

8 Altimeter Setting Procedures

8.1 General Procedures

8.1.1 The Transition Altitude within the United Kingdom is 3000 ft except in or beneath that airspace specified in [paragraph 8.3](#).

8.1.2 Vertical positioning of aircraft when at, or below, any Transition Altitude will be expressed in terms of Altitude. Vertical positioning at, or above, the Transition Level will normally be expressed in terms of Flight Level; in these circumstances, when descending through the Transition Layer, vertical position will be expressed in terms of Altitude and when climbing, in terms of Flight Level. It should not be assumed that separation exists between the Transition Altitude and Transition Level.

8.1.3 Flight Levels are measured with reference to the Standard Pressure datum of 1013.2 millibars. In the UK consecutive Flight Levels above the Transition Level are separated by pressure intervals corresponding to 500 ft in the ISA and above FL 250 by pressure levels corresponding to 1000 ft. FL 250 is not normally used outside the ATS route structure.

8.1.4 Civil aircraft using military aerodromes must conform to military procedures.

8.1.5 QNH and temperature reports for certain aerodromes are given in MET broadcasts and can also be obtained from ATS Units. These QNH values are rounded down to the nearest whole millibar but are available at certain aerodromes in tenths of millibars for landing aircraft on request.

8.2 Altimeter Setting Regions



8.2.1 **Altimeter Setting Regions (ASR).** To make up for any lack of stations reporting actual QNH, the UK has been divided into a number of ASRs for each of which the National Meteorological Office calculates the lowest forecast QNH (Regional Pressure Setting) for each hour. These values are available hourly for the period H+1 to H+2 and may be obtained from all aerodromes having an Air Traffic Service, from the London, Manchester and Scottish ACCs, or by telephone.

8.2.2 The ASRs are listed below, together with the MET Office Codes in parenthesis. The areas covered by these regions are shown on the combined Flight Information Region (FIR) and ASR chart [on next page](#).

Skerry (01)	Holyhead (07)	Chatham (12)	Orkney (17)
Portree (02)	Barnsley (08)	Portland (13)	Marlin (18)
Ratray (03)	Humber (09)	Yarmouth (14)	Petrel (19)
Tyne (04)	Scillies (10)	Cotswold (15)	Skua (20)
Belfast (05)	Wessex (11)	Shetland (16)	Puffin (21)

8.2.3 Airspace within all Control Zones (CTRs), and within and below all Terminal Control Areas (TMAs), Control Areas (CTAs) except Airways and the Daventry and Worthing Control Areas, during their notified hours of operation, do not form part of the ASR Regional Pressure Setting system.

8.2.4 Apart from the exceptions listed at [paragraph 8.2.3](#) when flying at or below the Transition Altitude below TMAs and CTAs, pilots should use the QNH of an adjacent aerodrome. It may be assumed that for aerodromes located beneath such Areas, the differences in QNH values are insignificant. When flying beneath Airways whose base levels are expressed as Altitudes, pilots are recommended to use the QNH of an adjacent aerodrome in order to avoid penetrating the base of Controlled Airspace.

8.2.5 Within the Channel Islands Control Zone, the lowest forecast QNH value is available for terrain clearance purposes.

8.2.6 Pilots operating north of 6130N within the airspace detailed in [UK AIP Section ENR 2.2](#), when not receiving a service from Sumburgh Radar are advised to use the Puffin RPS when flying at or below 3,000 ft.

8.2.7 The QNH settings to be used in the Northern North Sea Radar Service Areas are shown in [UK AIP chart ENR 6-1-15-1](#).

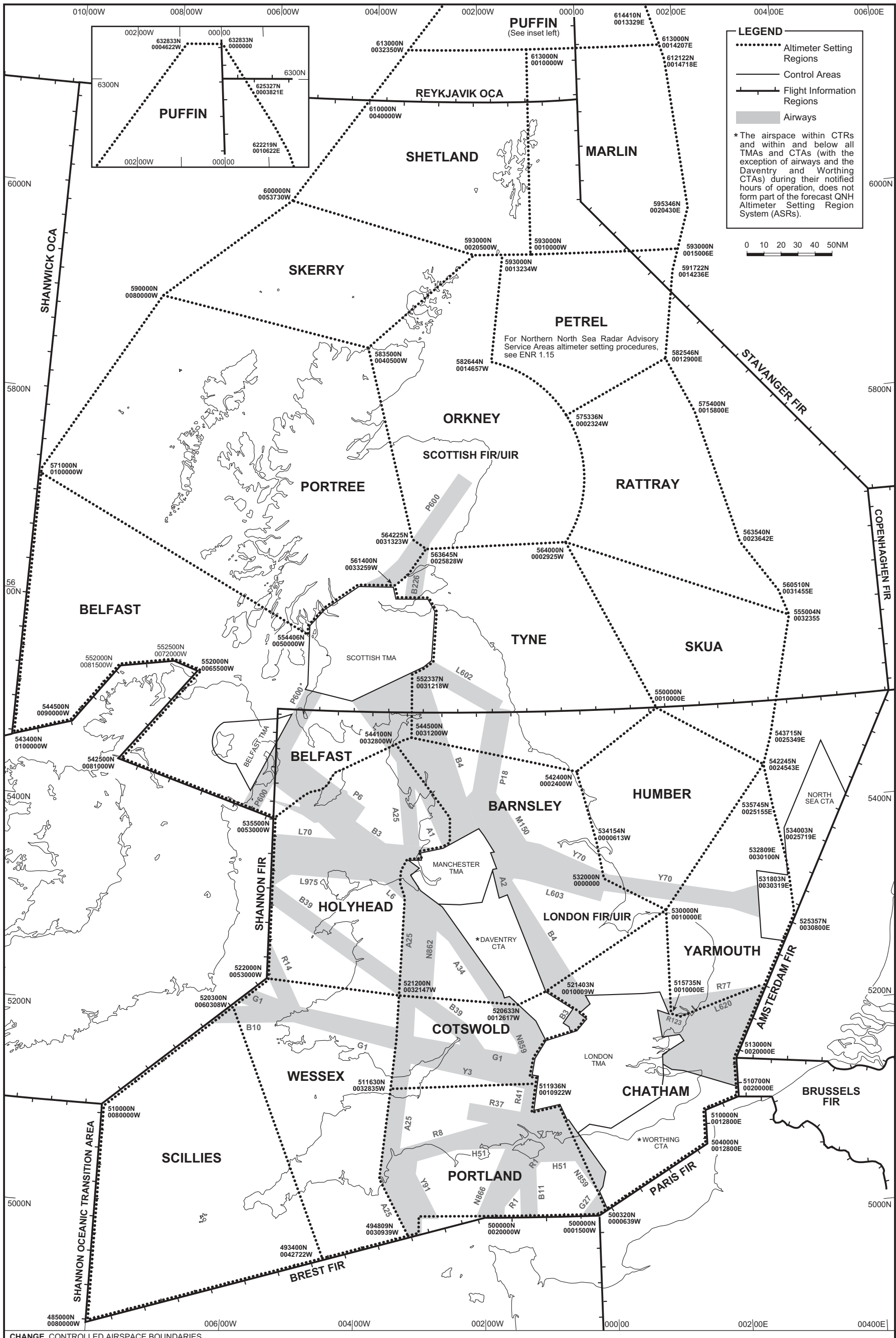
8.3 Selected Transition Altitudes

8.3.1 The following Transition Altitudes apply to flights within **or beneath** the following airspace:

Aberdeen CTR/CTA 6,000 ft	Leeds Bradford CTR/CTA 5,000 ft*
Belfast CTR/TMA 6,000 ft	London TMA 6,000 ft
Birmingham CTR/CTA 4,000 ft	Manchester TMA 5,000 ft
Cardiff CTR/CTA 4,000 ft	Scottish TMA 6,000 ft
East Midlands CTR/CTA 4,000 ft	Solent CTA 4,000 ft*
Edinburgh CTR 6,000 ft	Sumburgh CTR/CTA 6,000 ft*
Glasgow CTR 6,000 ft	Teesside CTR/CTA 6,000 ft*

* **Note:** Outside the notified hours of operation the Transition Altitude is 3000 ft.

UNITED KINGDOM ALTIMETER SETTING AND FLIGHT INFORMATION REGIONS



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- Control Areas
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* The airspace within CTRs and within and below all TMAs and CTAs (with the exception of airways and the Daventry and Worthing CTAs) during their notified hours of operation, does not form part of the forecast QNH Altimeter Setting Region System (ASRs).



CHANGE CONTROLLED AIRSPACE BOUNDARIES. AERO INFO DATE 4 DEC 02 FOR THE LATEST CHANGE IN INFORMATION THIS CHART SHOULD BE CHECKED AGAINST THE ENR SECTION OF THE U.K. AIP