

UK Airspace for Garmin GPS

A BASIC USER GUIDE

Airspace primarily intended for hang glider and paraglider pilots. May not include information required and may include information not required. Information included can be guaranteed NEITHER accurate NOR up-to-date.

Please make absolutely sure that you are fully aware of the limitations of these maps including the limitations of the data used in their creation, and therefore the uses to which they may or may not be suitable

DISCLAIMERS

"All data and information contained in any of the data files are provided without guarantee as to their completeness or correctness. Any conclusions drawn from these data and information are the sole responsibility of the user."

"This information may not be accurate or current and is not valid for navigation or flight planning. No warranty of fitness for any purpose is made or implied. Always consult the official publications for current and correct information. This service is provided free of charge with no warranties expressed or implied."

"To be used only at user's discretion. No liability accepted."

AIRSPACE INCLUDED

Three different levels of detail included in the package, as follows

Low detail (simple) map:

- Control Zones (CTR)
- Control Areas (CTA)
- Airways
- Aerodrome Traffic Zones (ATZ)
- Parachute Drop Zones
- Transponder Mandatory Zones (TMZ)
- Radio Mandatory Zones (RMZ)
- Danger areas
- Restricted areas
- Prohibited areas
- HG/PG LOA airspace (***see below**)

Medium detail map (low detail plus...):

- Military Aerodrome Traffic Zones (MATZ)
- Instrument Landing System (ILS) feathers
- Bird Sanctuaries
- Small Arms Ranges
- Flares and Illuminants

High detail map (medium detail plus...):

Air Navigation Obstacles (ANO), tops over 600ft AGL only
High Intensity Radio Transmission Aerials (HIRTA)
Glider aerodromes
Unlicensed aerodromes
Licensed (non-ATZ) aerodromes
Microlight strips
Farm strips
Laser sites
Gas Venting sites (GVS)
Radio Advisory Areas (eg Cambridge, Glasgow/Stornoway)
Restricted Airspace (Temporary) – RA(T) – eg airshows
Radio frequencies (appended to labels)

MAPSETS

Each of the above 'detail' maps is available as part of 3 different mapsets:

Opaque – obscures all of your basemap (if you have one) to the limits of the map displayed, ie maximum northing, easting, southing and westing.

01000001 – low (detail)
01000002 – medium
01000003 – high
01000077 - UK train stations
01000099 – PG/HG max heights

Semi-transparent – basemap visible where not obscured by airspace

01000011 – low
01000012 – medium
01000013 – high
01000077 - UK train stations
01000099 – PG/HG max heights

Transparent – airspace is transparent (outline only) except for CTRs, ATZs, Danger Zones, Prohibited areas, Restricted areas and Para Drop Zones.

01000021 – low
01000022 – medium
01000023 – high
01000077 - UK train stations
01000099 – PG/HG max heights

PG/HG max heights:

One further 'map' is included in each set depicting max open airspace (class G) heights available in easy to read digits on screen for handy reference.

For example, '45' will be displayed in large digits at least once inside an airway block that has a lower limit of 4500ALT, lower limits that are published as a Flight Level are displayed in italics. Additionally, ATZ will show upper limit AMSL (ie aerodrome height + 2000ft) and Parachute Drop Zones will show 'DZ'.

INCLUSIONS AND EXCLUSIONS

Included:

Most onshore Great Britain mainland airspace (under 8000ft) is included, with particular relevance to hang glider and paraglider cross-country flight.

Included airspace should be reasonably accurate and up to date (human error excepted), however it is wholly dependant on the currency of the Openair/TNP source from which the Garmin maps are parsed and compiled. Any queries should be sent to me in the first instance (to eliminate any back end processing issues), otherwise to the contact detailed in the changes section of the ASSelect generated output files.

Not Included:

BGA LOA airspace

Airspace with lower limit FL80/8000ALT or higher

Class C

Class F

Glider wave boxes, turn points or competition sectors

All offshore, NI, Channel Is and French airspace

*HG/PG LOA AIRSPACE

Some letter of agreement airspace is included in all maps. You MUST check with the controlling club or authority named in each agreement for the latest procedural information and obtain agreement to use it. In particular:

Workshop Corridor:

The Workshop corridor is accessible when open only to pilots who have been suitably briefed and are registered as such. For requests for briefings, details of the BHPA Workshop and Upton corridor Notification services and other queries, please visit the Derbyshire Soaring Club website or contact the club Airspace Officer: e-mail: airspace@derbyshiresoaringclub.org.uk. If you use this airspace map you must acknowledge and accept this constraint.

Westbury Danger Area Concessions: Cow Down, The Quarry, Bratton West and Bratton East
These areas may ONLY be used by members of Avon Hang Gliding and Paragliding Club.

For more information see: http://www.avonhgpg.co.uk/sites/westbury_danger_area_concessions.pdf and Telegram group – SW Airspace Notifications

If you use this airspace map you acknowledge and accept all constraints detailed in the above links

Ubley:

These areas may ONLY be used by members of Avon Hang Gliding and Paragliding Club

For more information see http://www.avonhgpg.co.uk/sites/info_ubley_halesland.php

Airspace included is Ubley Glider Block only. For details of the adjacent Halesland Block A see the above link

Dunstable:

Dunstable Gliding Area 1 ("DGA 1") may ONLY be used by members of the Dunstable Hang Gliding and Paragliding Club after they have received a full airspace briefing and are registered as such. The site should not be flown unless you have received a full airspace briefing and are a full member of the club. For more information please see <http://dunstablehpc.com>.

LIMITATIONS

It is intended that these maps when rendered are a close plan-form facsimile of the 1:500,000 scale airspace charts issued by UK CAA/NATS. They do not however have anything like the detail on the printed charts and this must be borne in mind.

The limitations in the use of Garmin mapping GPSs are that they render (in 2D) maps that are designed for use on a flat surface (land), and to an extremely limited extent 3D using land contours and depth soundings. In addition, the Garmin GPS is a strictly passive display and what you are shown on the map page is your current position relative to whatever maps are loaded and then enabled in the MapSource information sub-menu. But with the airspace maps we are trying to fudge the system by defining blocks of airspace, which are obviously 3D, on a 2D platform.

There is no intelligence in the live display that enables vertical navigation, ie an audio or visual warning when in danger of climbing or descending into controlled airspace. You have to do this yourself.

There is no 'run time' facility for enabling or suppressing different types of airspace except by the choice of different levels of detail. However, you can load more than 1 mapset and switch between them as required.

CONCLUSIONS

Which mapset and level of detail you chose will be determined by your personal preferences and goals. To this end the choices available within the package allow for reasonable flexibility despite the limitations of the hardware and the map data sourcing.

REMEMBER - no expression or opinion is made as to the use of these maps, and any warranty as to their fitness for any purpose whatsoever is neither given nor implied.

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