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JATCRU Eastern Radar

M SARGENT  
ATCO II

8ER/03/14

16 November 1987

Dear Mike

TRANSFER OF CIVIL FACILITIES FROM WATTON TO LATCC

After much discussion you will be 'pleased' to know it has been decided that the transfer of civil operations from Watton to LATCC will take place during the night 4/5 March 1988.

It is intended to maintain the civil element at a state of operational readiness for a period after the above date - just in case it all goes pear shaped at LATCC.

Following the visit of the men from PSG today and tomorrow, posting notices will be sent to one and all and these notices will be affective NOT BEFORE 1 APRIL 1988. Thats all for now! As any more information comes to hand I will let you know.

Yours

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

J M Frampton  
Manager  
Civil Air Traffic Services  
Eastern Radar  
Watton

16 November 1987

## MATS PT 2 NORTH SEA SECTOR (PROVISIONAL)

Attached is a provisional version of the North Sea Sector procedures, for use when the Eastern Radar (Civil) task is moved to LATCC. It is printed on pink paper to distinguish it from the final version, which will be published later in standard MATS Pt 2 form. The provisional procedures are to be used for training and validation purposes.

The procedures are provisional because negotiations are not yet complete on a number of items, including:

- a) the extension of 5nm radar separation beyond 120 nm for Claxby and Debden.
- b) the availability to LATCC of more eastbound flight levels on UA37 at DANDI (para 3.4.2).
- c) the need to retain the procedural separations at DANDI/GORDO (para 2.5).
- d) consultation on strip displays is not complete.
- e) adaptation of SSR label exit letters.
- f) the implementation dates are not known for SILVA (on request RP) to replace SVP, and for a 'level-by' fix on UA37, 85 DME from Dover. It has proved impossible to establish a formal en-route hold at the latter position, because the protected area would cover much of East Anglia and some of the Amsterdam UIR.

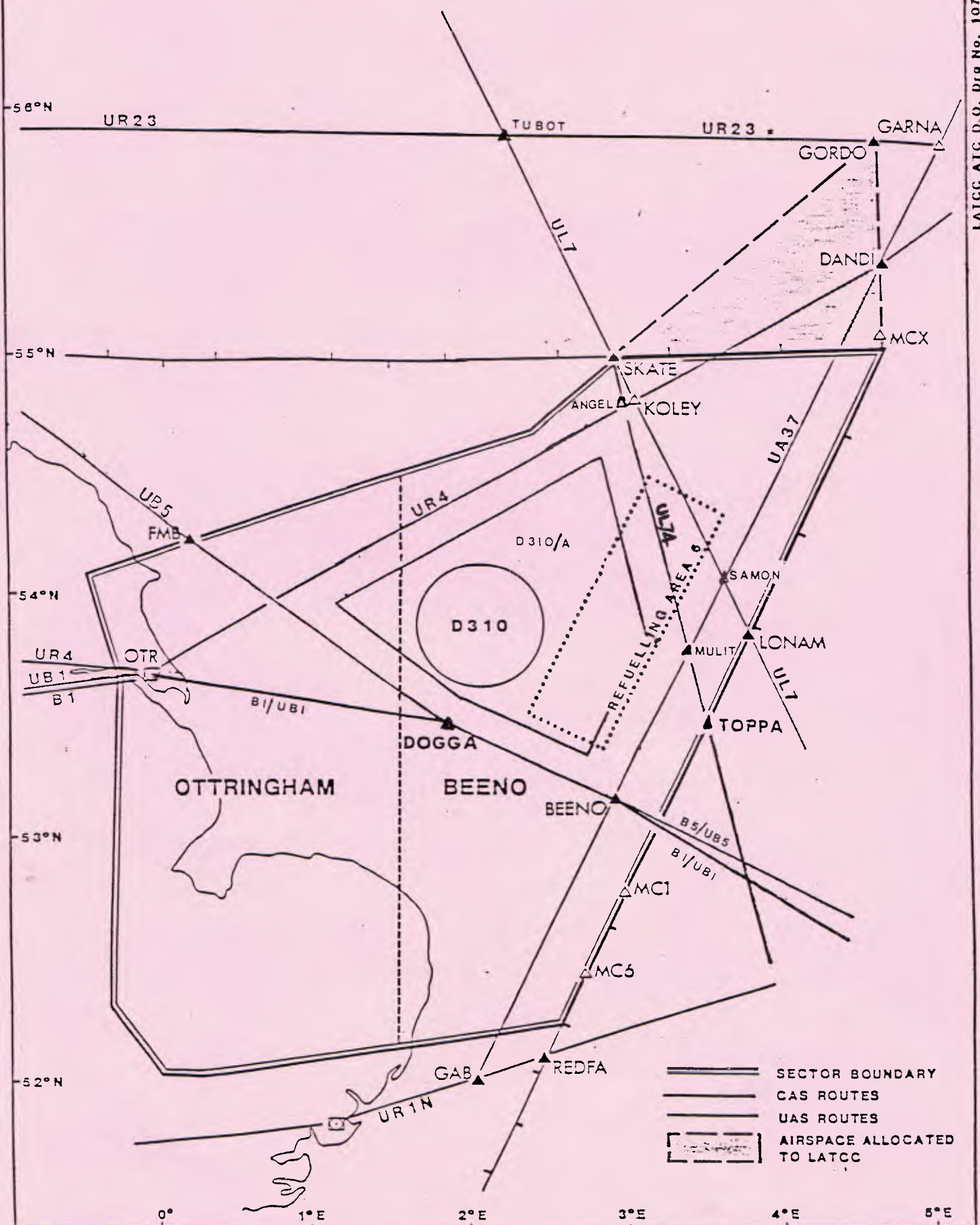
Any errors or omissions should be brought to the notice of the Head of ATC (Ops)1, either directly or through the LATCC Training Section.

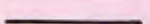

It is intended that the final version of the MATS Pt 2 Section (including a new map) will be published before the start of the new procedures; a brief TOI only will then be required.

6 January 1988

NORTH SEA SECTOR - Area of responsibility and allocated routes

LATCC ATC D.O. Drg No. 1077 10-7-80



-  SECTOR BOUNDARY
-  CAS ROUTES
-  UAS ROUTES
-  AIRSPACE ALLOCATED TO LATCC

# Manual of Air Traffic Services Part 2

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## NORTH SEA SECTOR

### CHAPTER 1

#### 1. AREA OF RESPONSIBILITY AND SECTOR ORGANISATION

##### 1.1 Area of Responsibility

##### 1.1.1 The Sector airspace is that part of UAS, CAS and ADRs contained within straight lines joining the following points:

N5500 E00500-N5500 E00307-N5442 E00230-N5405 W00035-N5340 W00020-N5220 W00020-N5204 00000-N5204 E00016-N5215 E00235-N5500 E00500

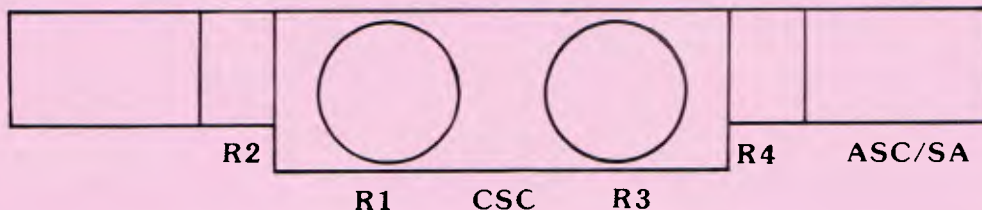
The triangle of airspace above FL245 bounded by GORDO - N5500 E00500 - N5500 E00307 is delegated to LATCC, although the airspace continues to be designated as Scottish UIR (see para 3.1.3 for procedures).

The sector may be sub-divided along the line E00135. The east sector will be designated BEENO sector and the west designated Ottringham sector.

Details of the Area of Responsibility are shown on the sector map.

##### 1.2 Sector Organisation

The LATCC North Sea Sector layout is as shown below.



Provision is made for Civil Sector Controllers to operate from:

- a) R1 Ottringham SC
- b) R3 BEENO SC

The Civil ASC and Sector Assistant will operate from the right hand of the suite.

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The active flight progress boards will carry designators as shown below.

SVP	OTR	DOGGA	DOGGA	BEENO
			ANGEL/ KOLEY	SAMON
			GAB	MULIT

The ASC/SA flight progress board will be:

FAMBO	SKATE	BEENO	DANDI

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## CHAPTER 2

### 2. ROUTES AND PROCEDURES

#### 2.1 Routes

The standard routes are shown on the Sector map.

On Airway B1, FLs 150 and 160 are reserved for Air Defence traffic between 5nm east of OTR and 5nm west of BEENO.

Civil aircraft are not to be cleared to fly at these levels. Civil aircraft may be climbed or descended through these levels at the discretion of the controller, bearing in mind radar performance and the possibility of the sudden appearance of high speed aircraft. In such cases, pilots are to be advised of the possible presence of high speed military aircraft not under the control of any agency and, for that reason, radar advisory service only can be provided.

#### 2.2 Procedures - Off-Route GAT

After normal week day/night flying has finished, or during Bank Holidays when no routine military sorties are planned, GAT may be cleared to operate off-route over the North Sea, south of N5500 subject to the following conditions.

##### 2.2.1 When Eastern Radar (Mil) is operating:

- (a) Communist World aircraft (as detailed in MATS Part 2,) will continue to route via airways or Upper ATS routes.
- (b) Other GAT will be allowed to operate off-route only at the discretion of the Eastern the (Military) Supervisor, and Neatishead. NOTE: both agencies must approve before GAT may be cleared to operate off-route.
- (c) GAT will remain/return on-route during Eastern Military Radar Contingency operations.

NOTE: Rather than co-ordinating individual aircraft, para 2.2.1 (b) above will normally be implemented by arranging a "block" clearance to operate off route. Whilst arranging this "block" clearance, arrangements may be made for GAT to be considered 'on route' for the purpose of co-ordination. This will ensure that although GAT track may be off route, the military controllers will initiate any co-ordination required.

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2.2.2 When Eastern Radar (Mil) is not operating:

- (a) Authorisation for GAT to operate off route over the North Sea south of N5500 is to be obtained from LATCC Mil Supervisor.

NOTE: Regardless of the availability of Eastern radar (Military) whenever Air Defence Priority Flights or "Special" flights are expected, North Sea Sector Controllers may not authorise off-route GAT.

2.2.3 Civil/Military Co-ordination

North Sea Sector co-ordination will be initiated between controllers working aircraft which are potentially in conflict, in accordance with the standard NATS rules concerning co-ordination. These rules are currently defined in Joint Field HQ/HQ11 Group Joint Operating Instruction No. 1/85.

During normal North Sea Sector operations the co-ordination will be carried out with Eastern (Military) and Neatishead. Only when the Eastern (Military) task is being carried out at LATCC (for contingency or other reasons) will LATCC (Military) be directly involved. At these times the North Sea SCs or CSC are responsible for initiating co-ordination in respect of off-route GAT.

2.3 Procedures - Responsibilities of Sector Staff

2.3.1 The duties of the CSC, Sector Controllers, Assistant Sector Controller and Sector Assistant are as defined in Section 1 Chapter 31.

2.4 Procedures - Standing Agreements for Transfer of Control

The agreed level for traffic inbound to the MTMA airfields or Leeds and entering the POL sector via OTR is:

FL240

The agreed level for traffic outbound from the MTMA airfields or Leeds and leaving the PCL Sector via OTR is:

FL230

NOTE: The MTMA airfields, for this purpose, are Manchester International, Woodford, Liverpool and Hawarden.

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### 2.5 Procedures - Separation Standards UR23, UR4, UA37

Where horizontal separation is not provided, vertical separation will be provided between aircraft on Upper ATS Routes UR23, UR4 and UA37 at true airspeeds exceeding 360 kts as follows:

(i) UR23 and UR4

Eastbound UR23 - by GORDO minus 10 minutes  
Eastbound UR4 - by DANDI minus 10 minutes  
Westbound UR4 - until DANDI plus 10 minutes

(ii) UR4 and UA37

Eastbound UR4 - by DANDI minus 15 minutes  
Westbound UR4 - until DANDI plus 15 minutes  
Eastbound UA37 - by DANDI minus 15 minutes  
Westbound UA37 - until DANDI plus 15 minutes

(iii) UR23 and UA37

Eastbound UR23 - by GORDO minus 10 minutes  
Eastbound UA37 - by DANDI minus 5 minutes  
Westbound UA37 - until DANDI plus 5 minutes

When the TAS of an aircraft is 360kts or less these times must be increased by 5 minutes.

### 2.6 Procedures - Aircraft operating below UL74.

Operators have been advised that:

Aircraft using UL74 on westbound tracks must cross the Amsterdam/London boundary at or above FL245 as there is no coincident airway in the UK FIR. Alternatively, aircraft may flight plan via B1, UB5 and UR38.

In addition, the military authorities have granted on route status to UL74 traffic which does not cross the FIR boundary at FL245 or above. Thus GAT climbing into UL74 will have priority of passage over DAT and OAT, and MATO and GE controllers will initiate co-ordination, in accordance with standard procedures, when DAT/OAT is likely to conflict with such GAT, regardless of its level.



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## CHAPTER 3

### 3. PROCEDURES - ADJACENT SECTORS AND UNITS

#### 3.1 Co-ordination with Scottish ATCC

##### 3.1.1 ScATCC - Data Transfer

During the operating hours of 9020D, estimates are passed to and from ScATCC by Automatic Data Interchange; procedures for this are in Chapter 8 of this Section

When Automatic Data Interchange is not in use, all data transfer between ScATCC and the North Sea Sector is by telephone, in accordance with the tables at para 3.10

The ScATCC Flight Level Allocation System is detailed at para 4.1

Individual telephone co-ordination is required whenever the flight level contained in an estimate message is an Opposite Direction Level (ODL).

##### 3.1.2 ScATCC - Longitudinal Separation

Five minutes planned longitudinal separation may be applied between aircraft at the same cruising level and flying on the same track, provided that:

- (a) The relevant aircraft are monitored by radar and the actual distance between the aircraft does not fall below 30 nm.
- (b) Five minutes longitudinal separation applies to UB5 only. UL7 and UL74 are excluded, and 10 minutes is to be applied.

##### 3.1.3 ScATCC-Delegated Airspace

Although the airspace bounded by GORDO - N5500 E00307 - N5500 E00500 above FL245 is designated as Scottish UIR, LATCC is the delegated controlling authority. Because the North Sea Sector is responsible for providing separation on eastbound aircraft entering the Copenhagen UIR at or between GORDO and N5500, ScATCC will co-ordinate all aircraft entering this area, ScATCC will be responsible for passing eastbound estimates to Copenhagen on traffic passing through this area, following co-ordination with the North Sea Sector.

To minimise the need for such co-ordination, it has been agreed that ScATCC may use FL250 and FL290 eastbound on UR23 without co-ordination with LATCC.

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### 2.5 Procedures - Separation Standards UR23, UR4, UA37

Where horizontal separation is not provided, vertical separation will be provided between aircraft on Upper ATS Routes UR23, UR4 and UA37 at true airspeeds exceeding 360 kts as follows:

(i) UR23 and UR4

Eastbound UR23 - by GORDO minus 10 minutes  
Eastbound UR4 - by DANDI minus 10 minutes  
Westbound UR4 - until DANDI plus 10 minutes

(ii) UR4 and UA37

Eastbound UR4 - by DANDI minus 15 minutes  
Westbound UR4 - until DANDI plus 15 minutes  
Eastbound UA37 - by DANDI minus 15 minutes  
Westbound UA37 - until DANDI plus 15 minutes

(iii) UR23 and UA37

Eastbound UR23 - by GORDO minus 10 minutes  
Eastbound UA37 - by DANDI minus 5 minutes  
Westbound UA37 - until DANDI plus 5 minutes

When the TAS of an aircraft is 360kts or less these times must be increased by 5 minutes.

### 2.6 Procedures - Aircraft operating below UL74.

Operators have been advised that:

Aircraft using UL74 on westbound tracks must cross the Amsterdam/London boundary at or above FL245 as there is no coincident airway in the UK FIR. Alternatively, aircraft may flight plan via B1, UB5 and UR38.

In addition, the military authorities have granted on route status to UL74 traffic which does not cross the FIR boundary at FL245 or above. Thus GAT climbing into UL74 will have priority of passage over DAT and OAT, and MATO and GE controllers will initiate co-ordination, in accordance with standard procedures, when DAT/OAT is likely to conflict with such GAT, regardless of its level.

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Should LATCC require the use of FL250 and FL290 eastbound on UR37, it follows that the North Sea Sector must co-ordinate with ScATCC before allocating these levels.

### 3.1.4 ScATCC - Westbound Traffic South of GORDO

Estimates on traffic crossing E00500 South of GORDO will be passed by Copenhagen to LATCC. Where this traffic will route via the Scottish UIR (such as off-route Copenhagen - Newcastle flights) LATCC is to pass the estimate to ScATCC S26 and specify a transfer point.

Copenhagen will normally instruct this traffic to contact the North Sea Sector, but North Sea Sector may have communications transferred direct to Border Radar or ScATCC.

### 3.2 Co-ordination with Amsterdam ACC

#### 3.2.1 Amsterdam ACC is responsible for the whole of the Amsterdam FIR below FL300.

#### 3.2.2 Amsterdam - Data Transfer

All data transfer between LATCC and Amsterdam is by telephone, in accordance with the tables at para 3.10. Estimate messages are to include the aircraft's 9020D SSR code and requested flight level. Time revisions of 5 minutes or more are to be passed. Flight Level revisions within 5 minutes of the FIR/UIR boundary are subject to the approval of the receiving centre.

North Atlantic traffic departing from Amsterdam (EHAM) via BEENO intending to operate above FL245, shall be spaced by a five minute departure sequence.

The North Sea Flight Level Allocation System, affecting Amsterdam traffic, is detailed in para 4.2.

#### 3.2.3 Amsterdam - Provision of Separation

##### 3.2.3.1 Eastbound on UB1/UB5/UL74

The North Sea Sector is responsible for providing vertical or horizontal separation between eastbound traffic on UB1/UB5 and UL74, to prevent conflicts at the intersections in Amsterdam airspace.

Note: UNIDO, the intersection of UB5 and UL74 is equidistant from BEENO and TOPPA.

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Traffic inbound to Amsterdam/Brussels FIRs via UB1/UB5 and UL74 which conflict in Amsterdam airspace will be the subject of individual co-ordination and/or radar handovers as required.

### 3.2.3.2 Westbound on UL7/UL74

At weekends, when both UL7 and UL74 are available, Amsterdam is responsible for providing vertical or horizontal separation between westbound traffic at TOPPA and LONAM, to prevent conflicts as the routes converge at SKATE.

### 3.2.4 Amsterdam - Transfer of Control

Whenever practicable, North Sea Sector will release eastbound aircraft on B1/UB1 to the control of Amsterdam ACC at BEENO. Aircraft intending to land within the Amsterdam FIR (EHxx destinations) are to be descended by LATCC to cross:

BEENO or TOPPA at FL270 or below, as co-ordinated.  
LONAM at FL290 or below, as co-ordinated.

Aircraft intending to land within the Brussels FIR (EBxx destinations only, ELLX inbounds are excluded) are to be descended by LATCC to cross:

BEENO, TOPPA or LONAM at FL290 or below, as co-ordinated.

Westbound aircraft, departing from Amsterdam and climbing to levels above FL170, will be cleared to cross BEENO at FL170 or above climbing, but will not be cleared to a level above FL240 without prior co-ordination.

Westbound aircraft departing from Amsterdam and climbing to levels above FL245 will be cleared to cross TOPPA at FL250 or above climbing but will not be cleared above FL260 without co-ordination.

### 3.2.5 Amsterdam - Longitudinal Separation (Westbound and Eastbound)

Five minutes planned longitudinal separation may be applied between aircraft at the same cruising level and flying on the same track, provided that the relevant aircraft are monitored by radar and the actual distance between the aircraft does not fall below 30nm.

Reduced longitudinal separation may be suspended during North Sea FLAS (para 4.2), or at other times by agreement between the respective Watch Supervisors.

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### 3.2.6 Amsterdam - Radar Handover (Westbound and Eastbound)

3.2.6.1 Amsterdam do not use the expression 'radar handover'; instead they use the ICAO term 'transfer of radar control'.

3.2.6.2 Standard radar handovers (transfers of radar control) are approved for use between LATCC and Amsterdam, subject to the serviceability of the respective radars and two-way direct speech facilities between the radar positions.

3.2.6.3 Transfer of radar control may be affected without verbal exchange of radar identity (ie radar handovers may be silent) between the North Sea Sector and Amsterdam, both westbound and eastbound, provided that:

- (a) Labelled SSR displays (including Mode C) are serviceable at both units.
- (b) Direct radar-to-radar telephone lines between both units are serviceable
- (c) The aircraft concerned must be following the same route, and spaced by a minimum of 15 nm along the route.
- (d) The receiving controller must be informed by telephone of any vectoring instructions or level restrictions still applying to the aircraft at the point of transfer.

NOTE: The 15 nm in condition (c) is not a separation standard, it is the minimum spacing required for a silent radar handover. For planning and data transfer purposes vertical or longitudinal separation is to be applied.

3.2.6.4 If it becomes necessary to terminate radar handover procedures, this will be agreed between the respective Watch Supervisors, and not the Sector radar controllers concerned, except in emergency due to loss of radar, and five minutes notice is to be given when possible.

### 3.3 Co-ordination with Maastricht UAC

3.3.1 Maastricht UAC is responsible for the whole of the Amsterdam FIR at FL300 and above; this airspace is controlled by the Maastricht Amsterdam Sector.

#### 3.3.2 Maastricht - Data Transfer

During the operating hours of 9020D, estimate messages are transferred between LATCC and Maastricht by On-Line Data Interchange (OLDI). OLDI procedures are detailed in MATS Pt 2 at page 1-16(3) and in Chapter 8 of this Section.

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When OLDI is not in use, data transfer will be by telephone, in accordance with the tables at para 3.10. Estimate messages are to include the aircraft's 9020D SSR code and requested flight level. Time revisions of 5 minutes or more are to be passed. Flight Level revisions within 5 minutes of the FIR/UIR boundary are subject to the approval of the receiving centre. The North Sea Flight Allocation System, affecting Maastricht traffic, is detailed at para 4.2.

The appropriate telephone extensions from the Maastricht PBX are:

- a) Amsterdam Sector Flight Data (abbreviated F4/5) for estimates.
- b) Amsterdam Sector Planner (D7) for revisions and late data transfer.

### 3.3.3 Maastricht - Provision of Separation.

#### 3.3.3.1 Eastbounds on UB1/UB5/UL74

The North Sea Sector is responsible for providing vertical or horizontal separation between eastbound traffic on UB1/UB5 and UL74, to prevent conflicts at the intersections in Maastricht airspace.

Note: UNIDO, the intersection of UB5 and UL74 is equidistant from BEENO and TOPPA.

#### 3.3.3.2 Westbounds on UL7/UL74

At weekends, when both UL7 and UL74 are available, Maastricht is responsible for providing vertical or horizontal separation between westbound traffic at TOPPA and LONAM, to prevent conflicts as the routes converge at SKATE.

### 3.3.4 Maastricht - Longitudinal Separation (Westbound and Eastbound)

Five minutes planned longitudinal separation may be applied between aircraft at the same cruising level and flying on the same track, provided that the relevant aircraft are monitored by radar and the actual distance between the aircraft does not fall below 30nm.

Reduced longitudinal separation may be suspended during North Sea FLAS (para 4.2), or at other times by agreement between the respective Watch Supervisors.

### 3.3.5 Maastricht - Radar Handover (Westbound and Eastbound)

#### 3.3.5.1 Maastricht do not use the expression 'radar handover'; instead they use the ICAO term 'transfer of radar control'.

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3.3.5.2 Standard radar handovers (transfers of radar control) are approved for use between LATCC and Maastricht, subject to the serviceability of the respective radars and two-way direct speech facilities between the radar positions.

3.3.5.3 Transfer of radar control may be affected without verbal exchange of radar identity (ie. radar handovers may be silent) between the North Sea Sector and Maastricht, both westbound and eastbound, provided that:

- a) Labelled SSR displays (including Mode C) are serviceable at both units.
- b) Direct radar-to-radar telephone lines between both units are serviceable.
- c) The aircraft concerned must be following the same route, and spaced by a minimum of 15nm along the route.
- d) The receiving controller must be informed by telephone of any vectoring instructions or level restrictions still applying to the aircraft at the point of transfer.

NOTE: The 15nm in condition (c) is not a separation standard, it is the minimum spacing required for a silent radar handover. For planning and data transfer purposes vertical or longitudinal separation is to be applied.

3.3.5.4 If it becomes necessary to terminate radar handover procedures, this will be agreed between the respective Watch Supervisors, and not the Sector radar controllers concerned, except in emergency due to loss of radar, and five minutes notice is to be given when possible.

3.4 Co-ordination with Copenhagen ACC

3.4.1 Copenhagen - Data Transfer

All data transfer between LATCC and Copenhagen ACC is by telephone, in accordance with the tables at para 3.10.

3.4.2 Copenhagen - Flight Level Allocation

Eastbound flight levels at DANDI/GORDO are allocated by Copenhagen on the following basis:

- FL250 - ScATCC (See Para. 3.1.3)
- FL270 - North Sea Sector
- FL290 - ScATCC (See para. 3.1.3)
- FL330 - North Sea Sector
- FL370 - PPO from Copenhagen

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### 3.4.3 Copenhagen - Longitudinal Separation

Longitudinal separation of 10 minutes is to be used between LATCC and Copenhagen; 5 minutes/30nm longitudinal separation is NOT approved.

### 3.5 Co-ordination with Clacton Sector

3.5.1 All westbound traffic on UA37 is to be co-ordinated with the Clacton Sector.

3.5.2 Between BRAIN and CLN, the CLN SC is to co-ordinate a UAS level for traffic routeing UA37.

### 3.6 Co-ordination with Pole Hill Sector/Manchester Sub-Centre

3.6.1 MTMA inbound traffic from the North Sea Sector operating in accordance with the standing agreement does not require co-ordination with the Pole Hill Sector. All other westbound traffic on B1/UB1 and UR4 must be co-ordinated with Pole Hill Sector or MTMA as appropriate.

### 3.7 Newcastle/Teesside Traffic using UB5.

#### 3.7.1 Newcastle/Teesside Departures (Eastbound)

##### 3.7.1.1 Border Radar (Civil) available.

Departure time, ETA for FAMBO and requested cruising level are to be passed by Border radar (Civil) to North Sea Sector. Border will identify the aircraft to LATCC and transfer it before FAMBO. LATCC will climb the aircraft to its allocated cruising level, but not above FL260 before FAMBO unless co-ordinated with ScATCC Sector 26.

##### 3.7.1.2 Border Radar (Civil) not available.

- a) Newcastle/Teesside will pass the aircraft ATD to North Sea Sector and transfer the aircraft, when airborne, to Border Military.
- b) Border Military is to obtain a joining clearance from North Sea Sector who must co-ordinate with ScATCC Sector 26 if this clearance involves entering ScATCC airspace.



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3.7.1.3 Border Radar (Civil and Military) not available.

- a) Newcastle/Teesside will pass the aircraft ATD to North Sea Sector, and request a joining clearance.
- b) North Sea Sector will issue a clearance to join CAS at DOGGA (ie. FL230 or below)
- c) After RTF contact is established with the joining aircraft, LATCC will issue further climb clearance into UB5. If this climb clearance includes entering ScATCC airspace, LATCC is to co-ordinate with ScATCC Sector 26.

3.7.2 Newcastle/Teesside Arrivals (Westbound)

Estimates, on westbound UB5 traffic inbound to Newcastle or Teesside, are to be passed to ScATCC Sector 26. These estimates are to include cruising level. The control and handover of these aircraft depends on the availability of Border Civil Radar; procedures are detailed below.

3.7.2.1 Border Radar (Civil) available.

LATCC will descend Newcastle/Teesside inbounds to FL260 level by FAMBO and transfer aircraft to Border Civil, unless otherwise co-ordinated with ScATCC. Border will descend traffic out of UB5 and provide radar advisory service until handover to the respective approach control.

3.7.2.2 Border Radar (Civil) not available

After co-ordination with Border Military and Sector 26 at ScATCC, LATCC will clear the aircraft to leave UB5 by descent. When clear of UB5 the aircraft is to be handed over to Border Military, who will effect co-ordination with Newcastle/Teesside as appropriate.

3.7.2.3 Border Radar (Civil and Military) not available

After co-ordination with Sector 26 at ScATCC, LATCC will normally clear the aircraft to leave UB5 by descent, retaining control of the aircraft until through FL245 descending. When clear of UB5 the aircraft may be transferred to the FIR. On occasions LATCC may transfer aircraft to ScATCC Sector 26 at cruising level. ScATCC will then arrange for such aircraft to leave UB5 by descent.

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- 3.8 Co-ordination with Military Units
- 3.8.1 General Principles
- 3.8.1.1 On-route GAT has priority over Operational Air Traffic (OAT) and Defence Air Traffic (DAT) except when OAT or DAT has been granted Non-Deviating Status or Air Defence Priority Flight (ADPF) status. Additionally, certain special flights, (see para 3.9.2) below) which are subject to procedures agreed by NATS JFHQ, have priority of passage over GAT. Since military pilots are not required to comply with ATC instructions in that part of the UIR outside MRSA boundaries, GAT priority cannot be guaranteed.
- 3.8.1.2 Off-route GAT, OAT and DAT have equal priority of passage. However, precedence is to be offered to ADPF's Special Flights and flights that have been granted NDS.
- 3.8.1.3 GAT holding in the Upper Airspace is afforded the same priority as On-route GAT, provided that the appropriate military units have been notified. This notification is to be given by the CSC to the Eastern Military Supervisor who in turn, is to inform the appropriate military units and controllers. If holding takes place when Eastern Military is closed, the MAS Supervisor is to be informed.
- 3.8.1.4 Whenever it appears that a confliction in plan is likely to occur, controllers are to use Mode C, or controller/controller co-ordination, to ensure that the prescribed vertical separation exists. Information derived from Mode C may be used to provide a standard separation between:
- a) Two Aircraft in level flight
  - b) An aircraft in level flight and an aircraft climbing or descending provided the aircraft in level flight will pass below/above the observed level of climbing or descending aircraft.
- 3.8.1.5 When OAT is expected to pass within 5nms and 5000 feet ahead of en-route GAT, the military controller is to co-ordinate on the landline with the civil controller. However, if the military controller is sure that the OAT will pass behind en-route GAT the information obtained from Mode C may be used to apply standard separation, and co-ordination need not then be carried out.

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### 3.8.2 SSR Codes

3.8.2.1 Many military units control aircraft in the North Sea Sector airspace, and the standard military principle applies - the SSR code indicates the controlling authority

Among codes likely to be seen are.

0021 - aircraft operating from a ship  
0022 - helicopter operating from a ship  
0040 - civil North Sea helicopter  
02XX - Eastern Military (except 0210 - Coltishall)  
04XX - Staxton Wold  
1300 to 1327, 15XX, 16XX, 1700 to 1727, 24XX - all NATO  
1400 to 1407 and 1460 to 1477 - Border Civil  
3430 - Binbrook  
3431 - Coltishall  
36XX - Midland  
46XX - Alconbury and Dutch Military  
47XX - Neatishead  
61XX - MAS  
62XX - Border Military and Dutch Military  
65XX - Scottish Military and Honington  
7310 to 7347 - LATCC Special Tasks

3.8.2.2 Outside LATCC, military units do not have code/callsign converted displays, and co-ordination messages will refer to codes only. To assist with this, each civil display has a switch, which allows selection of callsign labels or code labels. It will normally be in the 'callsigns' position, but may be selected to 'codes' for co-ordination purposes.

### 3.9 Co-ordination with Eastern Military

#### 3.9.1 Operating Hours

The operating hours of Eastern Military are:

Monday to Thursday	0700 to 2300 local
Friday	0700 to 1800 local
Saturday, Sunday, Public Holidays	0900 to 1700 local

Occasional opening outside these hours will be notified to the LATCC Watch Supervisor. When Eastern Military is closed, their task is assumed by MAS at LATCC

#### 3.9.2 Non-Deviating Traffic Crossing Upper Air Routes (UARs)

3.9.2.1 Quite frequently there is an urgent operational requirement for non-deviating military aircraft to cross UARs over the North Sea. These aircraft have to be accommodated