

VFR Entry/Exit Charts showing standard symbols and features

v.2 dated 18/02/09

Extracts from Stansted Control Zone Entry Exit Lanes chart. I suggest obtaining the chart to put this extract into context.
Full chart available free from <http://www.nats-uk.ead-it.com/public/index.php.html>

VRP (Visual Reference Point) symbol. Note that this entry/exit lane ends at the VRP which indicates the edge of Stansted CTA. When told to enter controlled airspace via Audley End VRP then fly to this point and then follow the entry/exit lane. In this case, down the right hand side of the M11.

Dotted line indicates the boundary of this part of the Stansted Control Area (CTA). The box next to it shows altitude limits of the CTA as Class D between 1500 and 3500 feet. So, below 1500 feet in this part of the chart you are not in controlled airspace (CAS). Note that upper CTA limit is the same as lower limit of the London TMA (adjacent box).

The shaded area indicates the Stansted Control Zone (the CTR). Note the altitude box indicates it extends from SFC to 3500'. SFC = Surface. So you cannot fly under the CTR, you are always in CAS where the lower limit is SFC. You can't fly VFR over the CTR either since the adjacent box shows the TMA Class A has a lower limit of 3500'

Further dotted lines show where altitude limits change within the CTA. Compare the two Stansted boxes in each adjacent area.

Shows London TMA Class A airspace altitude limits – shows Class A between 4500 Feet and Flight Level 195. No VFR in Class A but below 4500ft here you are not in CAS.

VFR Entry/Exit Lanes for Stansted. They tend to follow features such as roads, railways, rivers etc and note that when VFR you always fly along the **Right Hand Side** of such features even outside CAS. This gives the captain (left seat) the best view of traffic coming the other way.

Symbol for disused airfield

In this example the lanes end at Puckeridge VRP and Gt Dunmow VRP. These names will be used in your clearance to either enter or exit controlled airspace

Spot heights for terrain avoidance, figures are altitude above sea level

Check all the altitude constraint boxes around the area so you can see when you are in or out of Controlled Airspace. In many areas you can safely fly underneath CAS quite close to major airfields which can be good fun for making controllers nervous !! Take care not to "bust" the altitude limit though.

