



International Virtual Aviation Organisation
United Kingdom
Special operations

UK Radar Corridors

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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.

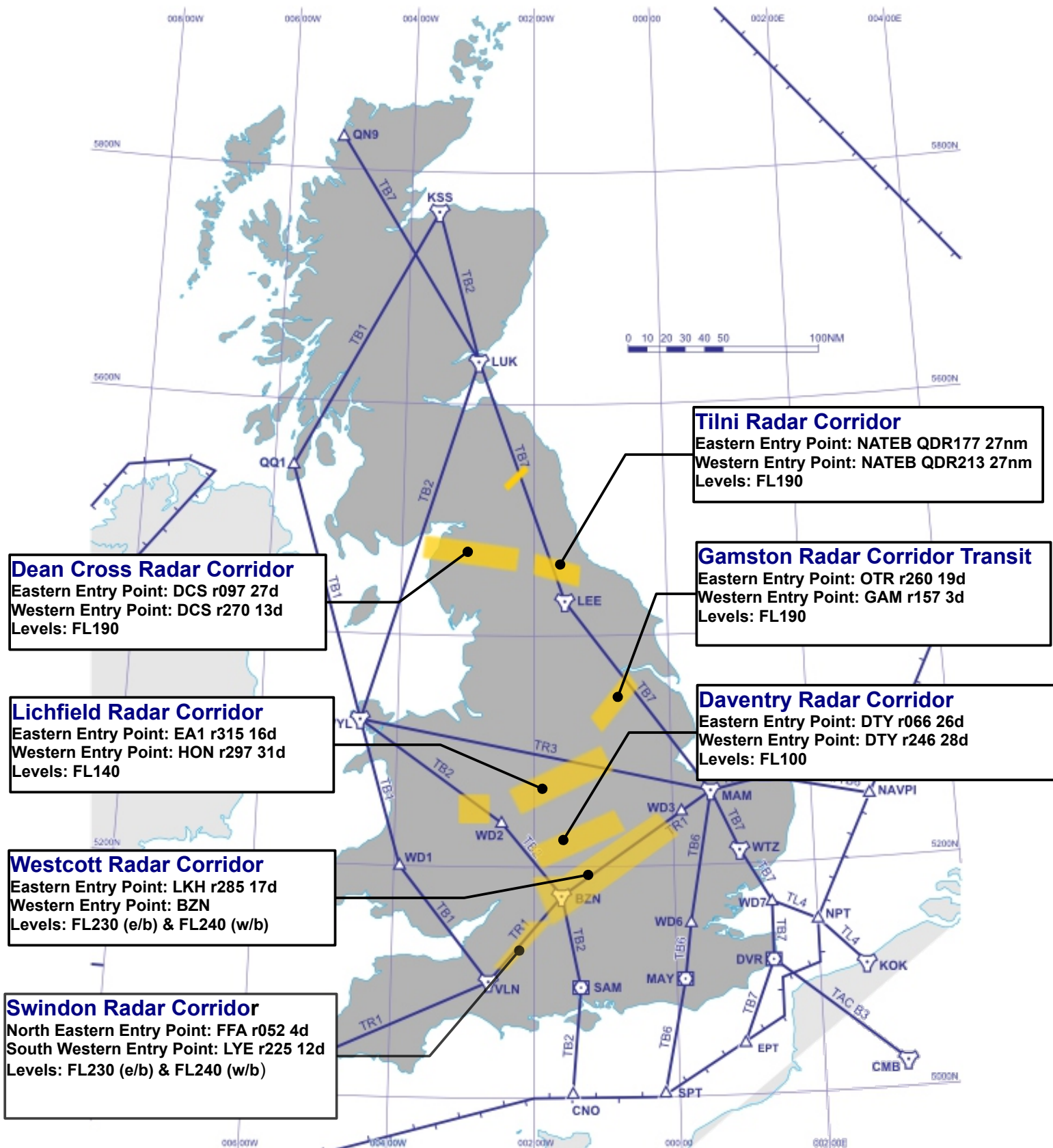
In total there are 7 of these corridors and each of these can be found on the next page on the map. There is also a description for each showing the nav aids, distance, bearing and flight levels used.

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.



3. Procedures & Phraseology

3.1 *With only civilian control online*

PILOT	ATC
PIRATE1 LONDON CONTROL	PIRATE1 PASS YOUR MESSAGE
LONDON GOOD EVENING, PIRATE1 BAE HAWK, CLIMBING FL100 REQUESTING TRANSIT DAVENTRY RADAR CORRIDOR AT FL100, ESTIMATED ENTRY IN 5 MINUTES	PIRATE1, YOU ARE CLEARED TO TRANSIT THE DAVENTRY CORRIDOR AT FL100.
ROGER CLEARED TO TRANSIT DAVENTRY CORRIDOR AT FL100	

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.