	Delete Route in Total	PETIL- REKNA- RIVOT- RUGID			ENR 3.3
UM86	-	-	Delete Route in Total	FORTY-SOXON- AKIVO-	-	-	ENR 3.3
UM89	-	-	Delete Route in Total	TRN- SAB- RIVOT- ALOTI	-	-	ENR 3.3
M90	-	-	Delete Points from Route Descriptor	NEXUS	GIVEM	FRA Entry/Exit Point Extremity of M90	ENR 3.3 No Changes at or Prior to GIVEM

							Amend Route Remark 1, SOTON – GIVEM CDR1/3 H24 Remove General Remark for EGPD arrivals and departures.
UM125	-	-	Delete Route in Total	ORVIK- SUM	-	-	ENR 3.3
UM185	-	-	Delete Points from Route Descriptor	ATNAK	TIPAN	FRA Exit Point Extremity of UM185	ENR 3.3 No Changes at or Prior to TIPAN
M604	-	-	Delete Points from Route Descriptor	INBOB	LARGA	FRA Entry Point Extremity of M604	ENR 3.3 No Changes at or Prior to LARGA
UM869	-	-	Delete Route in Total	SURAT-GOREV	-	-	ENR 3.3
M982	-	-	Delete Points from Route Descriptor	RITSI- SAB- FINDO	ROBEM	FRA Entry/Exit Point Extremity of M982.	ENR 3.3 No changes at or Prior to ROBEM
Y96	-	-	-	-	TLA	FRA Entry / Exit Point	See Lower Routes for further amendment

UN57	EMGAT	55°09'47.3675" N 004°45'11.9036" W	Delete Points from Route Descriptor	MAC	EMGAT	FRA Exit Point Extremity of UN57	ENR 3.3 No changes prior to DCS. Amend note at DCS (i.e. Eastbound route between DCS and EMGAT)
N96	EVTAR	552751.1772N 0001521.1519W	Delete Points from Route Descriptor	NEXUS	EVTAR	FRA Entry/Exit Point Extremity of N96	ENR 3.3
N97	-	-	Delete Points from Route Descriptor	MAC	TLA	FRA Entry/Exit Point Extremity of N97	ENR 3.3 No Changes prior to TLA
UN562	-	-	Delete Route in Total	MAC-SAB	-	-	ENR 3.3
UN537	-	-	Delete Route in Total	MAC-GOW	-	-	ENR 3.3
UN581	-	-	Delete Route in Total	VAXIT- ELSAN-GIBSU-ODMIX-ADN- VADNO	-	-	ENR 3.3
UN583	-	-	Delete Route in Total	STN-PIPEM-FORTY	-	-	ENR 3.3
UN584	-	-	Delete Route in Total	BAMRA-SUM	-	-	ENR 3.3

UN590	LORTA	553145.7212N 0035630.8297W	Delete Points from Route Descriptor	GOW	LORTA	FRA Entry Point Extremity of UN590.	ENR 3.3 No Changes at or Prior to ABEVI
UN591	-	-	Delete Route in Total	RIVOT- ADN- STN- NINEX	-	-	ENR 3.3
UN593	-	-	Delete Route in Total	BAMRA- NINEX	-	-	ENR 3.3
UN601	-	-	Delete Points from Route Descriptor	ERSON- NEVIS- STN- AKIVO	TLA	FRA Entry Point Extremity of UN601	ENR 3.3 No changes prior to TLA
UN603	-	-	Delete Route in Total	BEREP-SUM- KESEG-BILLY- AKIVO	-	-	ENR 3.3
N610	VEREX	552703.2872N 0021345.1024W	Delete Points from Route Descriptor	LAMMA- FINDO- LAGAV- RUGID- STN- BILLY- BARKU- RATSU	VEREX	FRA Entry/Exit Point Extremity of N610	ENR 3.3 No Changes at or Prior to NATEB
UN614	-	-	Delete Route in Total	STN- ADASI- DOSUN	-	-	ENR 3.3
UN864	-	-	-	-	-	TLA FRA Exit	ENR 3.3

N866	-	-	Delete Points from Route Descriptor	UPGAS	TIPAN	FRA Exit Point Extremity of N866	ENR 3.3 No Changes at or Prior to TIPAN
P5	GOTGO	552506.5486N 0020850.4390E	Delete Points from Route Descriptor	CUTEL- GIBSU- LAMRO- NIVUN	GOTGO	FRA Entry/Exit Point Extremity of P5.	ENR 3.3 No Changes at or Prior to ELNAB Amend Route RMK 1, DIGSU – GOTGO CDR1/3 H24 Delete RMK 2
P15	-	-	Delete Points from Route Descriptor	NAVEL- CUTEL- REKNA- VAXIT	GIVEM	FRA Entry Point Extremity of P15.	ENR 3.3 No Changes at or Prior to GIVEM
UP16	-	-	Delete Points from Route Descriptor	SUSIS- BEVAM- CUTEL	ROBEM	FRA Exit Point Extremity of UP16.	ENR 3.3 No Changes at or Prior to ROBEM
UP24	-	-	Delete Route in Total	NEVIS- ORSUM- KUVOX- NINEX	-	-	ENR 3.3
P58	-	-	Delete Points from Route Descriptor	SUSIS- MADAD- FINDO	GIVEM	FRA Entry/Exit Point Extremity of P58.	ENR 3.3 No Changes at or Prior to GIVEM Delete RMK 2

UP59	OTLAB	552436.0483N 0013245.5887E	Delete Points from Route Descriptor	NAVEL- BEVAM- GOMOT- NEXUS- RUGID- NINEX- BALIX	OTLAB	FRA Entry/Exit Point Extremity of UP59.	ENR 3.3 No Changes at or Prior to NOBDO Amend RMK 1, NOBDO- OTLAB CDR 1/3 H24 Delete RMK 2.
UP60	-	-	Delete Route in Total	VAXIT- ARTEX- LAMRO- FORTY- BAMRA- AKIVO- ATSIX	-	-	ENR 3.3
UP61	-	-	Delete Route in Total	BAMRA- KESEG- DOSUN- MODGO- DEVBI- RATSU	-	-	ENR 3.3
P144	-	-	Delete Points from Route Descriptor	SOPTO	LARGA	FRA Entry Point Extremity of P144.	ENR 3.3 No Changes at or Prior to LARGA Delete RMK 2.
UP600	-	-	Delete Route in Total	TRN- GOW- FINDO- PTH- ADN- LESNI- BUDON- OVDAN- FORTY- KLONN	-	-	ENR 3.3
UP6	-	-	Delete Points from Route Descriptor	REMSI	TUPEM	FRA Entry Point Extremity of UP6	ENR 3.3 No Charges at or prior to TUPEM

UP612	-	-	Delete Route in Total	PEPIN- SUM- BESGA- RATSU	-	-	ENR 3.3
T55	-	-	Delete Route in Total	CUTEL- ITSUX- TINAC	-	-	ENR 3.3
UT256	ROVLA	552338.1838N 0042824.9591W	Delete Points from Route Descriptor	NORBO	ROVLA	FRA Exit Point Extremity of UT256	ENR 3.3 No Changes at or Prior to ORVUL
UZ105	-	-	Delete Route in Total	FORTY- RIGVU	-	-	ENR 3.3
UZ107	-	-	Delete Route in Total	ADN- BEREP	-	-	ENR 3.3
Z278	-	-	Delete Route in Total	PENUN- LARGA	-	-	ENR 3.3
UP18	-	-	Delete Points from Route Descriptor	RITSI- MADAD- NEXUS- BALID- UPGET- OKPAL- RATPU- ADN	ALASO	FRA Entry / Exit Point Extremity of UP18	ENR 3.3 No Changes at or Prior to ALASO
M148	-	-	-	-	-	-	See Lower Routes for amendment
M147	-	-	-	-	-	-	See Lower Routes for amendment

1.8.5 Nominally Lower Routes:

Route Amendment									
Route Designator	Insert Point	Co-Ordinate	Remove Point	Co-Ordinate	Level Change Point	Level Amendment	IFR Cruising Levels		Remarks
							Even	Odd	
L10	BELZU	543940.00N 0061348.00W	BEL	543940.12N 0061347.67W	-	-	-	-	ENR 3.3 Amend Note 19 FRA EX
L15	-	-	-	-	SOSIM	Change Upper Level to FL255	-	FL 250 / FL150	ENR 3.3 Amend Note 21 FRA X Amend Note 25 Remove DRA Transition Fix
L186	-	-	-	-	TRN	Change Upper Level to FL255	FL240 FL80	-	ENR 3.3
L602	-	-	-	-	Between TLA and GOW route no longer exists				ENR 3.3 Insert Note: ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS. Amend Note 12 TLA FRA EX
L603	-	-	-	-	Between BELOX and IOM route no longer exists				ENR 3.3 Amend Note 20 BELOX FRA EX

L612	ELBUS	552943.2811N 0040435.8717W			ELBUS to GOW	Change Upper Level to FL255	N/A	FL250 / FL70	ENR 3.1 No Change at or Prior to NAVSO
N34	BELZU	543940.00N 0061348.00W	BEL	543940.12N 0061347.67W	-	-	-	-	ENR 3.3 Remove Note 4
N552	-	-	-	-	-	-	-	-	ENR 3.3 Remove Note 3
N560	-	-	-	-	GOW to NESDI	Change Upper Level to FL255	FL250 / Retain Existing Lower Levels	Retain Existing Levels	ENR 3.1 Notes 4, 5, 6 update to reflect the change to FL255. No Change at or After NESDI
N562	AMCON	553431.1363N 0063837.4628W							ENR 3.3 No changes at or prior to MAC. No changes at or after DONIB.
N601	-	-	-	-	TLA - GRICE	Change Upper Level to FL255	Retain Existing Levels	FL250/ Retain Existing Lower Levels	ENR 3.1 Note 28 updated to reflect the change to FL255. No Change at or Prior to TLA

N864	-	-	-	-	TLA to ASNUD	Change Upper Level to FL255	FL250/ Retain Existing Lower Levels	Retain Existing Levels	ENR 3.1 Notes 40, 42, 43, 44 update to reflect change to FL255 No Change at or Prior to TLA
P6	BELZU	543940.00N 0061348.00W	BEL	543940.12N 0061347.67W					ENR 3.3 Delete Note 5 (DRA Fix)
P18					ALASO to ADN	Change Upper Level to FL255	Retain Existing Levels	FL250/ Retain Existing Lower Levels	ENR 3.1 Notes 22, 23, 24, 25, 26, 27, 28, 30 updated to FL255 No change at or Prior to ALASO
P600	FINDO	562209.05N 0032748.80W	-	-	TRN to ADN	Change Upper Level to FL255	Retain Existing Lower Levels	FL250 Retain Existing Levels	ENR 3.1 Amend Note 5 remove DRA Fix Amend notes 11, 13, 14, 16, 17, 18, 20, 22 23, 24, 25, 29 updated to reflect the change to FL255
					LESNI to OVDAN	Change Upper Level to FL255		FL250 Retain Existing Levels	

							Retain Existing Lower Levels		FINDO added to produce lower to FRA connectivity, currently on UP600
T256	ROVLA	552338.1838N 0042824.9591W			NORBO-ROVLA	Change Upper Level to FL255	N/A	FL250/ Retain Existing Lower Levels	ENR 3.1 No change at or prior to ORVUL
Y96					TLA – NORBO	Change Upper Level to FL255	N/A	FL250 - FL70	ENR 3.3 Update remark 9 to reflect change in level to FL255 No Changes at or Prior to TLA
Y905	WAFIL	595243.00N 0011711.00W	SUM	595243.34N 0011711.49W					ENR 3.1 No change at or prior to RISDU. No change at or after BEKET except for SUM replaced by WAFIL.
	MONAV	582306.0231N 0013811.0175W							
M148	-		REMSI	535737N 0034932W	NINEB to IDGAS	Change Upper Level to FL255	FL240/ Retain existing levels	N/A	ENR 3.3 Amend notes 3 & 4 to reflect the change in level to FL255.

									Amend Note 1 Remove DRA Fix No change at or after IDGAS
M147	-	-	REMSI	535737N 0034932W	UVPOK to MATUT	Change Upper Level to FL255	FL240/ Retain existing levels	N/A	ENR 3.3 Amend notes 3 & 4 to reflect the change in level to FL255 Amend Note 1 Remove DRA Fix No Change at or After MATUT
M146	-	-	-	-	-	-	-	-	ENR 3.3 Delete Note 7
Q38	-	-	-	-	SOSIM to PEPOD	Change Upper Level to FL255	N/A	FL250/ Retain existing Lower levels	ENR 3.3 Amend Notes 9, 10 & 11 to reflect change in level to FL255. Amend Note 8 FRA X No change before SOSIM
Q39	-	-	-	-	INKOB to BABGU	Change Upper Level to FL255	N/A	FL250/ Retain existing Lower levels	ENR 3.3 Amend Notes 5, 6 & 7 to reflect change in level to FL255.

									Insert Note for INKOB FRA X No change Prior to INKOB No Change at or After BABGU

1.9 FRA Significant Points

1.9.1 For a full explanation of FRA significant points see ERNIP Part 1 and FRA Design guidelines.

1.9.2 Within FRA all available points shall be described as either, or a combination of:

E = FRA Entry Point

X = FRA Exit Point

A = FRA Arrival Connecting Point

D = FRA Departure Connecting Point

I = FRA Intermediate Point

1.9.3 Entry (E) and Exit (X) points mark the lateral boundary of FRA, either where they abut an external boundary that is not designated as FRA e.g. The Shanwick and Reykjavik OCAs or where they abut non-FRA, within the UK e.g., the termination points of UARs. Additionally, due to the varying vertical levels of FRA within adjacent FIRs, (E) or (X) is used to describe points on boundaries i.e., Below (BLW) the FRA D1 vertical level e.g. FRA (E): BLW FL285, where FRA within an adjacent FIR exists above the level of that within the UK. For reference FRA exists within the Polaris FIR above FL135, within the Copenhagen FIR above FL285 and the Shannon FIR above FL075 other than within the Dublin CTA (SFC to FL245). Where required (E) and (X) points can also be annotated with FL orientation e.g., FRA (X): EVEN FL. For FRA D1, only (X) points that connect to UARs have this designation, these designations correspond to the published Route orientation associated to the Route that is being joined at the (X) point. There are no (E) points with this designation as the Route that is being left at the (E) point, provides the requisite orientation for entering FRA. FL Orientation is not used for the Shanwick and Reykjavik OCAs (EX) points as Oceanic tracks can be used at ODD or Even Levels and are associated to prescribed clearance requirements prior to entry.

1.9.4 Arrival (A) and Departure (D) points mark the vertical entry into FRA from specified airports. Arrival points are nominally positioned at each cardinal point relevant to the airfield, modified to connect to lower route structures and their orientation where they exist. The distance associated to the positioning a of (A) are calculated to achieve a 3^0 decent profile from FL260 i.e., 300ft of decent per NM (optimum decent profile). However, this may be modified to consider existing standing agreements between upper and lower sectors, pre-existing STARs, contingency for holding arrangements and in the case of minor airfields the availability of reporting points. In reverse (D) points are calculated for a nominal 7% climb gradient to reach FL250 i.e., 425ft per NM (ICAO average climb gradient). However, this may be modified to consider existing standing agreements between upper and lower sectors, pre-existing SIDs and in the case of minor airfields the availability of reporting points. Where no point could be found to achieve the above, additional points have been created e.g., MONAV, INNUF and AMCON. Appendix 2 provides further visualisation of (A) and (D) points as well as proposed SRD routing from and to such points.

1.9.5 Intermediate (I) points make up the majority of points within FRA. Where a UAR has been disestablished the reporting points on that route have been retained and re-purposed for FRA use; additionally, points associated to lower routes can also be designated as (I). The use of (I) points enables circumnavigation of FBZs when active and thereby flight plan trajectory acceptance. Additionally, Points on lower routes have also been designated as (I) points to facilitate vertical entry or exit to/from FRA from the lower route structure. Where an (I) point is established on an external FIR boundary a descriptor can be used if there is a difference between the vertical level e.g., FRA (I): ABV FL285. This indicates that FRA exists in the adjacent State above this level, as a result a flight is not leaving or entering FRA above this level but transitioning between adjacent FIR FRA volumes. Where FRA exists below the FRA D1 level in an adjacent State this is not noted in the UK as transition between FRA volumes is inherent; however, (EX) is noted in the adjacent state AIP in a reciprocal way to the publication in the UK.

1.9.6 The following sections (1.9 and 1.11) include descriptions of FRA significant points in line with the precis above and the ERNIP Part 1 and FRA Design guidelines.

1.10 ENR 4.1 – Radio Navigation Aids – En-Route

1.10.1 Administrative changes to ENR4.1 to reflect FRA significance:

1.10.2 Co-ordinates for BEL and SUM are provided to 2 decimal places in order to differentiate their positions from replacement 5LNCs.

1.10.3 Template update required to provide all beacon positions to 2 decimal places and inclusion of FRA relevance column.

N/C = No Change

Name Code Designator	id	Frq	Op	Co-ordinates	ELEV	FRA Relevance	Remarks/ Usage
ADN Aberdeen	N/C	N/C	N/C	N/C	N/C	(IAD)	FRA (A): EGPC, EGPE, EGPN, EGPT, EGQL, EGPF, EGPH, EGPG, EGPK FRA (D): EGPC, EGPE, EGPN, EGPT, EGQL
BEL Belfast	N/C	N/C	N/C	543940.12N 0061347.67W	N/C	Nil	
BEN Benbecula	N/C	N/C	N/C	N/C	N/C	Nil	
GOW Glasgow	N/C	N/C	N/C	N/C	N/C	(IAD)	FRA (A): EGPI, EGPU FRA (D): EGPI, EGPN, EGPT, EGPU, EGQL
MAC Machrihanish	N/C	N/C	N/C	N/C	N/C	(IAD)	FRA (A): EGAA, EGAC, EGEO, EGNC, EGPF, EGPG, EGPH, EGPU, EIDL FRA (D): EGAA, EGAC, EGEO, EGNC, EGPF, EGPG, EGPU, EIDL
IOM Isle of Man	N/C	N/C	N/C	N/C	N/C	(I)	
PTH Perth	N/C	N/C	N/C	N/C	N/C	(IAD)	FRA (A): EGEO, EGNC FRA (D): EGPD, EGPK, EGEO, EGNC
SAB St Abbs	N/C	N/C	N/C	N/C	N/C	(IA)	FRA (A): EGPF
TLA Talla	N/C	N/C	N/C	N/C	N/C	(EXAD)	FRA (X): ODD FL FRA (A): EGNT, EGNV FRA (D): EGNT, EGNV
STN Stornoway	N/C	N/C	N/C	N/C	N/C	(IAD)	FRA (A): EGPE, EGPL, EGPU, EGEO, EGQS FRA (D): EGPE, EGPL, EGPU, EGEO
SUM Sumburgh	N/C	N/C	N/C	595243.34N 0011711.49W	N/C	Nil	
TIR Tiree	N/C	N/C	N/C	N/C	N/C	(IAD)	FRA (AD): EGAE, EGEC, EGEO
TRN Turnberry	N/C	N/C	N/C	N/C	N/C	(IAD)	FRA (A): EGAA, EGAC, EGAE, EGNS, EGPN, EGPT, EGQL

							FRA (D): EGAA, EGAC, EGAE, EGNS, EGPH
WIK Wick	N/C	N/C	N/C	N/C	N/C	(IAD)	FRA (AD): EGPD, EGPE, EGPO

1.11 Establishment of New Points

1.11.1 Where new points are established, the details associated to the calculation of such points positions are contained within the Aerodata Spreadsheet and AURORA database.

1.11.2 This table is provided for reference only.

Name Code	Calculation of Position	Coordinates	ATS route or Other route	Remarks
ELBUS	Intersection of (U) L612 and FRA boundary.	552943.2811N 0040435.8717W	(U)L612	FRA Entry/Exit Fix
LORTA	Intersection of UN590 and FRA boundary.	553145.7212N 0035630.8297W	UN590	FRA Entry/Exit Fix
VEREX	Intersection of N610 and Montrose N/S sector boundary.	552703.2872N 0021345.1024W	N610	FRA Entry/Exit Fix
EVTAR	Intersection of N96 and FRA boundary.	552751.1772N 0001521.1519W	N96	FRA Entry/Exit Fix
OTLAB	Intersection of P59 and Humber/Tyne sector boundary.	552436.0483N 0013245.5887E	UP59	FRA Entry/Exit Fix
GOTGO	Intersection of P5 and Humber/Tyne sector boundary.	552506.5486N 0020850.4390E	P5	FRA Entry/Exit Fix
TIMUP	Intersection of L7 and Humber/Tyne sector boundary.	552527.7853N 0024829.6257E	L7	FRA Entry/Exit Fix
EMGAT	Intersection of UN57 and FRA Boundary	550947.3675N 0044511.9036 W	UN57	FRA Exit Fix
ROVLA	Intersection of UT256 and the Deancross South sector boundary.	552338.1838N 0042824.9591W	UT256	FRA Entry/Exit Fix
INVON	Intersection of FRA boundary with N110.	552702.1882N 0021835.8652W	N110	FRA Entry/Exit Fix
UPNAL	Intersection of FRA boundary line and N44.	552516.6702N 0022450.9976E	N44	FRA Entry/Exit Fix

MONAV	Point on Y905 centre line D +50nm from PETOX.	582306.0231N 0013811.0175W	Y905	FRA Arrival/ Departure Point for EGPD. No point on existing route.
BELZU	Declared position based on CAA requirement and currently published position of BEL in ENR 4.1	543940.00N 0061348.00W	N34, L10, P6	5LNC To Replace BEL
WAFIL	Declared position based on CAA requirement and currently published position of SUM in ENR 4.1	595243.00N 0011711.00W	Y905	5LNC To Replace SUM
AMCON	N562 35nm from MAC	553431.1363N 0063837.4628W	N562	FRA Arrival/ Departure Point for EGPK no point on existing route
INNUF	Point 80nm from STN on a great circle line STN-ATSIX	590705.4087N 0080234.7545W		FRA Arrival/ Departure Point for EGPO no existing point available
ZOFAT	A point 5nm NNW of LORTA	553536.2287N 0040208.0282W		FRA Intermediate Point. Required to allow flight planning in and out of NI and Dublin group airfields so that they avoid cross and re-crossing FRA boundary, which would result in FP rejection.

1.12 ENR 4.4 – Amendments to Existing Points and Inclusion of New Points

1.12.1 Administrative changes to ENR 4.4 to reflect FRA significance of points.

1.12.2 For completeness of information, co-ordinates are provided within the table below inclusive of decimal places. Publication of co-ordinates within ENR 4.4 should be undertaking iaw extant protocols i.e., rounded to the nearest whole number.

1.12.3 Template change required to ENR 4.4 to include FRA relevance column.

Name Code Designator	Co-ordinates	ATS Lower Route or Other Route Connectivity	FRA Relevance	Remarks/ Usage

ADASI	591315.16N 0061731.47W		(IAD)	FRA (AD): EGPO
ADODO	583000N 0100000W		(EX)	Shanwick OCA
AKIVO	595751.58N 0093000.00W		(I)	
ALASO	552650.23N 0013353.69W	P18, UP18	(EX)	FRA (X): EVEN FL
ALOTI	575427.01N 0033630.27E		(I)	FRA (I) Polaris FIR
AMCON	553431.1363N 0063837.4628W	N562	(IAD)	FRA (AD): EGPK, EGAA, EGAC
AMLAD	561552.37N 0100000.00W		(I)	FRA (I) NOTA
AMTAP	582225.359N 0093000.000W		(I)	
APSOV	554922.84N 0100000.00W		(I)	FRA (I) NOTA
ARTEX	565341.37N 003573.478E		(I)	
ASNUD	564139.00N 0030320.35W	N864, P600	(ID)	FRA (D): EGPF, EGPG, EGPH
ATNAK	570000N 0050000E	UM185	(I)	FRA (I) Polaris FIR
ATSIX	600000N 0100000W		(EX)	Shanwick OCA
AVRAL	553034N 0034259E		(I)	
BABGU	541639.327N 0051625.067W	Q39	(I)	
BADGA	553749.2403N 0023657.6227E		(I)	
BALID	562949.16N 0015706.88W	P18	(IAD)	FRA (AD): EGQS
BALIX	590000N 0100000W		(EX)	Shanwick OCA
BAMRA	592600.28N 0035709.80W		(IAD)	FRA (AD): EGPC
BARKU	603617.61N 0092436.37W		(I)	
BEKET	585313.00N 0013120.14W	Y905	(IAD)	FRA (AD): EGPB
BELOX	535316.37N 0032923.15W	L603	(EX)	FRA (X): ODD FL
BELZU	543940.00N 0061348.00W	N34, L10, P6	(IAD)	FRA (AD): EGNS, EIDW, EGPI
BEREP	590209N 0014420E		(I)	FRA (I) Polaris FIR
BESGA	604722.52N 0075445.75W		(I)	
BEVAM	554352.88N 0001502.96E		(IA)	FRA (A): EGNT, EGNV

BILLY	600110.75N 0083408.26W		(I)	
BLACA	545300.00N 0050931.92W	P600	(IAD)	FRA (A): EIDW FRA (D): EGPF, EGPG
BONBY	575330N 0042036W	N560	(IAD)	FRA (AD): EGPA
BRUCE	561411.05N 0055028.09W	L602 Y958	(IAD)	FRA (A): EGPF, EGPG, EGPH, EGPK, EGPL FRA (D): EGPF, EGPG, EGPL, EGPH
BUDON	574206.85N 0003343.38W	P600	(ID)	FRA (D): EGPD
CLYDE	555748.43N 0044731.51W	L602	(I)	
CUTEL	555308.89N 0022227.68E		(I)	
DEGOS	541121.19N 0065422.89W		(AD)	FRA (A): EGAA, EGAC, EGEC FRA (D): EGAA, EGAC Shannon FIR
DENOG	572553.37N 0014515.83W		(I)	
DEVBI	604254.32N 0084610.49W		(I)	
DIMLI	545647.47N 0063654.74W		(I)	
DOKEN	554054.585N 0020656.045E		(I)	
DONIB	554309.46N 0074144.04W	N562	(IAD)	FRA (AD): EGPI, EGEC
DOSUN	600702.50N 0062338.51W		(I)	
DUFFY	543053N 0055139W	L10, L15	(ID)	FRA D: EGAE
ELBOB	544358.15N 0074438.09W		(AD)	FRA (AD): EGAA, EGAC
ELBUS	552943.2811N 0040435.8717W	L612, UL612	(EX)	FRA (X): ODD FL
ELKOG	602647.632N 0093000.000W		(I)	
ELSAN	564219.29N 0034357.58E		(I)	
EMGAT	550947.3675N 0044511.9036W	UN57	(X)	FRA (X): ODD FL
ERAKA	580000N 0100000W		(EX)	Shanwick OCA
ERNAN	541643.90N 0072333.97W		(I)	FRA (I) Shannon FIR
ERSON	562747.58N 0041823.67W	N560	(ID)	FRA (D): EGPE, EGPH, EGPK
ETIGA	540239.170N 0044726.665W	Q39	(ID)	FRA (D): EGAA, EGAC

ETILO	573000N 0100000W		(EX)	Shanwick OCA
ETSOM	575331.02N 0093000.00W		(I)	
EVBEV	574709.60N 0074041.24W		(I)	
EVNAL	572430.666N 0093000.000W		(I)	
EVTAR	552751.1772N 0001521.1519W	N96	(EX)	FRA (X): ODD FL
FENIK	554254.65N 0041730.91W	L612, P600	(ID)	FRA (D): EGPN, EGPT, EGQL
FINDO	562209.05N 0032748.80W	P600	(IAD)	FRA (A): EGPD EGPE, EGQS FRA (D): EGPE, EGQS
FORTY	575700.26N 0003544.60E		(I)	
FOYLE	560834.13N 0042256.41W	N560	(IA)	FRA (A): EGPE
FYNER	560256.12N 0050655.19W	L602	(IAD)	FRA (A): EGPN, EGPT, EGQL, EGNC FRA (D): EGPK, EGNC
GETNO	535547.97N 0032947.06W	L46	(E)	
GIBSU	564547.28N 0031610.15E		(I)	
GINGA	565530.15N 0093000.00W		(I)	
GIVEM	552753.52N 0001452.78E	M90, P15, P58	(EXD)	FRA (X): ODD FL No connection to P15 from FRA FRA (D): EGNT, EGNV, EGPH, EGPG, EGNC
GLESK	565400.00N 0024745.28W	P600	(I)	
GOMOT	555509.60N 0003239.12W		(IAD)	FRA (AD): EGPN, EGPT, EGQL
GOMUP	570000N 0100000W		(EX)	Shanwick OCA
GOREV	560312N 0050000E		(IEX)	FRA (I): ABV FL285 FRA (EX): BLW FL285 Copenhagen FIR
GOSAM	554719.18N 0041202.10W	P600	(IAD)	FRA (AD): EGEC
GOTGO	552506.5486N 0020850.4390E	P5	(EX)	FRA (X): Even FL
GOTNA	543541.43N 0053552.85W	P600	(IAD)	FRA (A): EGPF, EGPG, EGPH, EGPK FRA (D): EIDW

GRICE	561148.00N 0034107.79W	P600, N601	(I)	
HAVEN	552740.00N 0025946.67W	Y96, Z250	(ED)	FRA (D): EGPF, EGPK
IBOLU	562310N 0030803W	N864	(ID)	FRA (D): EGPD
IBROD	563000N 0100000W		(IAD)	FRA (I) FRA (AD): EGPU NOTA
INBAS	564200.00N 0041459.11W	N560	(IA)	FRA (A): EGPK
INBOB	553624.86N 0050000.00E		(IX)	FRA (I): ABV FL285 FRA (X): BLW FL285 Copenhagen FIR
INKOB	535216.187N 0042414.432W	Q39	(X)	FRA (X): ODD FL
INNUF	590705.4087N 0080234.7545W		(IAD)	FRA (AD): EGPO
INVON	552702.1882N 0021835.8652W	N110	(EX)	FRA (X): ODD FL
ITSUX	560259.94N 0033000.00E		(I)	
KELLY	535419.47N 0042150.52W	L10, UL10	(EX)	FRA (X): ODD FL
KESEG	600058N 0060056W		(IAD)	FRA (AD): EGPA
KLONN	582324.44N 0024944.12E		(I)	FRA (I) Polaris FIR
KOKAL	585734.82N 0025338.21W	N560	(IAD)	FRA (AD): EGPB, EGQS
KUGUR	553000N 0100000W		(I)	FRA (I) NOTA
KUVOX	580458.86N 0073623.54W		(IAD)	FRA (AD): EGPO
LAGAV	565335.12N 0041210.37W	N560	(IAD)	FRA (A): EGPH FRA (D): EGPF, EGPG
LAMMA	555130.00N 0024603.39W		(I)	
LAMRO	570151.49N 0033309.09E		(I)	
LARGA	545149.54N 0040911.97E	M604, P144	(E)	
LESNI	573233.14N 0011622.40W	P600	(IAD)	FRA (AD): EGQS
LESRA	552307.98N 0050000.00E		(IEX)	FRA (I): ABV FL285 FRA (EX): BLW FL285

				Copenhagen FIR
LORTA	553145.7212N 0035630.8297W	UN590	(E)	
LUSEN	603000N 0100000W		(EX)	Shanwick OCA NOT AVAILABLE FOR FLIGHT PLANNING
LUSIV	554001.54N 0041440.50W	L612	(I)	
LUSOD	535622.704N 0041926.372W	M146	(E)	
LUTOV	551421.66N 0100000.00W		(IAD)	FRA (I) FRA (AD): EGAE NOTA
MAVET	540257N 0033104W		(X)	FRA (X): ODD FL NTFSR Fix
MADAD	555447.35N 0014402.48W	P18	(IA)	FRA (A): EGPD
MAGEE	544730N 0053630W	M147, M148	(I)	
MAKUX	535829.90N 0045227.89W	L15, Q38	(IAD)	FRA (A): EGBB FRA (D): EGAA, EGAC (RNAV 1 FL285- / RNAV 5)
MASOP	540921.02N 0042115.26W	M148	(IA)	FRA (A): EGAA, EGAC (RNAV 5)
MATIK	610000N 0080400W		(EX)	Reykjavik OCA
MIMKU	560000N 0100000W		(I)	FRA (I) NOTA
MOCHA	593256N 0012159W	Y905	(I)	
MODGO	602642.86N 0073955.20W		(I)	
MOLAK	543648.90N 0093022.73W		(I)	FRA (I) Shannon FIR
MONAV	582306.0231N 0013811.0175W	Y905	(IAD)	FRA (AD): EGPD, EGQS
NALAN	610000N 0060000W		(EX)	Reykjavik OCA
NAVEL	553513.43N 0005030.70E		(I)	
NELBO	542924.15N 0051810.39W	P6, P620	(IAD)	FRA (A): EGAB, EGAE FRA (D): EGPK
NESDI	570718.00N 0040848.32W	N560	(IA)	FRA (A): EGPF, EGPG
NEVIS	564143.27N 0043240.70W		(IAD)	FRA (AD): EGPU, EGQS

NEXUS	561243.34N 0015040.99W	P18	(IAD)	FRA (A): EGNT, EGNV FRA (D): EGPD, EGNT, EGNV
NIBOG	550000N 0100000W		(I)	FRA (I) NOTA
NIMAT	535754.10N 0054431.75W	P620	(I)	FRA (I) Shannon FIR
NINEB	540344.226N 0040741.841W	M148	(IA)	FRA (A): EGAC
NINEX	585119.55N 0093000.00W		(I)	
NIPIT	542709.29N 0082409.78W		(I)	FRA (I) Shannon FIR
NIVUN	573411.91N 0040812.72E		(I)	FRA (I) Polaris FIR
NORBO	553545.36N 0044543.46W	L186, T256, Y96	(I)	
OBUBA	574640N 0073319W		(IAD)	FRA (AD): EGPL
ODMIX	565812.06N 0012802.95E		(I)	
ODPEX	592436N 0093000W		(I)	
OKPAL	564921N 0020435W		(I)	
ORSUM	570307.45N 0051741.00W		(IAD)	FRA (AD): EGPF, EGPN, EGPO, EGPT, EGQL, EGQS
ORTAV	593000N 0100000W		(EX)	Shanwick OCA
ORVIK	593817.75N 0004008.65E		(I)	FRA (I) Polaris FIR
OSBON	610000N 0050000W		(EX)	Reykjavik OCA
OSLEL	572858.48N 0013158.07W	P600	(I)	
OTLAB	552436.0483N 0013245.5887E	P59	(EX)	FRA (X): ODD FL
OVDAN	575320.66N 0001818.06E	P600	(IA)	FRA (A): EGPD
PEMOS	610000N 0040000W	G11	(EX)	Reykjavik OCA
PENUN	570635.65N 0045010.79E	Z278	(I)	FRA (I) Polaris FIR
PEPIN	595931.24N 0000054.01E	P612	(IAD)	FRA (I) FRA (AD): EGPB Polaris FIR
PEPOD	541616.31N 0053409.26W		(ID)	FRA (D): EGAB
PETIL	555619.93N 0050000.00E		(IEX)	FRA (I): ABV FL285 FRA (EX): BLW FL285

				Copenhagen FIR
PIPAR	560700.00N 0031205.74W	N864	(IA)	FRA (A): EGPD
PIPEM	580922.55N 0034418.86W		(I)	
RATPU	565532N 0020659W		(I)	
RATSU	610000N 0100000W		(EX)	Reykjavik OCA
REKNA	561029.10N 0033000.00E		(I)	
REMSI	535736.81N 0034931.80W	L603	(I)	
RIGVU	584735.84N 0020917.84E		(I)	FRA (I) Polaris FIR
RIMOL	573233.45N 0040229.55W	N560, Y906	(IAD)	FRA (AD): EGPC, EGPO, EGPD, EGEO
RINGA	542354.44N 0053415.66W		(I)	
RITSI	554209.36N 0013925.50W		(I)	
RIVOT	562428.71N 0004637.49E		(IAD)	FRA (AD): EGPD
RIXUN	610000N 0030000W		(EX)	Reykjavik OCA
ROBEM	552733N 0010114W	M982, UM82, UP16	(EXA)	FRA (X): EVEN FL to UP16, ODD FL to M982 FRA (A): EGPF, EGPH, EGPK, EGPG, EGNC
ROPAL	550816.53N 0035642.67E	UL975	(EX)	FRA (X): Even FL
ROTEV	540143.72N 0060358.39W	P600	(IA)	FRA (I) FRA (A): EGEC Shannon FIR
ROVLA	552338.1838N 0042824.9591W	UT256	(X)	FRA (X): ODD FL
RUBEX	551912.14N 0065607.21W	N552	(I)	
RUGID	572208.80N 0045354.84W		(IAD)	FRA (AD): EGPL, EGPN, EGPT, EGPU, EGQL
SMOKI	574637.00N 0023555.62W	Y904	(IAD)	FRA (AD): EGPA
SOPTO	551820.17N 0050000.00E	P144	(IX)	FRA (I): ABV FL285 FRA (X): BLW FL285 Copenhagen FIR
SOSAR	610000N 0020000W		(EX)	Reykjavik OCA
SOSIM	534855.75N 0043030.46W	L15, L28, Q38, UL15, UL28	(X)	FRA (X): ODD FL
SOXON	585806.22N 0035222.46W		(I)	
SUPIT	571956.52N 0070505.94W		(I)	

SURAT	555455.53N 0033000.00E		(I)	
SUSIS	553617.06N 0002102.35W		(I)	
TADEX	545123.50N 0081401.49W		(I)	
TIMUP	552527.7853N 0024829.6257E	L7	(EX)	FRA (X): ODD FL
TINAC	561502.96N 0050000.00E	T55 , T138	(IEX)	FRA (I): ABV FL285 FRA (EX): BLW FL285 Copenhagen FIR
TIPAN	543554.13N 0042356.20E	N866, UM185	(X)	FRA (X): Even FL
TOBMO	564538.16N 0062810.51W	Y958	(AD)	FRA (AD): EGPI, EGPO, EGEC
TUPEM	535016.57N 0032854.85W	UP6	(E)	
TUXOS	555824.08N 0073135.39W		(I)	
ULLAP	575400.00N 0051009.20W	Y906	(ID)	FRA (D): EGQS
UPGAS	55144O.77N 0050000.00E		(IE)	FRA (I): ABV FL285 FRA (E): BLW FL285 Copenhagen FIR
UPNAL	552516.6702N 002450.9976E	N44	(E)	
UPGET	563935N 0020050W		(I)	
UVPOK	535939.606N 0041235.255W	M147	(A)	FRA (A): EGAA (RNAV 1)
VADNO	572711.05N 0033737.70W		(IAD)	FRA (AD): EGPC
VALBO	550743N 0050000E		(IEX)	FRA (I): ABV FL285 FRA (EX): BLW FL285 Copenhagen FIR
VAXIT	563215N 0050000E	P15, UN581, UP60	(IEX)	FRA (I): ABV FL285 FRA (EX): BLW FL285 Copenhagen FIR
VEREX	552703.2872N 0021345.1024W	N610	(EX)	FRA (X): ODD FL
WAFIL	595243.00N 0011711.00W	Y905	(IAD)	FRA (AD): EGPA
ZOFAT	553536.2287N 0040208.0282W		(I)	

1.13 ENR 5.1 – Prohibited, Restricted and Danger Areas – Inclusion of FBZ

1.13.1 Changes to ENR 5.1 i.e., the introduction of Flight Planning Buffer Zones (FBZ), are provided below; there are no changes associated to the parent Danger Area; parent Danger Area information is provided for context only. Due to size the calculation data set for FBZ dimensions such information is provided through the AURORA system and available for scrutiny via the portal.

1.13.2 Template change required to ENR 5.1 for FBZ inclusion.

1.13.3 Small diagrams are provided for each FBZ, these diagrams are for reference only and are not required to be published. FBZ are for IFR Flight planning purposes only.

1.13.4 In general, FBZ have been designed to provide an additional 5nm lateral distance from the boundary of an SUA that interacts with the FRA volume. Vertical activation levels will be provided within the UK AUP/UUP and are associated to the activation level of the SUA plus two whole FLs. Temporal activation shall mirror that used for CDR's i.e., plus and minus 15min either side of the parent SUA activation. Safety related information pertaining to FBZ dimensions within the FRA D1 volume, can be found within supporting HAZID documentation.

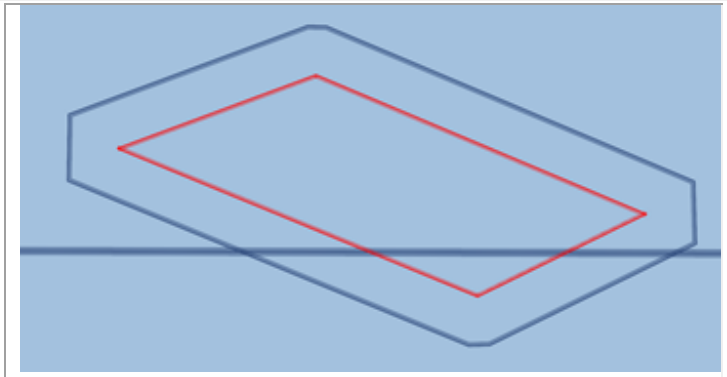
1.13.5 Where D701 extends into Oceanic Airspace alternative dimensions are used to satisfy NAT ASM requirements[1]. This equates to a minimum value of 29nm. Where segments of D701 cross over the Oceanic boundary the transition from 5nm to 29nm is graduated.

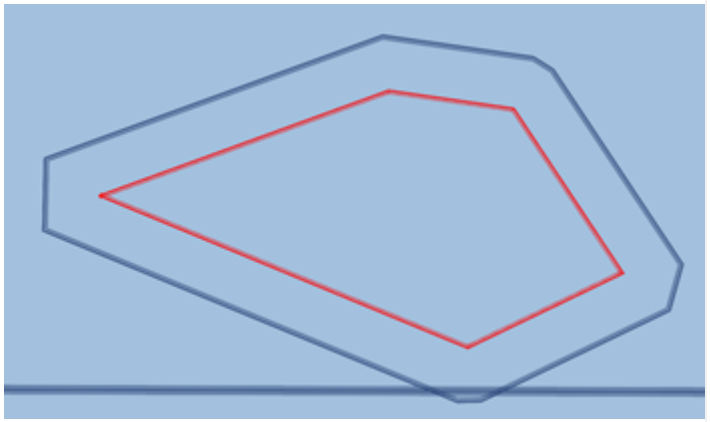
1.13.6 The FBZ associated to D509 has a lateral value of 1nm, the associated safety assessment for this is contained within supporting HAZID documentation. In precis, the establishment of a 5nm FBZ would remove existing route availability above FL255, when considered in conjunction with the 5nm FBZ for D403, such routings are required to facilitate Belfast, Dublin and ScTMA arrivals and departures. However, as FBZ are a feature of FRA the extant lower route (P600 below FL255) is unaffected. The co-existence of P(U)600 and D509 and D403 has endured for over 50 years, activities in D509 are not associated to High Energy manoeuvres. Therefore, in order to maintain established routings to and from FRA and prevent aircraft flying un-economical profiles by constraining their levels to remain on P600, rather than enter FRA, or descending below FRA early to route via P600, a 1nm FBZ is required which produces no determent to safety.

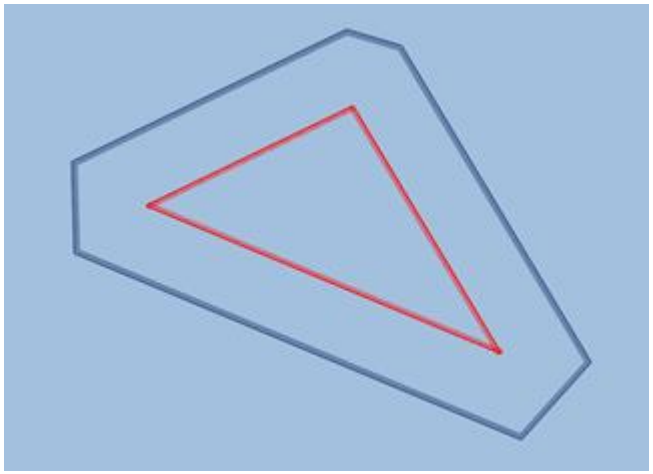
1.13.7 D701B has two FBZs. D701BZ1 conforms to the standard. D701BZ2 was initially envisaged as a No Planning Zone; however, following further discussions with the EU NM and UK AMC, NATS has been advised that it should be an FBZ, as it is associated to the activity of an SUA. The purpose of D701BZ2 is to prevent aircraft routing north / south, in the gap between D701B (when active) and the Oceanic interface at 10W, as set out in the FRA consultation (noted safety Hazzard). The change in naming convention to meet EU NM requirements and associated activation / de-activation methodologies further supports FUA principles and allows for more targeted and effective use.

Identification Name	Lateral Limits	Vertical Limits	Remarks
EG D323L Southern MDA	552430N 0004952E - 550944N 0014759E -550143N 0011753E - 551710N 0001428E -552430N 0004952E	Upper limit: FL660 Lower limit: FL100 Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EG D323LZ Southern MDA FBZ	5nm buffer. ADQ Verified Coordinates: 552930.7015N 0004829.1635E – 552926.8114N 0005150.7316E - 551256.8021N 0015641.3983E - 550631.9873N 0015641.9232E - 545644.1615N 0011952.5355E - 545642.3260N 0011608.4398E - 551352.0888N 0000537.0074E - 552040.4498N 0000550.7202E - 552930.7015N 0004829.1635E	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

[1] APPLICATION OF SEPARATION MINIMA NORTH ATLANTIC REGION NAT ASM 1st Edition – Amendment 10 – November 2020 . CH 3: Section 3.3 Lateral Separation Minima; Para F (1).

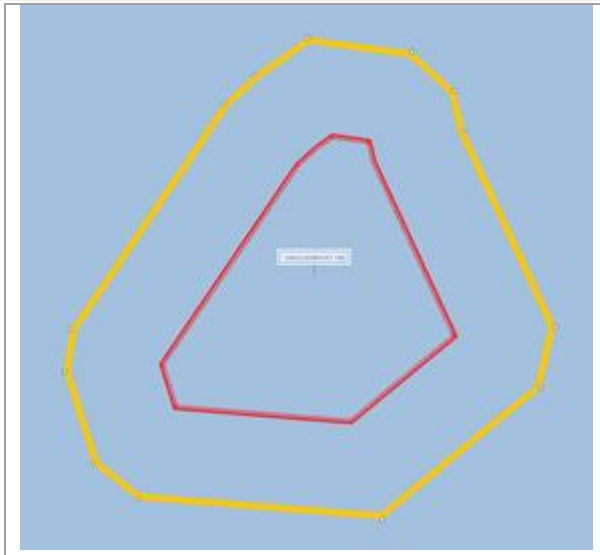
			
EG D323Q Southern MDA	553347N 0013625E - 553150N 0015622E -551616N 0021300E - 550944N 0014759E -552430N 0004952E - 553347N 0013625E	Upper limit: FL660 Lower limit: FL100 Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EG D323QZ Southern MDA FBZ	5nm buffer. ADQ Verified Coordinates: 553855.4084N 0013540.0205E - 553633.5636N 0015945.6355E - 553520.8326N 0020253.7105E - 551655.5746N 0022231.1692E - 551238.5706N 0022010.8263E - 550444.5792N 0014953.7197E - 550444.2057N 0014606.5385E - 552116.1592N 0004054.6847E - 552802.5767N 0004117.4682E -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

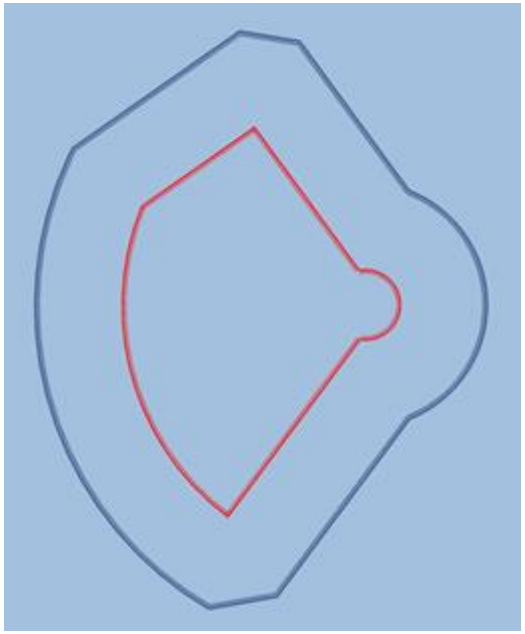
	553855.4084N 0013540.0205E 		
EG D323R Southern MDA	551616N 0021300E - 545840N 0022938E -550944N 0014759E - 551616N 0021300E	Upper limit: FL660 Lower limit: FL100 Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Hours: Activated by NOTAM. Not available Sat/Sun/PH.
EG D323RZ Southern MDA FBZ	5nm buffer. ADQ Verified Coordinates: 552137.2865N 0021231.5073E - 552022.3085N 0021903.0680E - 545751.1241N 0024014.6747E - 545237.0260N 0023137.4640E - 550630.9868N 0013916.7918E -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

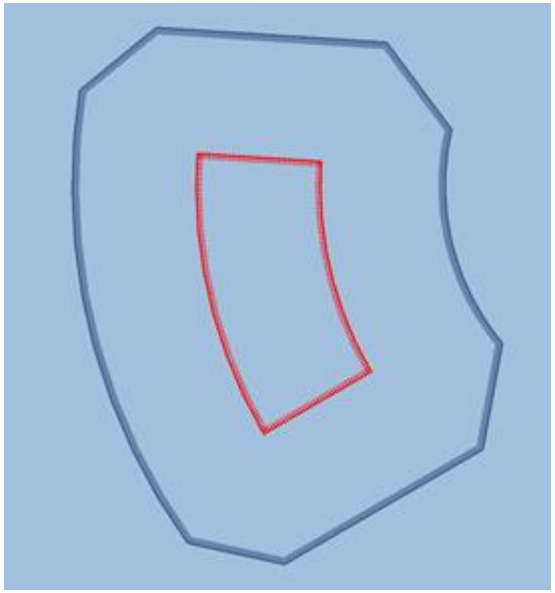
	551255.2063N 0013914.4060E - 552137.2865N 0021231.5073E 		
EG D403B LUCE BAY	545208N 0045404W -545217N 0045134W -545100N 0044946W -545008N 0044939W -544650N 0043837W - 544304N 0043500W - 544050N 0043543W -543915N 0044653W -544007N 0045032W -544215N 0045339W - 544541N 0045627W - 544953N 0045653W	Upper limit: 35000 ft ALT Lower limit: SFC	AMC - Manageable. Activity: Live Firing / Bombing / Unmanned Aircraft System (VLOS/ BVLOS) / High Energy Manoeuvres / Surface Explosions. Hours: Activated by NOTAM.
EG D403BZ LUCE BAY FBZ	5nm buffer. ADQ Verified Coordinates: 545659.1743N 0045648.4623W - 545722.6886N 0045016.4022W - 545624.3309N 0044612.7147W - 545331.3298N 0044210.4934W - 545034.0645N 0043219.3144W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

	544354.7916N 0042557.2241W - 543828.0940N 0042743.2077W - 543619.8317N 0043113.0543W - 543400.8701N 0044733.0627W - 543557.4892N 0045544.2349W - 543931.3492N 0050057.1682W - 544425.1282N 0050457.7231W - 545121.3961N 0050542.1627W - 545555.0385N 0050000.4959W - 545659.1743N 0045648.4623W 		
EG D405 KIRKCUDBRIGHT	542057N0032747W thence clockwise by the arc of a circle radius 2 NM centred on 541900N0032705W to 541701N 0032723W - 540634N 0033920W thence clockwise by the arc of a circle radius 15 NM centred on 541900N0032505W to	Upper limit:15000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limits: OCNL notified up to ALT 50000.

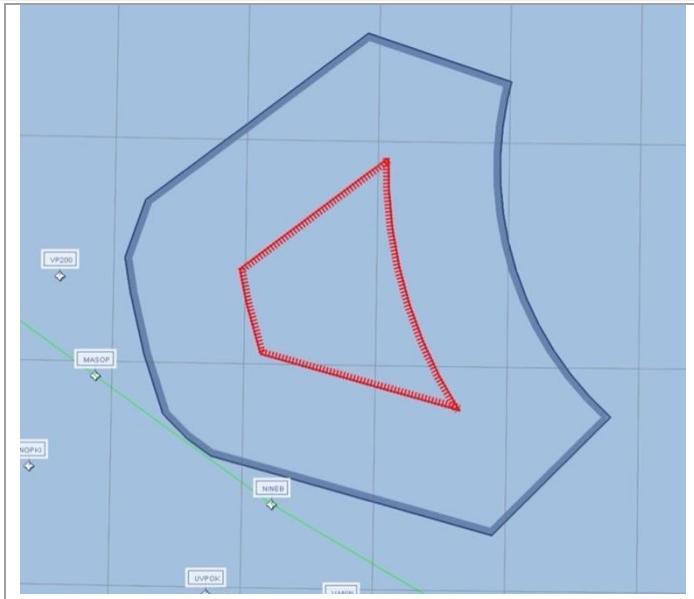
	542357N 0034917W - 542846N 0033842W - 542057N 0032747W		Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: DAAIS: Scottish Information on 119.875 MHz Contact: Pre-flight information / Booking: Kirkcudbright Range TSO, Tel: 01412-248520. Danger Area Authority: DIO. Hours: Activated by NOTAM.
EG D405Z KIRKCUDBRIGHT FBZ	5nm buffer. ADQ Verified Coordinates: 545336.0307N 0040325.5818W - 545308.9562N 0035342.7996W - 545112.0089N 0034933.3266W - 544903.8514N 0034827.7445W - 543849.7270N 0033907.4097W - 543528.9633N 0034007.1412W - 542759.5584N 0035403.5505W - 542817.4613N 0041628.3330W - 543002.5011N 0042045.8607W - 543453.9879N 0042357.6862W - 543710.1486N 0042338.2253W - 544949.5482N 0041044.3079W - 545124.8996N 0040805.6505W - 545336.0307N 0040325.5818W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

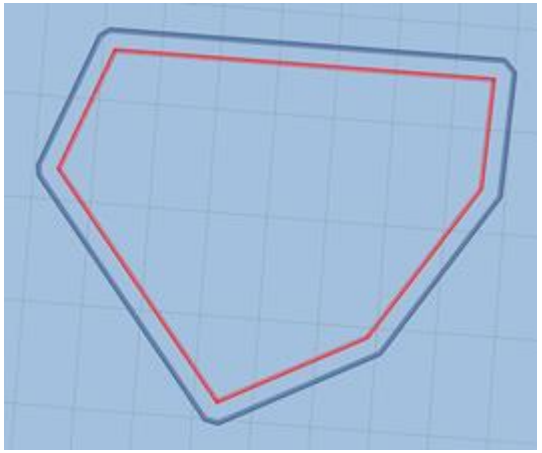
			
EG D406A ESKMEALS	542057N 0032747W - thence clockwise by the arc of a circle radius 2 nm centred on 541900N 0032705W -541701N 0032723W - 540634N 0033920W -thence clockwise by the arc of a circle radius 15 nm centered on 541900N 0032505W - 542357N 0034917W - 542846N 0033842W -542057N 0032747W	Upper limit: 50000 ft ALT Lower limit: SFC	AMC - Manageable. Vertical Limits: OCNL notified to ALT 80000 Activity: Live Firing / Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Surface Explosions / Demolition. Hours: Activated by NOTAM.
EGD406AZ ESKMEALS FBZ	5nm buffer. ADQ Verified Coordinates: 543357.2228N 0034112.9907W - 543329.8587N 0033415.7118W - 542537.3919N 0032316.0287W thence clockwise arc of circle radius 7mn centred on 541900.0000N 0032705.0000W - 541238.3259N 0032208.5161W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

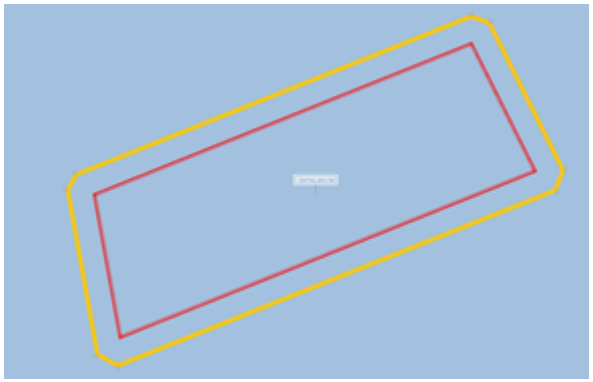
	540214.0735N 0033403.0313W - 540112.4048N 0034031.2608W thence clockwise arc of circle radius 20nm centred on 541900.0000N 0032505.0000W - 542702.5808N 0035623.4600W - 543357.2228N 0034112.9907W 		
EGD406B ESKMEALS	541913N 0035042W – thence anti-clockwise by the arc of a circle radius 15 nm centered on 541900N 0032505W -541049N 0034630W - 540804N0035336W –thence clockwise arc of a circle radius 20nm centered on 541900N 0032505W -541916N 0035914W - 541913N 0035042W	Upper limit: 50000 ft ALT Lower limit: SFC	AMC - Manageable. Vertical Limits: OCNL notified to ALT 80000 Activity: Live Firing / Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Surface Explosions / Demolition.

			Hours: Activated by NOTAM.
EGD406BZ ESKMEALS FBZ	5nm buffer. ADQ Verified Coordinates: 542416.4950N 0040232.7340W - 542410.8678N 0034638.7584W - 542048.1611N 0034151.8867W thence counter clockwise arc of a circle radius 10nm centred on 541900N 0032505W - 541214.7202N 0033736.8298W - 540754.1131N 0033834.3535W - 540249.4638N 0035141.5905W - 540328.3981N 0035823.5612W thence clockwise arc of a circle radius 25nm centred on 541900N 0032505W - 542133.5910N 0040733.7252W - 542416.4950N 0040232.7340W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

EGD406C ESKMEALS	541916N 0035914W –thence clockwise arc of a circle radius 20nm centered on 541900N 0032505W - 540804N 0035336W - 541027N 0040844W - thence clockwise by the arc of a circle radius 27nm centered on 541900N 0032505W - 541413N0041025W - 541916N 0035914W	Upper limit: 50000 ft ALT Lower limit: SFC	AMC - Manageable. Activity: Live Firing / Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Surface Explosions / Demolition. Hours: Activated by NOTAM.
EGD406CZ ESKMEALS FBZ	5nm buffer. ADQ Verified Coordinates: 542449.5498N 0040052.7770W - 542244.4411N 0034954.1679W thence counterclockwise arc of a circle radius 15nm centred on 541900.0000N 0032505.0000W - 540749.5629N 0034205.7596W - 540229.0547N 0035100.8108W - 540551.3636N 0041223.4331W- 540637.2166N 0041414.1114W- 540742.2401N 0041604.6762W thence clockwise arc of a circle radius 32nm centred on 541900.0000N 0032505.0000W - 541438.7440N 0041909.9979W - 541714.5178N 0041740.0280W - 542449.5498N 0040052.7770W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

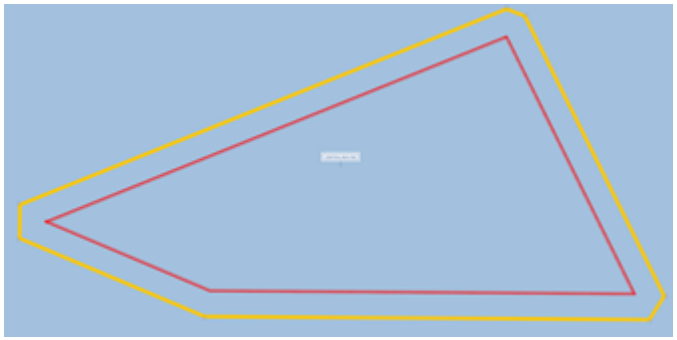
			
EG D509 CAMPBELTOWN	551230N 0053900W - 551230N 0050636W - 550706N 0050700W - 545930N 0051542W - 545548N 0052800W - 550630N0054300W -551230N 0053900W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: DAAIS: Scottish Information on 119.875 MHz Contact: Pre-flight information / Booking: CTF311 Operations, Tel: 01923-956371. Danger Area Authority: HQ Navy. Hours: Activated by NOTAM.

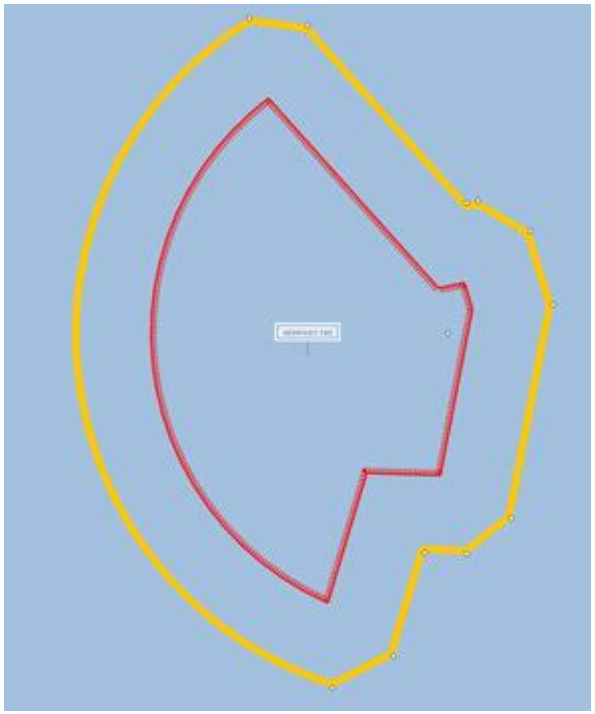
EG D509Z CAMPBELTOWN FBZ	1nm buffer 551329.8150N 0053932.8739W - 551329.7873N 0050551.0134W - 551252.9078N 0050449.4591W - 550646.8907N 0050516.8391W - 545844.0939N 0051429.8087W - 545444.9850N 0052744.7201W - 545453.7576N 0052857.7433W - 550604.7729N 0054438.7576W - 550636.3760N 0054447.5545W - 551308.7118N 0054026.2587W - 551329.8150N 0053932.8739W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D613A CENTRAL MDA	574421N 0002631E -571940N 0004851E -564725N 0013559W -571447N 0014618W - 574421N 0002631E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. Activity: Air Combat Manoeuvres / High Energy Manoeuvres / Supersonic Flight. Hours: Activated by NOTAM.

		Vertical Limits subject to FUA Principles	
EG D613AZ CENTRAL MDA FBZ	5nm buffer. ADQ Verified Coordinates: 574942.3156N 0002629.0950E - 574817.5522N 0003317.9724E - 571952.1284N 0005854.4703E - 571548.4748N 0005556.1711E - 564153.3720N 0013621.4791W - 564404.9650N 0014400.3646W - 571529.8026N 0015558.3228W - 571838.9014N 0015257.7822W - 574942.3156N 0002629.0950E 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D613B CENTRAL MDA	571940N 0004851E -565256N 0011225E - 564725N 0013559W -571940N 0004851E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. Activity: Air Combat Manoeuvres / High Energy Manoeuvres / Supersonic Flight. Hours: Activated by NOTAM.

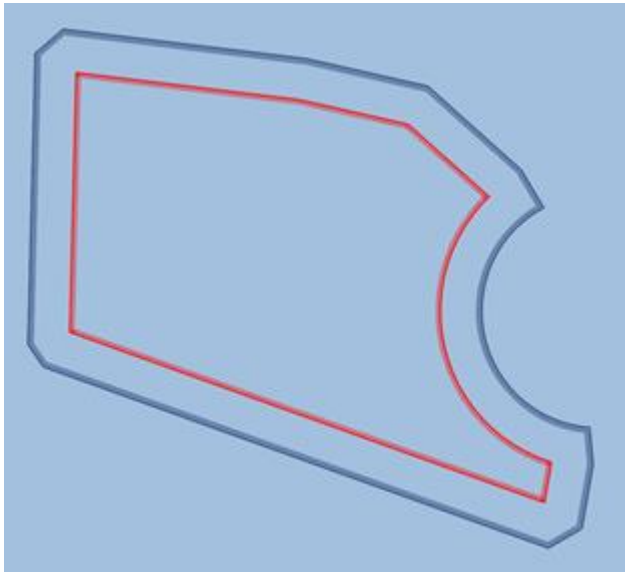
		Vertical Limits subject to FUA Principles	
EG D613BZ CENTRAL MDA FBZ	5nm buffer. ADQ Verified Coordinates: 572443.1506N 0004723.7524E - 572229.5919N 0005634.4627E - 565245.6469N 0012239.2330E - 564803.8134N 0011753.0219E - 564205.6787N 0014255.6339W - 565018.9208N 0014640.2984W - 572443.1506N 0004723.7524E 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D613C CENTRAL MDA	565256N 0011225E -561750N 0012507W - 564725N 0013559W -565256N 0011225E	Upper limit: FL660 Lower limit: FL100 Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: Air Combat Manoeuvres / High Energy Manoeuvres / Supersonic Flight. Hours: Activated by NOTAM.
EG D613CZ CENTRAL MDA FBZ	5nm buffer. ADQ Verified Coordinates: 565212.0907N 0014047.7056W - 565805.3838N 0011947.9737E -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

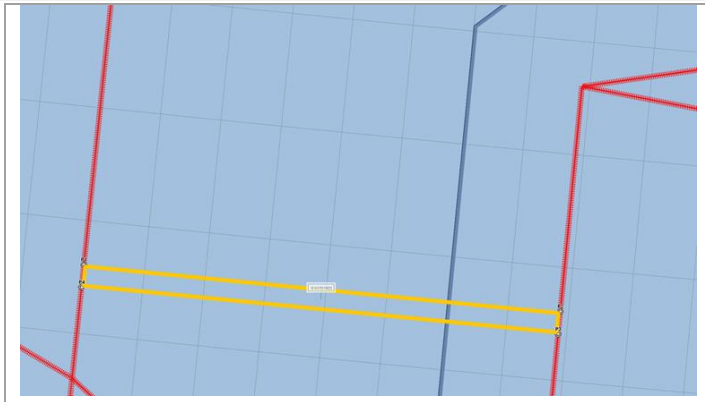
	564947.0991N 0012252.7352E - 561218.6094N 0012530.7718W - 561430.8850N 0013303.0764W - 564836.3175N 0014542.4572W - 565212.0907N 0014047.7056W 		
EG D613D CENTRAL MDA	565256N 0011225E -560344N 0015411E - 560509N 0002907W -561750N 0012507W -565256N 0011225E	Upper limit: FL660 Lower limit: FL100 Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: Air Combat Manoeuvres / High Energy Manoeuvres / Supersonic Flight. Hours: Activated by NOTAM
EG D613DZ CENTRAL MDA FBZ	5nm buffer. ADQ Verified Coordinates: 565817.8378N 0011229.3397E - 565650.6236N 0011907.0977E - 560317.9206N 0020422.8118E - 555839.3795N 0015850.8537E - 560009.1310N 0003052.8962W - 561425.5706N 0013359.8809W - 562106.3294N 0013409.9575W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

	565817.8378N 0011229.3397E 		
EG D701A HEBRIDES	573347N 0074803W - 572253N 0072531W - 572324N 0072233W - 572147N 0072116W - 571056N 0072253W - 571034N 0073131W - 570200N 0073421W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701AZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 573847.8578N 0075129.3710W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

	573844.5584N 0074426.4595W - 572830.9055N 0072316.6225W - 572844.4349N 0072158.6510W - 572708.2777N 0071527.4076W - 572236.4186N 0071152.5809W - 570841.6085N 0071400.3951W - 570605.9655N 0071848.4222W - 570553.5785N 0072344.9720W - 565904.3838N 0072601.6004W - 565636.0806N 0073234.8219W thence clockwise arc of a circle radius 24nm centred on 572004N 0072347W - 573847.8578N 0075129.3710W 		
EG D701B	570200N 0073421W - 565713N 0073556W - 571703N 0092047W - 574801N 0092039W - 574514N 0083032W -	Upper limit: UNL	AMC - Manageable.

HEBRIDES	574224N 0080606W - 573347N 0074803W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 570200N 0073421W	Lower limit: SFC	Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701BZ1 HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 575312.0134N 0092351.8434W - 575009.9592N 0082901.9704W - 574659.0341N 0080143.4607W - 573659.3423N 0074047.3880W - 573226.6874N 0073547.2999W thence counter clockwise arc of circle radius 14nm centred on 572004.0000N 0072347.0000W - 570608.5423N 0072550.9907W - 570144.0230N 0072508.3134W - 565402.7067N 0072742.7512W - 565144.1829N 0073503.2755W - 571249.1442N 0092630.7295W - 571526.1430N 0092959.7171W - 575014.0218N 0092959.7641W - 575312.0134N 0092351.8434W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

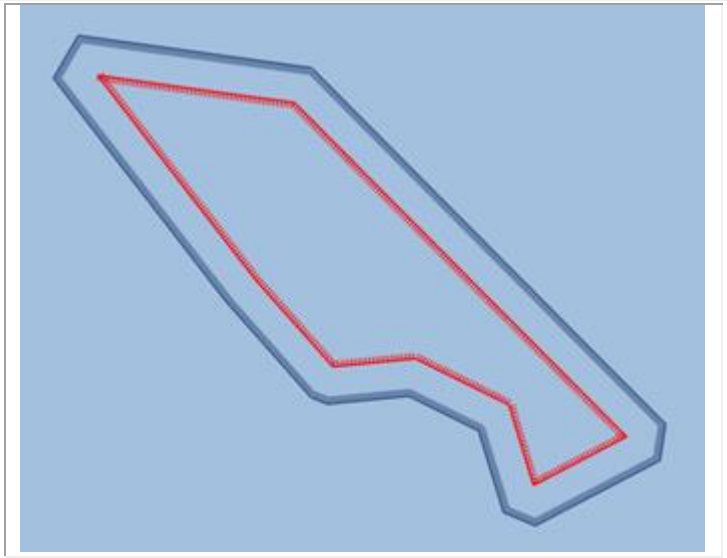
			
EG D701BZ2 HEBRIDES FBZ	ADQ Verified Coordinates: 573802.6327N 0100000.00W - 573802.6327N 0092041.6762W - 573702.7686N 0092041.9297W - 573702.7679N 0100000.00W - 573802.6327N 0100000.00W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

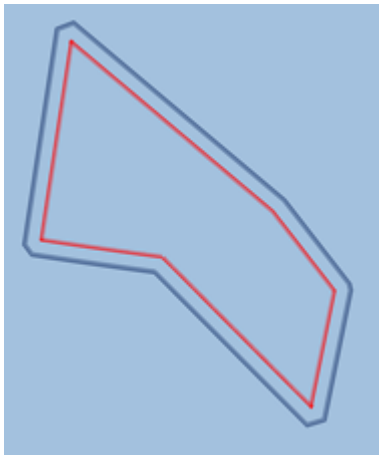
			
EG D701C HEBRIDES	574801N 0092039W - 575639N 0081032 W - 575154N 0074532W - 573809N 0073422W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W - 574224N 0080606W - 574514N 0083032W - 574801N 0092039W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701CZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 580149.9233N 0080956.4526W - 575614.5306N 0074031.9226W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

	575449.9729N 0073742.8280W - 573356.8258N 0072052.3592W thence counter clockwise arc of a circle radius 14nm centred on 572004N 0072347W - 572628.5927N 0074646.0496W - 573747.9116N 0081027.6337W - 574018.2591N 0083201.1814W - 574327.7440N 0092924.6015W - 575152.8410N 0093032.2033W - 580149.9233N 0080956.4526W 		
EG D701D HEBRIDES	571703N 0092047W - 565801N 0074000W - 564302N 0074000W - 565603N 0090000W - 571703N 0092047W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz

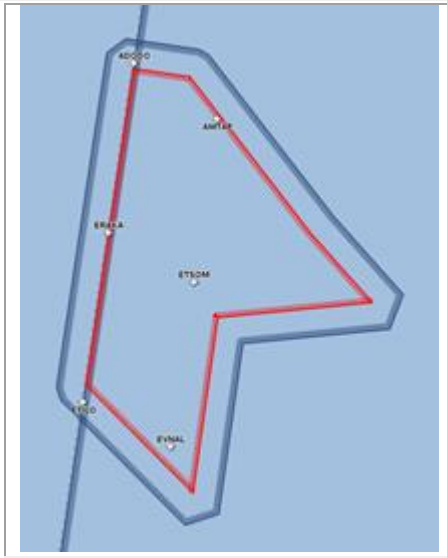
			Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701DZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 572250.9693N 0092349.3266W - 570210.5114N 0073410.3892W - 565935.4574N 0073051.5600W - 564030.8105N 0073056.1885W - 563731.6376N 0073817.6585W - 565132.6860N 0090420.1311W - 565249.9589N 0090711.2926W - 571738.5009N 0093152.2736W - 572250.9693N 0092349.3266W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D701E HEBRIDES	582859N 0094100W - 582859N 0084939W - 574923N 0071500W - 574128N 0073703W - 575154N 0074532W - 575639N 0081032W - 575411N 0083112W - 580439N 0085353W -582859N 0094100W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) /

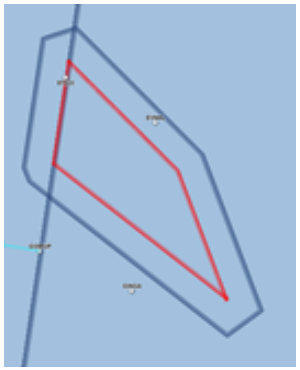
			High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701EZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 583357.1413N 0094728.6108W (rhumbline) - 583357.8905N 0084622.4059W - 575140.3011N 0070526.0063W - 574638.2313N 0070553.2943W - 573602.9844N 0073522.0470W - 573716.7517N 0074347.8199W - 574755.9778N 0075229.3735W - 575128.3500N 0081107.5408W - 574903.1276N 0083119.3617W - 574938.2275N 0083540.3858W - 580058.6965N 0090015.9593W - 582743.7805N 0095213.2019W - 583357.1413N 0094728.6108W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

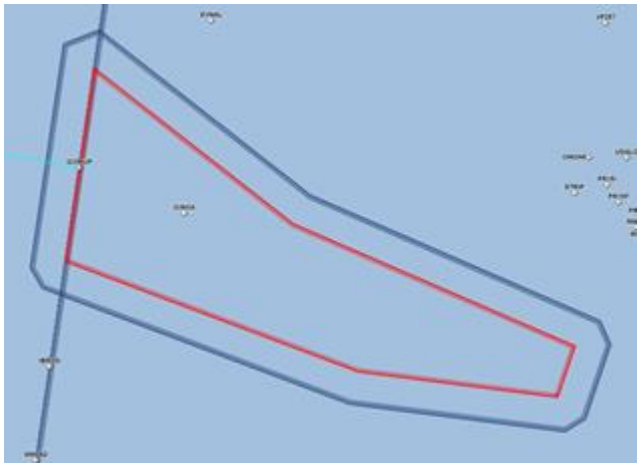
			
EG D701F HEBRIDES	593000N 0100000W - 584715N 0074914W - 582525N 0070835W - 574923N 0071500W - 582859N 0084939W - 582859N 0100000W - 593000N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.

EG D701FZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 593546.8036N 0095946.2655W - 585106.7020N 0074305.1054W - 582805.0611N 0070016.8468W - 582601.4070N 0065855.1239W - 574556.6665N 0070613.5462W - 574337.8962N 0071631.9183W - 582400.0148N 0085254.1489W (rhumb line) - 582400.0148N 0100356.1583W - 582654.9233N 0100930.9023W - 593255.0801N 0100949.4050W - 593546.8036N 0095946.2655W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D701G HEBRIDES	582859N 0100000W - 582859N 0094100W - 580439N 0085353W - 575411N 0083112W - 574801N 0092039W - 571703N 0092047W - 573301N 0100000W - 582859N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) /

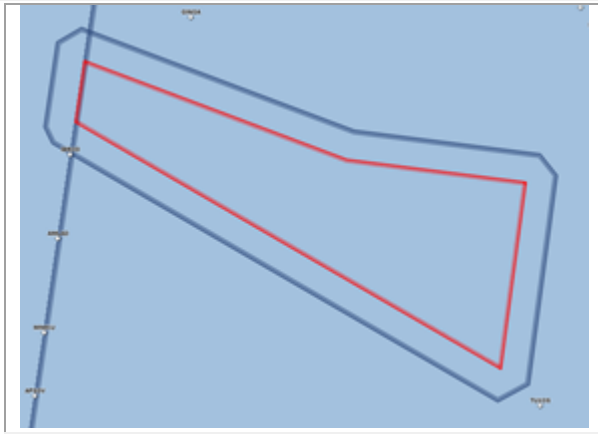
			High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701GZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 583358.2290N 0100358.2197W - 583358.4303N 0093907.7093W - 583314.5597N 0093541.6759W - 580818.5560N 0084728.2176W - 575555.0608N 0082042.4403W - 574959.4782N 0082332.6636W - 574404.8461N 0091120.5182W - 571356.0597N 0091135.7497W - 571112.0648N 0092149.2615W - 572942.8769N 0100718.0764W - 573149.3576N 0100916.4798W - 583102.7088N 0100932.0200W - 583358.2290N 0100358.2197W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

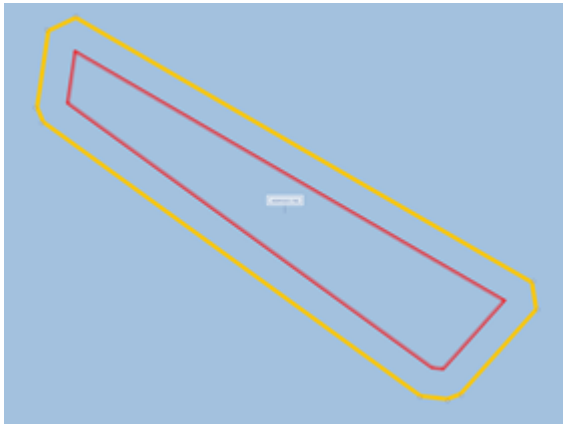
			
EG D701H HEBRIDES	573301N 0100000W - 571703N 0092047W - 565603N 0090000W - 571500N 0100000W - 573301N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.

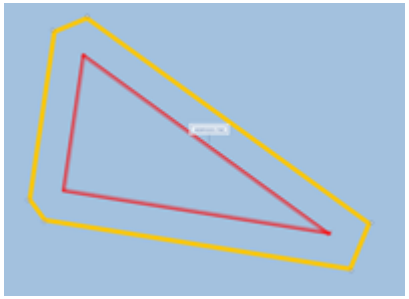
EG D701HZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 573850.9114N 0095902.0236W - 572021.5707N 0091336.9101W - 565504.0375N 0084841.5359W - 564950.1667N 0085840.6816W - 571119.7356N 0100642.1312W - 571339.0227N 0100911.9124W - 573604.9689N 0100917.5639W - 573850.9114N 0095902.0236W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D701I HEBRIDES	571500N 0100000W - 565603N 0090000W - 564302N 0074000W - 563510N 0074307W - 563524N 0083728W - 564548N 0100000W - 571500N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz

			Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701IZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 572045.3820N 0100002.5518W - 570040.5702N 0085621.6135W - 564713.8842N 0073356.4371W - 564352.1037N 0073022.6445W - 563221.2933N 0073458.2492W - 563008.6110N 0074001.2985W - 563024.2534N 0083832.5479W - 564118.1070N 0100503.5194W - 564402.2657N 0100904.6590W - 571751.9602N 0100912.9626W - 572045.3820N 0100002.5518W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

EG D701J HEBRIDES	564548N 0100000W - 563524N 0083728W - 563510N 0074307W - 560339N 0074415W - 563523N 0100000W - 564548N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701JZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 565111.1689N 0100218.8765W - 564022.9143N 0083623.6651W - 564007.0153N 0073912.8610W - 563707.6904N 0073359.2675W - 560052.4297N 0073526.1299W - 555800.3109N 0074328.3737W - 563118.9073N 0100555.7428W - 563350.6711N 0100902.2165W - 564811.1157N 0100905.6616W - 565111.1689N 0100218.8765W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

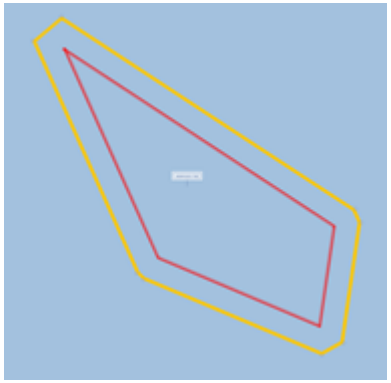
			
EG D701K HEBRIDES	563523N 0100000W - 560339N 0074415W - 555107N 0080000W - 555107N 0080331W - 562630N 0100000W - 563523N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701KZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 564059.7536N 0100105.3841W - 560715.4811N 0073646.1511W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

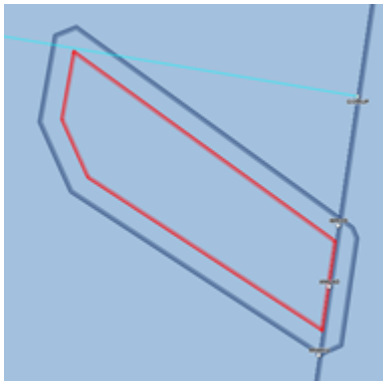
	560241.4779N 0073431.5826W - 554714.7271N 0075359.7861W - 554607.3788N 0075750.3892W - 554607.3736N 0080549.8267W - 562243.9738N 0100624.2347W - 562506.5451N 0100900.1440W - 563801.3392N 0100903.2144W - 564059.7536N 0100105.3841W 		
EG D701L HEBRIDES	562630N 0100000W - 560435N 0084640W - 560530N 0100000W - 562630N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz

			Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701LZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 563213.8615N 0100018.4041W - 560703.0565N 0083611.7220W - 555927.7331N 0083955.7667W - 560032.6153N 0100346.5787W - 560327.2027N 0100855.0874W - 562918.8681N 0100901.1382W - 563213.8615N 0100018.4041W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D701M HEBRIDES	560530N 0100000W - 560435N 0084640W - 555107N 0080331W - 555107N 0080000W - 554000N 0080000W - 554000N 0092508W - 554516N 0100000W - 560530N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons.

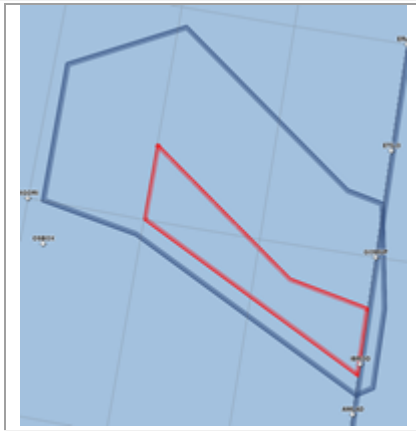
			Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701MZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 561031.3882N 0100337.0523W - 560931.5422N 0084414.5402W - 555606.2587N 0080111.0739W - 555606.1403N 0075618.9030W - 555310.5018N 0075107.2712W - 553754.7574N 0075110.7274W - 553459.2734N 0075624.8574W - 553500.1658N 0092616.0172W - 554052.5422N 0100509.5040W - 554333.9077N 0100850.5461W - 560735.2441N 0100856.0437W - 561031.3882N 0100337.0523W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

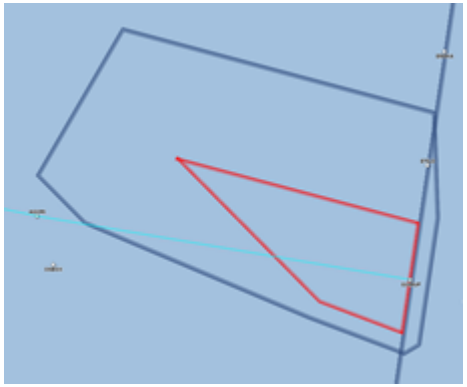
			
EG D701N HEBRIDES	563148N 0114510W - 560530N 0100000W - 554516N 0100000W - 555352N 0110000W - 563148N 0114510W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701NZ	Domestic / NOTA 5nm ADQ Verified Coordinates: 563752.1189N 0114747.2511W -	Upper limit: As Per AUP / UUP	For IFR flight planning purposes only

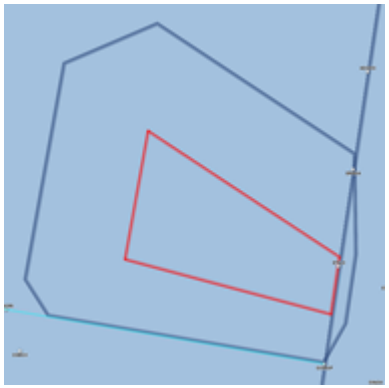
HEBRIDES FBZ	560924.8087N 0095351.8282W - 560657.3554N 0095104.1023W - 554248.7560N 0095109.6244W - 553949.2649N 0095802.5314W - 554914.8521N 0110345.1981W - 555020.2548N 0110629.7109W - 563206.9964N 0115626.5950W - 563752.1189N 0114747.2511W 	Lower limit: FL255	
EG D701O HEBRIDES	570000N 0120000W - 562630N 0100000W - 560530N 0100000W - 563148N 0114510W - 564357N 0120000W - 570000N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449.

			Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701OZ HEBRIDES FBZ	Domestic / NOTA 5nm ADQ Verified Coordinates: 570541.8791N 0120032.2438W - 563016.2300N 0095334.5166W - 562753.3089N 0095059.1991W - 560245.8608N 0095105.0719W - 555949.6380N 0095919.6976W - 562748.4514N 0115111.4431W - 564224.8478N 0120904.2687W - 570245.7479N 0120909.2180W - 570541.8791N 0120032.2438W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D701P HEBRIDES	572125N 0120000W - 565038N 0104118W - 564548N 0100000W - 562630N 0100000W - 570000N 0120000W - 572125N 0120000W//.	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) /

			High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701PZ HEBRIDES FBZ	Oceanic – 29nm Domestic / NOTA 5nm ADQ Verified Coordinates: 575511.5068N 0115543.1204W - 571739.2155N 0101903.2690W - 571525.3710N 0100000.0000W - 564613.1926N 0095054.8133W - 562340.9859N 0095100.1936W - 562046.6454N 0095941.7567W - 565531.0529N 0120400.6433W - 570000.0000N 0125301.6237W - 573848.2443N 0125357.9105W - 575511.5068N 0115543.1204W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

			
EG D701Q HEBRIDES	572125N 0120000W - 571500N 0100000W - 564548N 0100000W - 565038N 0104118W - 572125N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701QZ HEBRIDES FBZ	Oceanic – 29nm Domestic / NOTA 5nm ADQ Verified Coordinates: 575200.3057N 0123650.7142W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

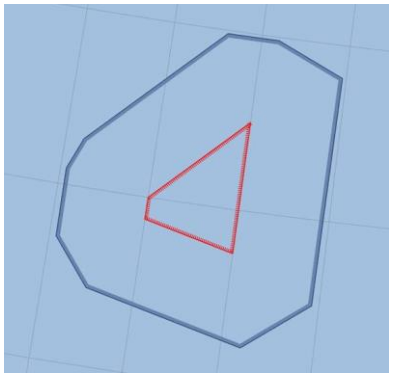
	574407.2903N 0100000.0000W - 571525.4945N 0095047.6451W - 564324.4844N 0095055.4933W - 564025.0456N 0095741.7824W - 564545.0087N 0104309.1238W - 570000.0000N 0123636.6525W - 571013.3527N 0130358.9404W - 575200.3057N 0123650.7142W 		
EG D701R HEBRIDES	580135N 0120000W - 573301N 0100000W - 571500N 0100000W - 572125N 0120000W - 580135N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449.

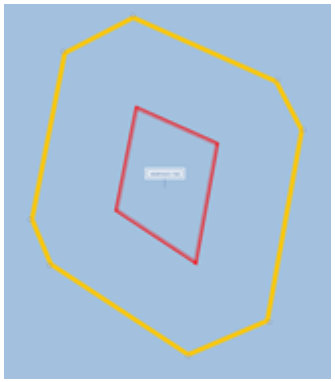
			Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701RZ HEBRIDES FBZ	Oceanic 29nm / NOTA ADQ Verified Coordinates: 583418.3452N 0120535.0745W - 580454.1752N 0100000.0000W - 573323.7328N 0095043.1192W - 571408.4223N 0095047.9652W - 570000.0000N 0100000.0000W (rhumbline) - 570000.0000N 0123606.1569W - 570956.5059N 0125315.7615W - 581658.6250N 0125455.7519W - 583418.3452N 0120535.0745W 	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only
EG D701S HEBRIDES	584514N 0120000W - 582859N 0100000W - 573301N 0100000W - 580135N 0120000W - 584514N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) /

			High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701SZ HEBRIDES FBZ	Oceanic 29nm ADQ Verified Coordinates: 591639.4643N 0121318.7559W - 585859.7903N 0095959.9999W - 582923.9948N 0095028.4236W - 573236.7304N 0095043.3187W - 570107.0002N 0100000.0001W - 573819.3611N 0123607.6633W - 575242.5244N 0125418.7366W - 585905.6974N 0125602.5547W - 591639.4643N 0121318.7559W	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only

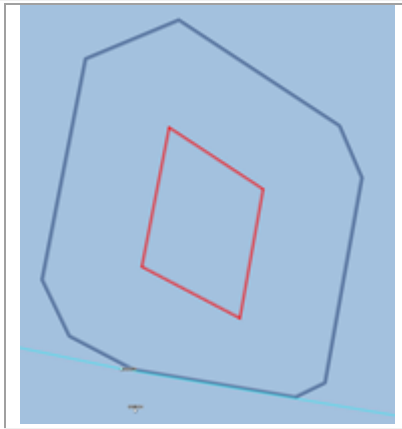
			
EG D701T HEBRIDES	593000N 0120000W - 593000N 0100000W - 582859N 0100000W - 584514N 0120000W - 593000N 0120000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701TZ HEBRIDES FBZ	Oceanic 29nm ADQ Verified Coordinates: 595855.5039N 0122350.1458W (rhumbline) - 595855.5039N 0095959.9998W - 593025.6240N 0095011.3150W -	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only

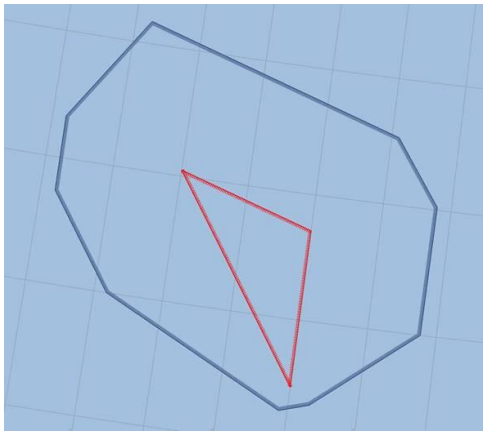
	582833.8963N 0095028.6497W - 575858.7791N 0095959.9999W - 581925.8603N 0123129.8447W - 583501.8011N 0125524.0395W - 594146.4945N 0125713.6252W - 595855.5039N 0122350.1458W 		
EG D701U HEBRIDES	590000N 0130000W - 593000N 0120000W - 584514N 0120000W - 585236N 0130000W - 590000N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S.

			Hours: Activated by NOTAM.
EG D701UZ HEBRIDES FBZ	Oceanic 29nm ADQ Verified Coordinates: 595855.5039N 0122310.6238W - 595855.5039N 0114816.0493W - 594854.9125N 0110234.2199W - 583058.0515N 0110442.4049W - 581346.8933N 0114706.4135W - 582634.8955N 0133106.7715W - 584216.2749N 0135535.5822W - 590535.1460N 0135613.2425W - 591619.5969N 0134748.8071W - 595855.5039N 0122310.6238W. 	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only
EG D701V HEBRIDES	585236N 0130000W - 584514N 0120000W - 580135N 0120000W - 581454N 0130000W - 585236N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons.

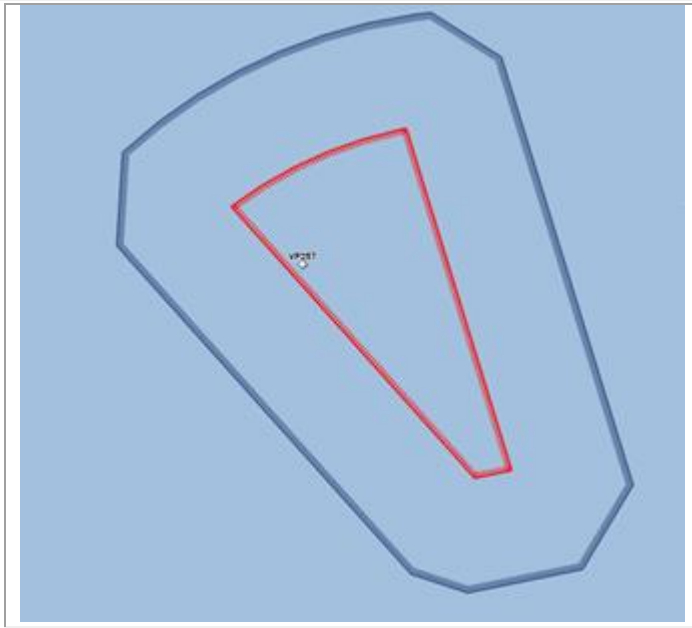
			Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701VZ HEBRIDES FBZ	Oceanic 29nm ADQ Verified Coordinates: 592353.0798N 0131359.9374W - 591053.8097N 0112741.8291W - 585502.0297N 0110403.9863W - 574548.8941N 0110551.6791W - 572851.3791N 0115433.2288W - 575123.2374N 0133553.5417W - 580553.6439N 0135438.7612W - 590619.4573N 0135614.3581W - 592353.0798N 0131359.9374W 	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only

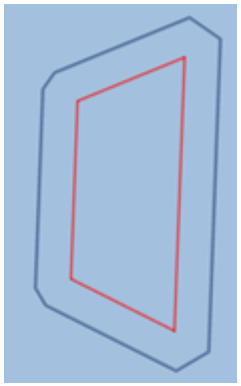
EG D701W HEBRIDES	581454N 0130000W - 580135N 0120000W - 572125N 0120000W - 573126N 0130000W - 581454N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701WZ HEBRIDES FBZ	Oceanic 29nm / NOTA ADQ Verified Coordinates: 584733.6835N 0130633.6593W - 582440.6030N 0112305.5886W - 581004.4556N 0110514.8317W - 570632.2784N 0110649.1527W - 570000.0000N 0112336.2148W (rhumbline) - 570000.0000N 0125240.6705W - 570625.7130N 0133212.1030W - 572140.2850N 0135332.7455W - 583000.2903N 0135516.0714W - 584733.6835N 0130633.6593W	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only

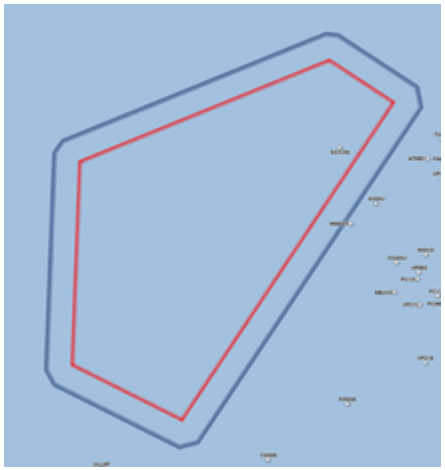
			
EG D701X HEBRIDES	573126N 0130000W - 572125N 0120000W - 564357N 0120000W - 573126N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701XZ HEBRIDES FBZ	Oceanic – 29nm Domestic / NOTA 5nm ADQ Verified Coordinates: 580502.9480N 0132125.3805W -	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only

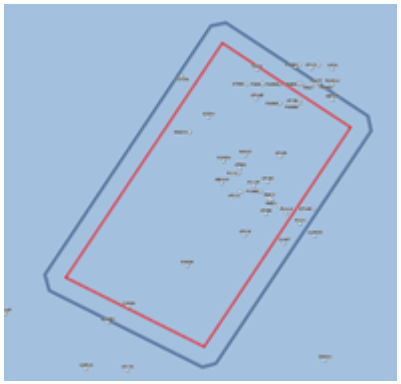
	574603.0594N 0112644.3316W - 573040.5775N 0110614.0651W - 570000.0000N 0110658.3333W - 564015.1083N 0115056.2538W - 563805.6598N 0120344.8894W - 570000.0000N 0132430.6904W - 572208.6973N 0135333.4393W - 574037.6216N 0135400.7554W - 580502.9480N 0132125.3805W. 		
EG D701Y HEBRIDES	573809N 0073422W - 572324N 0072233W - 572253N 0072531W - 573347N 0074803W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573809N 0073422W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons. Service: DAAIS: Scottish Information on 127.275 MHz

			Contact: Pre-flight information: Range Control, Tel: 01870-604449. Danger Area Authority: DE&S. Hours: Activated by NOTAM.
EG D701YZ HEBRIDES FBZ	Domestic 5nm ADQ Verified Coordinates: 574321.3262N 0073408.6134W - 574211.6103N 0072728.7881W - 572320.0979N 0071226.9651W - 571919.4619N 0071550.5699W - 571743.5088N 0072502.0281W - 571817.0183N 0072951.6782W - 573144.3196N 0075743.8294W - 573558.8511N 0075659.4845W thence clockwise by the arc of a circle radius 24nm centred on 572004.0000N 0072347.0000W - 574321.3262N 0073408.6134W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

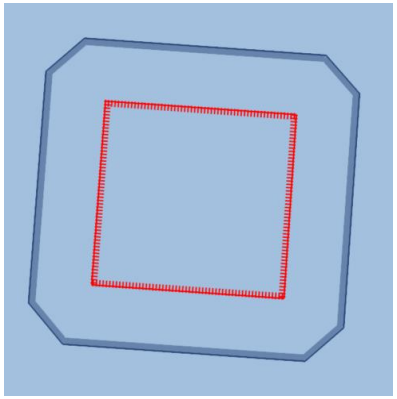
			
EG D712A NORTHERN MDA	585202N 0052659W -581310N 0052344W - 581920N 0055243W -584432N 0055510W -585202N 0052659W	Upper limit: FL660 Lower limit: FL245 Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: Air Combat Manoeuvres / High Energy Manoeuvres / Supersonic Flight. Hours: Activated by NOTAM
EG D712AZ NORTHERN MDA FBZ	5nm buffer ADQ Verified Coordinates: 585743.1454N 0052639.9311W - 585458.3049N 0051734.6705W - 581039.0247N 0051404.7053W - 580731.0099N 0052231.3681W - 581514.2627N 0055848.2094W - 581736.7639N 0060202.3364W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

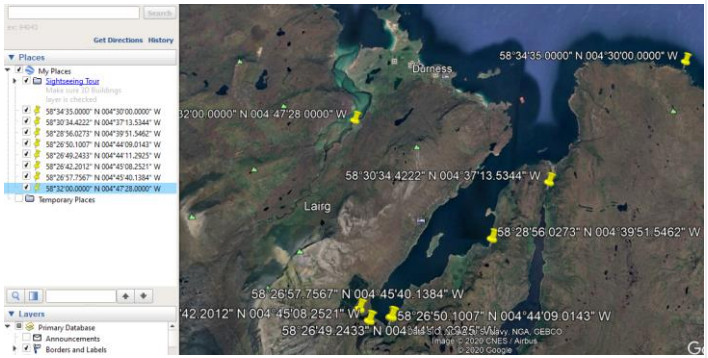
	584544.1618N 0060453.9697W - 584817.0148N 0060205.8438W - 585743.1454N 0052639.9311W 		
EG D712B NORTHERN MDA	591444N 0035801W -590716N 0033308W - 580412N 0044247W -581310N 0052344W -585202N 0052659W - 591444N 0035801W	Upper limit: FL660 Lower limit: FL245 Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: Air Combat Manoeuvres / High Energy Manoeuvres / Supersonic Flight. Hours: Activated by NOTAM
EG D712BZ NORTHERN MDA FBZ	5nm buffer ADQ Verified Coordinates: 591945.4395N 0040003.7067W - 591939.7192N 0035512.9872W - 591031.2864N 0032444.7317W - 590631.1776N 0032244.6540W - 580005.7246N 0043621.1979W - 575852.1952N 0044306.9872W - 580905.7862N 0052951.5456W - 581129.0400N 0053303.1794W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

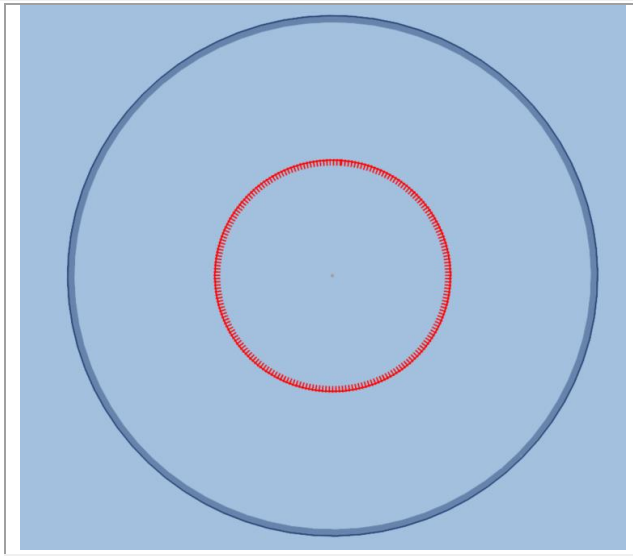
	585316.7746N 0053643.8696W - 585549.0021N 0053353.0592W - 591945.4395N 0040003.7067W 		
EG D712C NORTHERN MDA	590716N 0033308W -584654N 0022720W - 574827N 0033350W -580412N 0044247W -590716N 0033308W	Upper limit: FL660 Lower limit: FL245 Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: Air Combat Manoeuvres / High Energy Manoeuvres / Supersonic Flight. Hours: Activated by NOTAM
EG D712CZ NORTHERN MDA FBZ	5nm buffer. ADQ Verified Coordinates: 591237.2008N 0033140.9350W - 585004.7808N 0021855.0323W - 584603.6790N 0021703.7427W - 574416.8107N 0032735.4303W - 574306.9832N 0033420.4596W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

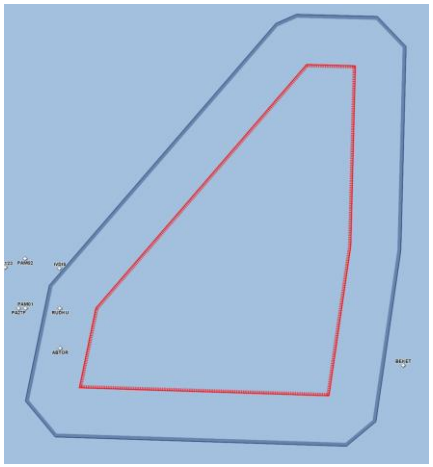
	580028.0352N 0045018.1552W - 580442.0725N 0045303.2222W - 591134.7950N 0033928.7196W - 591237.2008N 0033140.9350W 		
EG D712D NORTHERN MDA	584654N 0022720W -583622N 0015427W - 574000N 0020624W -574000N 0025821W -574827N 0033350W - 584654N 0022720W	Upper limit: FL660 Lower limit: FL245 Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: Air Combat Manoeuvres / High Energy Manoeuvres / Supersonic Flight. Hours: Activated by NOTAM
EG 712DZ NORTHERN MDA FBZ	5nm buffer ADQ Verified Coordinates: 585214.1892N 0022543.1295W - 583949.7243N 0014702.0084W - 583713.4903N 0014437.7513W - 573732.4932N 0015732.5898W - 573500.6823N 0020251.4330W (rhumbline) - 573500.6823N 0030020.7079W - 574446.6905N 0034125.4251W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

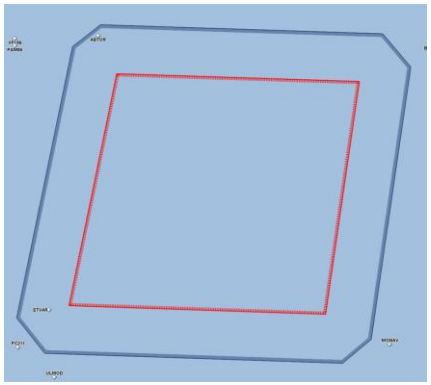
	574902.2472N 0034401.1387W - 585115.7366N 0023328.2104W - 585214.1892N 0022543.1295W 		
EG D801 CAPE WRATH (NORTH WEST)	590000N 0043000W -584500N 0043000W - 584500N 0050000W -590000N 0050000W -590000N 0043000W	Upper limit: 55000ft ALT Lower limit: SFC	AMC - Manageable. Activity: Live Firing / Bombing / Unmanned Aircraft System (VLOS/ BVLOS) Hours: Activated by NOTAM
EG D801Z CAPE WRATH (NORTH WEST) FBZ	5nm buffer ADQ Verified Coordinates: 590458.7316N 0050402.3591W - 590458.7317N 0042557.6452W - 590203.2648N 0042019.4181W - 584255.3529N 0042024.7349W - 584000.2087N 0042603.5651W - 584000.2086N 0050356.4343W - 584255.3580N 0050935.2651W - 590203.2684N 0050940.5818W -	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

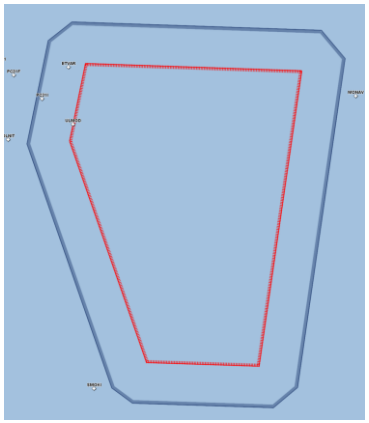
	590458.7316N 0050402.3591W 		
EG D802 CAPE WRATH (SOUTH EAST)	584500N 0043000W - 583435N 0043000W - then along the coastline to 583200N 0044728W - 583200N 0050000W - 584500N 0050000W - 584500N 0043000W	Upper limit: 55000ft ALT Lower limit: SFC	AMC - Manageable. Activity: Live Firing / Bombing / Unmanned Aircraft System (VLOS/ BVLOS) Hours: Activated by NOTAM
EG D802Z CAPE WRATH (SOUTH EAST) FBZ	5nm buffer ADQ Verified Coordinates: 584958.7456N 0050400.6077W 584958.7454N 0042559.3894W 584703.2754N 0042023.5962W 583235.7143N 0042027.5570W 582715.2212N 0043006.7638W 582529.3723N 0043257.0722W 582258.0945N 0043806.8310W 582211.4780N 0044010.7726W 582133.6692N 0044516.5372W 582212.1733N 0044952.7520W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

	582425.5566N 0045426.2053W 582700.8600N 0045522.1538W 582700.4657N 0050355.8650W 582955.5393N 0050931.7185W 584703.2743N 0050936.4036W 584958.7456N 0050400.6077W Created using OS Data Coastline Shapefile, specific points verified using Google Earth: 		
EG D803 GARVIE ISLAND	A circle, 4 nm radius centred at 583705N 0045220W	Upper limit: 40000 ft ALT Lower limit: SFC	AMC - Manageable. Activity: Bombing / Unmanned Aircraft System (VLOS) / High Energy Manoeuvres. Hours: Activated by NOTAM
EG D803Z GARVIE ISLAND FBZ	ADQ Verified Coordinates: A circle, 9 nm radius centred at 583705N 0045220W 5nm buffer:	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

			
EG D809N MORAY FIRTH (NORTH)	592300N 0015130W -592300N 0014200W – 590500N0014200W -585000N 0014526W -585000N 0023314W -585800N 0023040W - 592300N 0015130W	Upper limit: 55000ft ALT Lower limit: SFC Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres. Service: DAAIS: Scottish Information on 133.675 MHz Contact: Pre-flight information: CRC Boulmer, Tel: 01665-572312. Booking: Military Airspace Booking Coordination Cell, Tel: 01489-612495. Danger Area Authority: HQ Air. Hours: Activated by NOTAM.

EG D809NZ MORAY FIRTH (NORTH) FBZ	5nm buffer ADQ Verified Coordinates: 592759.1403N 0015343.3337W - 592759.0293N 0013755.9512W - 592503.4831N 0013212.8692W - 590441.9433N 0013218.6732W - 584731.1309N 0013619.1950W - 584500.0100N 0014149.4619W - 584459.8679N 0023730.3618W - 584827.1667N 0024328.1707W - 590005.3560N 0023947.4808W - 592700.9189N 0015742.5766W - 592759.1403N 0015343.3337W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D809C MORAY FIRTH (CENTRAL)	585000N 0023314W -585000N 0014526W - 582600N 0015049W -582600N 0024048W -585000N 0023314W	Upper limit: 55000ft ALT Lower limit: SFC	AMC - Manageable. Activity: Live Firing / Pilotless Target Aircraft / Air Combat Manoeuvres / High Energy Manoeuvres.

		Vertical Limits subject to FUA Principles	Hours: Activated by NOTAM
EG D809CZ MORAY FIRTH (CENTRAL) FBZ	5nm buffer ADQ Verified Coordinates: 585458.5621N 0023648.7964W - 585458.3929N 0014103.8288W - 585137.5472N 0013522.1074W - 582331.4044N 0014148.0093W - 582059.9637N 0014714.7767W - 582059.7891N 0024508.8573W - 582430.7071N 0025053.5075W - 585236.3728N 0024209.7531W - 585458.5621N 0023648.7964W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EG D809S MORAY FIRTH (SOUTH)	582600N 0024048W -582600N 0015049W - 575000N 0015840W -575000N 0022415W -581630N 0024345W - 582600N 0024048W	Upper limit: 55000ft ALT Lower limit: SFC Vertical Limits subject to FUA Principles	AMC - Manageable. Activity: Live Firing / Pilotless Target Aircraft / Air Combat Manoeuvres / High Energy Manoeuvres. Hours: Activated by NOTAM

EG D809SZ MORAY FIRTH (SOUTH) FBZ	5nm buffer ADQ Verified Coordinates 583058.5534N 0024420.7271W - 583058.3806N 0014629.9553W - 582737.8301N 0014052.2539W - 574732.0353N 0014947.4641W - 574500.2783N 0015507.8109W - 574500.3621N 0022707.1069W - 574644.9807N 0023154.6296W - 581556.6523N 0025330.6340W - 582836.0345N 0024938.1273W - 583058.5534N 0024420.7271W 	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

1.14 ENR 6 – En-route Charts

1.14.1 Charts requiring amendment are:

ENR 6-45 - DELEGATION of ATS RESPONSIBILITIES - WITHIN NORTH SEA UPPER AIRSPACE – Add FRA boundary and remove Upper ATS Routes and CDRs as required.

ENR 6-49 – DELEGATION of ATS RESPONSIBILITIES - WITHIN THE SHANNON UIR – Remove Hebrides UTA boundary. Add FRA boundary and remove ATS Routes and CDRs as required.

ENR 6-53 - DELEGATION of ATS RESPONSIBILITIES - WITHIN THE NORTHWESTERN CORNER of the SCOTTISH FIR/UIR and ALONG THE COMMON SCOTTISH and REYKJAVIK FIR/UIR BOUNDARY – Remove Upper ATS Routes and CDRs.

ENR 6-60 - NOTA, SOTA AND SHANNON UPPER AIRSPACE - Remove Upper ATS Routes and CDRs.

ENR 6-67 - TEMPORARY RESERVED AREAS (GLIDING) in CLASS C AIRSPACE ABOVE FL240 in THE SCOTTISH ACC AREA - Remove Upper ATS Routes and CDRs as required.

ENR 6-70 - UPPER AIRSPACE CONTROL AREA AND UPPER ATS ROUTES (SOUTH SHEET) – Re-Purpose and Re-Name chart for FRA iaw ERNIP P1. Remove Hebrides UTA and DRA boundaries. Add FRA boundary. Redefine North Sea Reduced Co-Ordination Area Boundary. Remove Upper ATS Routes and CDRs as required. Remove point arrows in adjacent States, all adjacent States have FRA.

ENR 6-71 - UPPER AIRSPACE CONTROL AREA AND UPPER ATS ROUTES (NORTH SHEET) – Re-Purpose and Re-Name chart for FRA iaw ERNIP P1. Remove Hebrides UTA and DRA boundaries. Add FRA boundary. Redefine North Sea Reduced Co-Ordination Area Boundary. Remove Upper ATS Routes and CDRs as required. Remove point arrows in adjacent States, all adjacent States have FRA.

ENR 6-77 - THE HEBRIDES RANGE EG D701 and DIRECT ROUTE AIRSPACE (DRA) – Delete in total

1.15 STARS

1.15.1 AD 2. EGPF-7-4 (BRUCE 1G STAR)

In Route Designator Box (VIA), Add – FRA

1.15.2 AD 2. EGBB-7-3 (MAKUX 1B STAR)

In Route Designator Box (VIA), Remove ~~L15, Q38~~ Add - FRA