

16 September 2015  
Reference: E0002430

Dear XXXX

I am writing in respect of your request of 6 August 2015 for the release of information held by the Civil Aviation Authority (CAA), and I am sorry for the delay in our response.

Your request:

*Please provide copies of the documents considered by the CAA in its review of the Highlands Restricted Area (R610 series) announced in Information Notice IN-2013/177, together with the conclusions of the review.*

This was subsequently clarified as *information that was provided to you in response to the request is what I am looking for.*

Our response:

Having considered your request in line with the provisions of the Environmental Information Regulations 2004 (EIR), we are able to provide the information below.

A copy of the information provided to the CAA in response to the request in Information Notice IN-2013/177 is provided in attachment 1. We have redacted some personal information in accordance with Regulation 13 of the EIRs as to release the information would be unfair to the individuals concerned and would therefore contravene the first data protection principle that personal data shall be processed fairly and lawfully. A copy of this exception to the duty to disclose can be found below.

Turning to your request for the conclusions of the review, we recently published three Notice to Airmen (NOTAM) advising the aviation community that “restriction of flying regulations made under Article 96 of Air Navigation Order 2005 for the Scottish Highland Area is revoked with immediate effect”. A copy of each NOTAM is provided in attachment 2.

These will be followed by an Aeronautical Information Circular (AIC) (Y063/2015) which will be published on 1 October 2015. AIC’s are notices containing information that does not

**Civil Aviation Authority**

Aviation House Gatwick Airport South Gatwick RH6 0YR [www.caa.co.uk](http://www.caa.co.uk)

Telephone 01293 768512 [foi.requests@caa.co.uk](mailto:foi.requests@caa.co.uk)

qualify for the origination of a NOTAM or for inclusion in the Aeronautical Information Publication. As a general rule, AICs refer to subjects that are of an administrative rather than an operational nature. They are, however, also used to publish advanced warnings of impending operational changes and to add explanation or emphasis on matters of safety or operational significance. Aeronautical chart issues and corrections are also notified through the medium of the AIC.

Finally, the En-Route section (ENR 5.1) of the UK Aeronautical Information Publication (AIP) will be updated on the 12 November 2015 as part of AIRAC (Aeronautical Information Regulation and Control) cycle 12/2015.

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Caroline Chalk  
Head of External Information Services  
Civil Aviation Authority  
Aviation House  
Gatwick Airport South  
Gatwick  
RH6 0YR

[caroline.chalk@caa.co.uk](mailto:caroline.chalk@caa.co.uk)

The CAA has a formal internal review process for dealing with appeals or complaints in connection with requests under the Environmental Information Regulations. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office  
FOI/EIR Complaints Resolution  
Wycliffe House  
Water Lane  
Wilmslow  
SK9 5AF

[www.ico.gov.uk/complaints.aspx](http://www.ico.gov.uk/complaints.aspx)

If you wish to request further information from the CAA, please use the form on the CAA website at <http://www.caa.co.uk/application.aspx?catid=286&pagetype=65&appid=24>.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M Stevens'.

Mark Stevens  
External Response Manager

## **CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE**

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

## **Environmental Information Regulations – Regulations 13**

(1) To the extent that the information requested includes personal data of which the applicant is not the data subject and as respects which either the first or second condition below is satisfied, a public authority shall not disclose the personal data.

(2) The first condition is—

(a) in a case where the information falls within any of paragraphs (a) to (d) of the definition of “data” in section 1(1) of the Data Protection Act 1998, that the disclosure of the information to a member of the public otherwise than under these Regulations would contravene—

(i) any of the data protection principles; or

(ii) section 10 of that Act (right to prevent processing likely to cause damage or distress) and in all the circumstances of the case, the public interest in not disclosing the information outweighs the public interest in disclosing it; and

(b) in any other case, that the disclosure of the information to a member of the public otherwise than under these Regulations would contravene any of the data protection principles if the exemptions in section 33A(1) of the Data Protection Act 1998(1) (which relate to manual data held by public authorities) were disregarded.

(3) The second condition is that by virtue of any provision of Part IV of the Data Protection Act 1998 the information is exempt from section 7(1) of that Act and, in all the circumstances of the case, the public interest in not disclosing the information outweighs the public interest in disclosing it.

(4) In determining whether anything done before 24th October 2007 would contravene any of the data protection principles, the exemptions in Part III of Schedule 8 to the Data Protection Act 1998 shall be disregarded.

(5) For the purposes of this regulation a public authority may respond to a request by neither confirming nor denying whether such information exists and is held by the public authority, whether or not it holds such information, to the extent that—

(a) the giving to a member of the public of the confirmation or denial would contravene any of the data protection principles or section 10 of the Data Protection Act 1998 or would do so if the exemptions in section 33A(1) of that Act were disregarded; or

(b) by virtue of any provision of Part IV of the Data Protection Act 1998, the information is exempt from section 7(1)(a) of that Act.

Walker James

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From: DAATM-Airspace SO1 (Robertson, Douglas Cdr) <DAATM-AirspaceSO1@mod.uk>  
Sent: 06 February 2014 16:26  
To: Moyes Richard  
Cc: [REDACTED]  
Subject: 00140205-MOD\_Requirement\_For\_R610-U

Dicko

Having consulted with the relevant military stakeholders, through the Low Flying Operations Squadron, it can be confirmed that in order to maintain operational capability the MOD and USAFE still have a requirement to retain the Highland Restricted Area (R610) in order to conduct Terrain Following Radar (TFR) sorties. While it is noted that the level of activity in R610 has been minimal in the last year, the level of activity is likely to increase as Squadrons return from deployed operations. With the introduction of CV-22 into the UK by USAFE, which is IMC TFR capable, there will be an increasing requirement from 352 SOG to conduct these sorties. In addition, while the MC-130J currently does not have the capability to perform IMC TFR, it would be getting this capability in the next 2 to 3 years, again highlighting that future demands for R610 are likely to increase. From a 1Gp perspective, it was highlighted that there was no specific requirement for IMC TFR; however, there is a requirement for low-level flying training, including TFR. While this could be conducted under VFR, if IMC conditions are encountered, it is important that the ability to continue TFR training is not impaired.

Focussing on potential future usage, it has been estimated from an RAF perspective the probable requirement for IMC TFR could be 100 hours per year. For USAFE, as 352 SOG continues to grow with crews and aircraft, the number of sorties is projected to grow to 15-20 low level missions per month in the near term, hence access to R610 is seen as vital to future low flying training. While the airspace requirement is clear, it should be recognised that the MOD is more than willing to apply the principles of Flexible Use of Airspace (FUA) in the context of R610. It is understood that the legal status of the airspace makes the application of FUA more difficult; however, should the CAA identify a solution that would allow the airspace to be safely "switched on/off" then the MOD would be willing to consider alternative solutions, for example the use of a RA(T) or establishment of Temporary Restricted Airspace that is "switched on/off", providing the airspace in question offered an equivalent level of protection to that of R610. Notwithstanding this, the following points are of note:

- ♦ With uncertainties in weather and aircraft serviceability, an extended lead in time for booking and activation of the airspace would not be acceptable.
- ♦ Consideration could be given to amending the hours of operation.
- ♦ A change in shape of R610 could be desirable, to better align the orientation of R610 across the highest hills and ridges. That said, the current lateral limits are ideal from a training perspective, as it provides the aircrew with varied terrain to meet sortie length and other training objectives. Any reduction in size could result in the need for more frequent use which in turn would have a detrimental impact on airframe hours and fuel use.

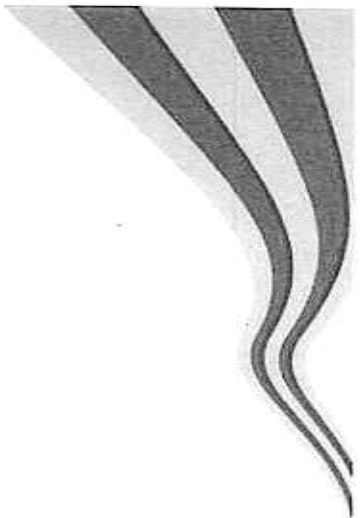
Yours

*Doug Robertson*

D M ROBERTSON | Cdr RN | SO1 Airspace | DAATM | 6th Floor | CAA House | 45-59 Kingsway | London | WC2B 6TE | Military Network: 96453 6574 | Civilian Telephone: 0207 453 6574 | DII:  
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Operational Policy  
Operations, Strategy  
Corporate & Technical Centre  
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Whiteley  
PO15 7FL

Squadron Leader Richard Moyes  
Safety and Airspace Regulation Group  
Civil Aviation Authority  
CAA House  
45-59 Kingsway  
LONDON  
WC2B 6TE

30<sup>th</sup> January 2014

**NATS Response: Review of the Highlands Restricted Area – R610 Series**

Dear Squadron Leader Richard Moyes.

Thank you for providing NATS the opportunity to respond to the review of the Highlands R610 Series. We have consulted with relevant units in NATS and have no comment on the current restricted area, which in its present form does not impact NATS operations.

Should the review lead to changes, for example to the timings and/or dimensions of the Restricted Area, NATS request the Sponsor invites NATS Prestwick to their design review. Changes to the series have the potential to impact NATS controlled airspace.

Thank you for considering our comments. Please do not hesitate to contact me if you require any further clarification of our comments.

Kind Regards

[Redacted signature]

**Walker James**

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**Subject:** FW: Review of the Highlands Restricted Area - R610

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**From:** [REDACTED]  
**Sent:** 18 November 2013 15:57  
**To:** Moyes Richard  
**Subject:** Review of the Highlands Restricted Area - R610

Dear Richard,

I am [REDACTED] of the Scottish Aero Club, the largest flying club in Scotland with some 250 members operating around 80 aircraft based at Perth Airport.

I understand the CAA is conducting a review of the R610 series of restricted airspace, which I understand is now used infrequently by the military. On behalf our members, I would like to request that our collective view be considered in the deliberations. We recognise the following points.

1. The area is huge, and covers some of the most attractive airspace in the UK for recreational flying.
2. We accept that the military does require access, from time-to-time, to an area of low population density for low-level flying and may occasionally conduct larger-scale exercises.
3. These are unlikely to be ad-hoc flights, but will have been planned in advance.
4. Given the huge area, and the alleged low usage by the military, it seems unrealistic to make the whole space off-limits for a significant period each week, regardless of activity.
5. I personally am aware that it is possible to request access from the low flying booking cell at RAF Wittering, but this is poorly communicated, and I suspect under-utilised.
6. The CAA is developing the flexible use of airspace (FUA) concept, particularly for Class G airspace.

Given the above points we propose that if, indeed, there remains a need for the military to have exclusive access to this area this should be promulgated by Notam on an as-needed basis. Notam information is now much more readily understandable, particularly when made widely available at no charge, through software applications such as Skydemon. If a Notam covering R610 was issued weekly with activity times and locations, it would be simple for pilots to develop a habit of regularly looking for this information prior to planning a trip to the North-West. We consider that this arrangement is much more likely to be used effectively than the current RAF Wittering arrangement.

I look forward to hearing from you in due course.



Regards...

  
Scottish Aero Club

Walker James

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Subject: FW: Addendum to HIAL return - R610 series review  
Attachments: considerations for EGPB GNSS 13.pptx

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From: [REDACTED]  
Sent: 28 March 2014 08:00  
To: Moyes Richard  
Cc: [REDACTED]  
Subject: Addendum to HIAL return - R610 series review

Hi Dicko

Following on from the HIAL consultation return regarding the review of HRA 610 series, I wanted to bring a further matter to your attention as an addendum to my reply of 31 Jan 14 under the auspices of supporting the FAS concept. If it's not too late to form part of your decision process, I'd like you to consider the impact the HRA is now having on GNSS approaches to RW13 at Wick. The designs were not available at the end of January and could not have been foreseen.

From the West particularly, but also from the South, there is a safety requirement to hold ac up at 6000ft in respect of the HRA, thus leaving insufficient track miles to be at IAWP1 in the region of 3600 to facilitate a normal 3<sup>rd</sup> approach to the runway; unstable approach is a specific likelihood. You will see from the ppt presentation that shortening and realigning the IAWF/IF leg is an option but I have indicated a preferred option to 'drawback' the corner of the HRA to facilitate a standard full GNSS plate. This will also facilitate further aspiration of implementing SID/STAR in support of the GNSS approaches at Wick; design constraints will look for a buffer to be established between any SID/STAR and R610. Currently, there is not sufficient space to successfully achieve this in relation to the standard plate at slide 1.

Cheers

[REDACTED]

IAWP 1 for 13

[REDACTED]  
HIAL  
Head Office, Inverness Airport, Inverness IV2 7JB  
[REDACTED]

**Walker James**

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**Subject:** FW: R601 - Potential Solution to use EU Law within SERA by promulgating a Temporary Restricted Area

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**From:** [REDACTED]  
**Sent:** 04 February 2014 17:56  
**To:** Moyes Richard  
**Cc:** [REDACTED]  
**Subject:** R601 - Potential Solution to use EU Law within SERA by promulgating a Temporary Restricted Area

Dicko,

TRAs and TSAs are all to do with Airspace Management and SESAR, etc, so may not be appropriate here yet (although v 3.0 of the European Airspace Management Handbook speaks about them).

Legally, as far as SERA is concerned, it speaks about Prohibited Areas and Restricted Areas that have been 'duly published'. There is no mention of permanent (nor is there of temporary) but all during the SERA work we have understood that they can be temporary or permanent to be as flexible as possible. The CAA's SERA lead is Dave Drake who could advise.

The SERA quote is:

COMMISSION IMPLEMENTING REGULATION (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010

## **SERA.3145 Prohibited areas and restricted areas**

Aircraft shall not be flown in a prohibited area, or in a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the Member State over whose territory the areas are established.

103. 'prohibited area' means an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited;

111. 'restricted area' means an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions;

SERA is law from 4 Dec 12, although most States including the UK have derogated until 4 Dec 14 with the UK intending to implement 13 Nov 13 (an AIRAC date).

Sorry for coming over 'heated'!

[REDACTED]

[REDACTED]

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**Walker James**

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**Subject:** FW: Information Notice 2013/177 HRA

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 02 December 2013 12:17  
**To:** Moyes Richard  
**Subject:** Information Notice 2013/177 HRA

Dicko

PDG Helicopters has an interest in developments regarding the Highland Restricted Area as we frequently operate in and through it.

Our preference would be for the Restricted Area to be removed!  
But I do live in the real world and so the next best thing is Access.

The current procedures allow for easy booking of transits along established routes. Please could those routes be shown on a map in the AIC (and possibly on the military and CAA maps too).

The opening hours of these routes are 1500 to 1700 local. Is there any chance that those might be extended to, say, 1900 for any of our helicopters coming back late?

The Achnasheen Route does not actually require a booking (the AIC doesn't make that clear but that is what the LFBC tell me).  
Given that mobile phone coverage out in the highlands and islands is notoriously patchy, bookings can sometimes be difficult so could that presumption of access be extended to the other routes too?

We do sometimes carry out underslung load operations within the HRA under CANP bookings.

The difficulty arises when one wants to fly a track away from one of the established routes, for example to route from a CANP to a route or to outside the HRA. Oh dear, that can be very difficult if not impossible to book even if the main routes are available. I don't know why, but I suspect the LFBC internal procedures may be rather convoluted. Could those be streamlined?

That's it from PDG. I hope it doesn't sound like we're asking for too much. We're not leisure fliers - we're professionals trying to do a difficult job, just like the military.

Regards



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Please visit our website at [www.pdghelicopters.com](http://www.pdghelicopters.com)

**Walker James**

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**Subject:** FW: R610 Review; HIAL response

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**From:** [REDACTED]  
**Sent:** 28 January 2014 12:02  
**To:** Moyes Richard  
**Cc:** [REDACTED]  
**Subject:** R610 Review; HIAL response

Hi Dicko

I have canvassed the HIAL ATSUs in relation to their view of how the HRA impacts their operations in terms of its procedures, dimensions, timings, and supporting references as requested. The observations of HIAL ATSUs are summarised as follows:

#### Dimensions

- Whilst HRA dimensions have no critical adverse effect on IAPs at any HIAL ATSU, they are taken into account.
  - Wick for example restrict traffic from the W/SW to F70 rather than SA F50, until within 10DME, and as a non-surveillance Unit, are not capable of monitoring for airspace infringement.
  - Inverness, you will be aware, are undergoing an ACP process which is impacted by the HRA and its Tain Access corridor. However, only HRA drawback is likely to change the impact.

#### Procedure and Timing

CAP740 details UK Airspace Management Policy. Specifically, the UK subscribes to the European Air Traffic Management Programme (EATMP) and one of its major objectives, the Flexible Use of Airspace (FUA) Concept. The basis for the FUA Concept is that airspace should not be designated as either military or civil airspace but should be considered as one continuum and used flexibly on a day-to-day basis. Consequently, any necessary segregation of airspace should only be of a temporary nature.

- R610 is not considered compliant with the above policy. I am not aware of any NOTAM action having ever been made deactivating the airspace during periods when it is not required and I would be very surprised if the current published hours reflect anywhere near the actual usage of the airspace. Whilst there is a facility designed to allow access to the airspace on a pre-requested basis, subject to planned use, there is nothing to allow its use on an opportunity basis.

- Procedures are available to access the airspace by aircraft connected with the emergency services in the event of an emergency requiring airborne assistance, once the airspace has been cleared of any military aircraft. However there is currently no published procedure for allowing access to aircraft in emergency situations. I have concerns that aircraft, particularly rotary or small fixed wing experiencing icing conditions are not provided with methods to facilitate safe entry to the airspace; risk of more severe incident is exacerbated due to the topographical harshness of the HRA region which lies within LCLD airspace.
- In conclusion I feel that the LLBC should be more responsive to actual and planned use of the airspace by deactivating when there is no planned activity. As an example, EGD703 (Tain AWR) have reached local agreement with Lossiemouth and Inverness through an LOA to share the airspace on a tactical basis. In terms of the HRA, it would have a positive benefit on all airspace users, especially GA.
- Procedures should be published which provide a common frequency for use by airspaces users and/or an ATSU which will facilitate emergency penetration when required.

PS, I believe you are taking over as the case officer for the Inverness ACP from Andy Sinclair, and I look forward to meeting you in the very near future.

Cheers

[REDACTED]

[REDACTED]

HAL

Head Office, Inverness Airport, Inverness IV2 7JB

[REDACTED]

[www.hial.co.uk](http://www.hial.co.uk)

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**From:** Moyes Richard [<mailto:Richard.Moyes@caa.co.uk>]

**Sent:** 13 November 2013 11:06

**To:** [REDACTED]

**Subject:** R610 Review

[REDACTED]

Please excuse this tardy email and for me coming to you direct – I hope I've come through to the right person. I am the desk officer within the CAA who oversees the processes and entry into the AIP for the Highlands Restricted Area (R610). Part of this role includes a review of the HRA and I wanted to ensure that Inverness has the opportunity to feed into this review. Attached is the Information Notice that I recently issued and I'd be grateful for any comments that you may have.



Yours Aye,

*Dicko*

Dicko Moyes | Squadron Leader | Safety and Airspace Regulator

Safety and Airspace Regulation Group | Civil Aviation Authority | CAA House | 45-59 Kingsway | LONDON | WC2B 6TE

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**Walker James**

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**Subject:** FW: R610 REVIEW

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**From:** Tom Hardie  
**Sent:** Fri 31/01/2014 00:01  
**To:** Sqn Ldr "Dicko" Moyes ([richard.moyes@caa.co.uk](mailto:richard.moyes@caa.co.uk))  
**Subject:** R610 REVIEW

Dear Dicko,

Due to the vagaries of e-mail please acknowledge receipt of this e-mail.

Thank you for the opportunity to partake in the review of the Highlands Restricted Area as announced in CAA Information Notice 2103/177.

This response is on behalf of the General Aviation Alliance (GAA). The GAA is a group of organisations representing, as far as possible, all UK General Aviation (GA), and Sports and Recreational Aviation interests (S&RA). The Alliance coordinates some 72,000 subscription-paying members of these bodies and it is estimated that in total more than 100,000 people participate overall. Activities cover parachuting, hang gliding, gliding, ballooning, sport and recreational flying in light and microlight aircraft and in helicopters. The objective of the GAA is to co-operate and engage with government departments and other relevant organisations and bodies on regulatory and directly related matters to support and progress the activities of the sector. The GAA takes a balanced view on proposals for airspace change and where it is shown to be necessary it supports it.

This response has been agreed by the member bodies of the GAA and represents the view of their constituency of 72,000 airspace users. Individual associations may also submit responses to deal with issues specific to their operation.

Where we use the term R610 in the rest of this response please take it to mean R610A, R610B, R610C & R610D. R610 was designed and implemented to protect military IFR Terrain Following Radar (TFR) flights from all other traffic and vice versa. When not activated normal Class G rules apply and the usual eclectic mix of traffic exists as elsewhere in the UK. From various conversations we believe that there are currently very very few IFR TFR flights using R610. We hope that, although not necessarily relevant to future usage, a breakdown of usage for the past few years will be included in a publicly available review response document.

The processes to gain access to R610 when it is active are awkward, and for some operations impossible so changing a Restricted Area into a Prohibited Area. The problems are created by the many and various combinations of factors including the following: the Scottish weather, the terrain, radio communication limitations, mobile phone coverage, short notice operational requirements, the 3.5 hour limit, the 6 hour helicopter limit, etc.

We understand the need for R610 to continue to exist to protect the few IFR TFR flights that do take place but believe the following:

1. R610 was established for IFR TFR flights and should not be activated or used for anything else without a fresh consultation,

2. As long as they are still appropriate for the IFR TFR flights it makes sense to retain the lateral and vertical definitions of R610.
3. If the lateral and vertical extent could be reduced that would be good.
4. The current processes for gaining a clearance to enter R610 when it is active are completely disproportionate, and in some cases impossible, especially when compared to the quantity of IFR TFR flights using it.
5. It should be possible to timetable IFR TFR flights so that R610 can be turned on and off in a much more proportionate way, and with relatively recent improvements in NOTAM dissemination such as SkyDemon the information can be readily and simply available to pilots.
6. It should be possible to timetable IFR TFR flights so that R610's activity can be planned and disseminated on the Friday for the following week's activities. We believe that even leaving the SI in place, which is probably preferable as a new SI or changes to the existing one will incur a time penalty (see point 9. below), it should be possible for the LFBC to issue a "blanket" clearance for all aircraft every Friday that covers all the periods of R610's hours for the following week that are not required for IFR TFR flights. If this clearance were to be issued by NOTAM it would be readily available to all pilots.
7. Similarly it should be possible to tactically issue further "blanket" clearances should a planned sortie or sorties be subsequently cancelled.
8. Should any consideration be given to altering R610's hours or when planning sorties having spring, summer and autumn IFR TFR use of R610 limited to starting as late in the day as possible makes a significant difference for soaring aircraft. Having it start any earlier than the current 14:00 local would effectively kill the whole day for all soaring aircraft, and currently does so for all hang glider and paraglider pilots wishing to fly in the vicinity.
9. We would greatly appreciate it if the new arrangements could be in place for this year's soaring season, i.e. as soon as possible.

Regards

Tom  
ALO  
BHPA  
and on behalf of the GAA

[REDACTED]  
[REDACTED]  
[REDACTED]  
Fax: upon request  
[REDACTED]

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180744 EUECYIYN

(J0617/15 NOTAMR J0545/15

Q) EGPX/QRRCH/IV/BO /W /000/050/5745N00453W065

A) EGPX B) 1508180743 C) 1508312359

E) AMENDMENT TO RESTRICTED AREA EG R610 A/B/C/D COMPLEX (THE  
HIGHLANDS).

RESTRICTION OF FLYING REGULATIONS MADE UNDER ARTICLE 96 OF AIR  
NAVIGATION ORDER 2005 FOR THE SCOTTISH HIGHLANDS AREA IS REVOKED WITH  
IMMEDIATE EFFECT.

ALL RESTRICTIONS RELATING TO THIS AREA ARE CANCELLED. THE AREA WILL  
BE RE-ESTABLISHED AND PROMULGATED WITH ADEQUATE WARNING TIME BY  
NOTAM WHEN REQUIRED FOR OPERATIONAL LOW-FLYING TRAINING, WHEN  
ACTIVATED ACCESS MAY BE AVAILABLE BY PRIOR CO-ORDINATION WITH UK LOW  
FLYING BOOKING CELL (UKLFBC). THE AREA WILL REMAIN ON ALL RELEVANT  
CHARTS TO AID NAVIGATION WHEN ESTABLISHED. LISTING IN UK AIP ENR 5.1  
WILL BE AMENDED TO OUTLINE PROCEDURES FOR ESTABLISHMENT AND  
NOTIFICATION. 14-06-0730/AS6

F) SFC G) 5000FT AMSL)

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AFP5671 191445

GG EGULZXAG EGULZXBO EGULZXCG EGUNZXAO EGUNZXAS EGUNZXCO EGUNZXEO  
EGUUYVYX EGUNYWYO EGUMZXGO EGVAYWYO EGVEZGZW EGVFZGZX EGVHZXAO  
EGVNYWYF EGVNZXBO EGVNZXCO EGVOYWYO EGVOZRZX EGVPIWYO EGVVYWYO  
191444 EUECYIYN

(J0628/15 NOTAMR J0617/15

Q) EGPX/QRRCH/IV/EO /W /000/050/5745N00453W065

A) EGPX B) 1508191444 C) 1511112359

E) RESTRICTION OF FLYING REGULATIONS MADE UNDER ARTICLE 96 OF AIR  
NAVIGATION ORDER 2005 FOR THE SCOTTISH HIGHLANDS EG R610A/B/C/D WAS  
REVOKED 04 AUG 2015. ALL RESTRICTIONS RELATING TO THIS AREA ARE  
CANCELLED. THE AREA WILL BE RE-ESTABLISHED WHEN REQUIRED FOR  
OPERATIONAL LOW-FLYING TRAINING WITH TIMES PROMULGATED IN ADVANCE BY  
NOTAM. WHEN ACTIVE, ACCESS MAY BE AVAILABLE BY CO-ORDINATION WITH  
UK LOW-FLYING BOOKING CELL (UKLFBC). THE AREA WILL REMAIN ON CHARTS  
TO AID NAVIGATION WHEN ACTIVE. AIC Y063/2015 TO BE PUBLISHED 01 OCT  
2015 REFERS. UK AIP ENR 5.1 WILL BE UPDATED BY AIRAC 12/2015 ON 12  
NOV 2015. 14-06-0730/AS4.

F) SFC G) 5000FT AMSL)

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AFP5710 031626

GG EGULZXBO EGULZXCG EGUNZXAO EGUNZXAS EGUNZXCO EGUNZXEO EGUUYVYX  
EGUWYWYO EGUNZXGO EGVAYWYO EGVEZGZW EGVFZGZX EGVHZXAO EGVNYWYF  
EGVNZXBO EGVNZXCO EGVOYWYO EGVOZRZX EGVFYWYO EGVVYWYO EGVVYWYP  
031625 EUECYIYN

(J0545/15 NOTAMN .

Q) EGPX/QRRCH/IV/BO /W /000/050/5740N00440W070

A) EGPX B) 1508040001 C) 1508181000

E) AMENDMENT TO RESTRICTED AREA EG R610 A/B/C/D COMPLEX (THE  
HIGHLANDS).

RESTRICTION OF FLYING REGULATIONS MADE UNDER ARTICLE 96 OF AIR  
NAVIGATION ORDER 2005 FOR THE SCOTTISH HIGHLANDS AREA IS REVOKED WITH  
IMMEDIATE EFFECT.

ALL RESTRICTIONS RELATING TO THIS AREA ARE CANCELLED. THE AREA WILL  
BE RE-ESTABLISHED AND PROMULGATED WITH ADEQUATE WARNING TIME BY  
NOTAM WHEN REQUIRED FOR OPERATIONAL LOW-FLYING TRAINING, WHEN  
ACTIVATED ACCESS MAY BE AVAILABLE BY PRIOR COORDINATION WITH UK LOW  
FLYING BOOKING CELL (UKLFBC). THE AREA WILL REMAIN ON ALL RELEVANT  
CHARTS TO AID NAVIGATION WHEN ESTABLISHED. LISTING IN UK AIP ENR 5.1  
WILL BE AMENDED TO OUTLINE PROCEDURES FOR ESTABLISHMENT AND  
NOTIFICATION.

14-06-0730/AS6

F) SFC G) 5000FT AMSL)