International Virtual Aviation Organisation
United Kingdom
Special operations

UK Radar Corridors

Dominic Russell
dominic.russell@ivao.aero
Special Operations Coordinator
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1. Introduction

This guide is intended for both military flights and civilian controllers to understand where the radar corridors in the UK exist and how to request and give permission to use them.

First of all, what is a radar corridor?

Radar corridors exist to allow military aircraft to cross busy areas of airspace when transiting from one side of the country to the other or go from one training area to another.

In total there are 7 of these corridors and each of these can be found on the next page on the map. There is also a description for each showing the nav aids, distance, bearing and flight levels used.

Normally these corridors require prior notice before entry. For requesting on IVAO a recommended time is five minutes before entry and if not possible the request should be made giving the controller as much time as possible to co-ordinate.

If military control is online they will co-ordinate with the civilian authority to allow transit, if not the pilot will call the civilian control. This guide will provide details of the phraseology used in such communications.
2. Map

Below is a map of the Radar corridors (coloured in yellow) in the UK laid over the UK military TACAN route system.

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Swindon Radar Corridor
North Eastern Entry Point: FFA r052 4d
South Western Entry Point: LYE r225 12d
Levels: FL230 (e/b) & FL240 (w/b)

Westcott Radar Corridor
Eastern Entry Point: LKH r285 17d
Western Entry Point: BZN
Levels: FL230 (e/b) & FL240 (w/b)

Daventry Radar Corridor
Eastern Entry Point: DTY r066 26d
Western Entry Point: DTY r246 28d
Levels: FL100

Lichfield Radar Corridor
Eastern Entry Point: EA1 r315 16d
Western Entry Point: HON r297 31d
Levels: FL140

Gamston Radar Corridor Transit
Eastern Entry Point: OTR r260 19d
Western Entry Point: GAM r157 3d
Levels: FL190

Tilni Radar Corridor
Eastern Entry Point: NATEB QDR177 27nm
Western Entry Point: NATEB QDR213 27nm
Levels: FL190

Dean Cross Radar Corridor
Eastern Entry Point: DCS r097 27d
Western Entry Point: DCS r270 13d
Levels: FL190
3. Procedures & Phraseology

3.1 With only civilian control online

<table>
<thead>
<tr>
<th>PILOT</th>
<th>ATC</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIRATE1 LONDON CONTROL</td>
<td>PIRATE1 PASS YOUR MESSAGE</td>
</tr>
<tr>
<td>LONDON GOOD EVENING, PIRATE1 BAE HAWK, CLIMBING FL100 REQUESTING TRANSIT DAVENTRY RADAR CORRIDOR AT FL100, ESTIMATED ENTRY IN 5 MINUTES</td>
<td>PIRATE1, YOU ARE CLEARED TO TRANSIT THE DAVENTRY CORRIDOR AT FL100.</td>
</tr>
<tr>
<td>ROGER CLEARED TO TRANSIT DAVENTRY CORRIDOR AT FL100</td>
<td></td>
</tr>
</tbody>
</table>

Once entering the corridor a radar control service will be given as these are class A airspace.

3.2 With military control online & civilian

When Swanick military is online the aircraft will call them in the same way as above instead of the civilian control. Swanick military will then co-ordinate with the civilian controller.

Swanick military is then to contact the civilian control and request clearance for the transit. Once clearance is given Swanick will clear the aircraft to transit via the corridor. Once the aircraft has cleared the corridor they will contact the civilian control to confirm that the aircraft is now clear.