



General Aviation Guidance

October 2024

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About this guidance

This guidance is for owners or agents and captains of General Aviation (GA) aircraft making international flights to and from the UK. It provides information about completing and submitting information about those flights and the persons onboard, and about the aerodromes which must be used to make international GA flights.

Changes from last version of this guidance

- This guidance has been updated to include a consolidated annex on GAR reporting.

General Aviation Flights

Owners or agents and captains of GA aircraft making international flights (including within the Common Travel Area (CTA))¹ are required to report or provide notification of those flights and the persons onboard to Border Force and His Majesty's Revenue and Customs (HMRC). In practice the information provided to Border Force for immigration purposes and shared² with HMRC, the police and the National Crime Agency for customs and policing purposes. In this way the information is used to prevent, detect and investigate crime and terrorism and to facilitate the legitimate passage of persons and goods across the border.

Legislation

Immigration Act 1971

The General Aviation (Persons on Board, Flight Information and Civil Penalties) Regulations 2024 ('the 2024 Regulations') made under paragraph 27BA of Schedule 2 to the Immigration Act 1971 require persons responsible for international GA flights to and from the UK to provide information online and in advance about the flights and the persons on board. This includes international flights within the CTA.

Customs and Excise Management Act 1979

Directions made under sections 35 and 64 of the Customs and Excise Management Act 1979 (CEMA) require the operator or pilot of a GA aircraft to report international and Channel Island flights to or from Great Britain and Northern Ireland.

[The Commissioners' 'Passenger Information Directions'](#) set out which flights are required to report for customs purposes.

Provision of information in compliance with the 2024 Regulations will be treated by the Secretary of State in the exercise of general customs functions in accordance with section 1 of the Borders, Citizenship and Immigration Act 2009 as sufficient for the purposes of the Passenger Information Directions made by the Commissioners for HM Revenue & Customs dated 1 April 2022.

¹ The Common Travel Area comprises the United Kingdom, the Crown Dependencies (the Channel Islands and the Isle of Man) and Ireland.

² With the exception of domestic flights and flights to and from the UK and the Isle of Man information is shared under the statutory duty to share information in section 36 of the Immigration, Asylum and Nationality Act 2006

Terrorism Act 2000

Paragraph 12 of Schedule 7 to the Terrorism Act 2000 applies to international flights to and from the UK within the CTA and to flights between Great Britain and Northern Ireland.

Where the flight is carrying passengers for reward and the UK airport is not police designated, the owner or agents of the aircraft must obtain prior approval from a Police Examining Officer.

In all other cases, where the UK airport is not police designated, the pilot must notify the police at least 12 hours before departure from or arrival at that UK port.

See annex C for further information on how to comply with this requirement. If further information is required, please contact the relevant county/area on the phone numbers provided in Annex B.

Wilful failure to seek approval or notify when required is a criminal offence.

How information about GA flights is used

Information about flights and persons on board is used by Border Force, HMRC, the Police and the National Crime Agency for immigration, customs and policing purposes. Information about their processing of personal information including from GARs can be found in the following privacy information notices:

- [Borders, immigration and citizenship: privacy information notice](#)
- [HMRC Privacy Notice](#)
- www.npcc.police.uk/privacy-policy/
- www.nationalcrimeagency.gov.uk/privacy-and-cookie-policy

Or the privacy information notice for the police area into which the flight is departing or arriving.

Where aircraft can arrive and depart

Designated airports

Airports can have 3 types of designation:

- Customs & Excise
- Immigration
- Police

Pilots and operators using an airport designated as a Customs & Excise airport may fly to or from any destination. All airports designated as immigration ports of entry are also designated as customs & excise airports.

Where an aircraft is carrying any paying passengers (including air taxi and similar arrangements) between Great Britain and Northern Ireland or between the UK and the rest of the CTA the aircraft must use a police designated airport unless specific authority has been given by the relevant police force³.

For customs purposes the locations at which an aircraft may arrive or depart fall into 3 categories. These depend on where in the UK the aircraft is departing or arriving:

- Airports designated as Customs & Excise airports and/or designated immigration ports of entry by the Border Force and/or police designated,
- Aerodromes approved under section 20B of CEMA as a regulated aerodrome, and
- Unregulated aerodromes that are not a Customs & Excise designated airport or a regulated aerodrome. Flights into unregulated aerodromes are restricted:
 - Within Great Britain, unregulated aerodromes are restricted to the operation of domestic flights and flights to and from the Isle of Man only.
 - Within Northern Ireland, unregulated aerodromes are permitted to handle domestic, CTA and EU flights.

Annex A lists the Customs & Excise designated airports, immigration designated airports, police designated airports and approved aerodromes. Not all regulated aerodromes are listed.

Regulated aerodromes

For customs purposes each of the following is a “regulated aerodrome”—

- (a) A customs and excise airport, and
- (b) An aerodrome approved under section 20B of CEMA.

Any other aerodrome is an “unregulated aerodrome”.

³ [Paragraph 12 of Schedule 7 to the Terrorism Act 2000](#)

There are restrictions to the type of traffic which regulated aerodromes approved under section 20B of CEMA may handle. Some regulated aerodromes are not approved to handle the movement of cargo for which a customs import or export declaration is required.

Operators and pilots of international flights must ensure their planned aerodrome of arrival or departure is authorised and able to receive a flight from outside the UK and, if the intention is to use the aerodrome to import/export goods, it holds the required customs authorisation to do so.

Pilots must not cause an aircraft to land, for the first time after its arrival in the UK or at any time while it is carrying passengers or goods brought in that aircraft from a place outside the UK and not yet cleared, at any place other than a regulated aerodrome. Failure to do so, except with Customs' permission or for unavoidable cause makes the pilot in command liable to a civil penalty of £2,500.

Regulated bespoke aerodromes

Some aerodromes approved under section 20B of CEMA have been permitted to operate with additional privileges relating to the import or export of goods which are unique to their approval. Pilots, owners and operators should be familiar with the additional privileges of these regulated bespoke aerodromes.

Pilots are responsible for ensuring the regulated aerodrome they intend to use has the necessary approval in place to handle goods which they intend to import or export before they decide which aerodrome to use.

Unregulated aerodromes

Unregulated aerodromes within Great Britain are unable to receive flights from outside the UK (including from the Channel Islands and Ireland). They are permitted only to handle domestic flights, including flights between Great Britain and Northern Ireland and between the United Kingdom and the Isle of Man.

Unregulated aerodromes within Northern Ireland are permitted to receive domestic, CTA or EU flights. Only regulated aerodromes in Northern Ireland including custom and excise designated ports are permitted to handle international flights from outside of the CTA or the EU.

Aerodrome operating compliance

Section 21, CEMA prescribes that only regulated aerodromes including custom and excise designated airports and approved aerodromes in Great Britain can accept non-domestic flights.

If an aerodrome does not have an approval in place and operates an international flight (inbound or outbound), the person in control of the aerodrome would be liable to a civil penalty of £2,500.

In addition, section 20B of CEMA covers breach of an aerodrome approval. So, for example, if a regulated aerodrome allowed a flight and articles to be brought into the UK which it is not permitted to handle, the person in control of the aerodrome would be in breach of their approval and would be liable for a civil penalty of £1000.

These penalties are set by the Customs (Contravention of a Relevant Rule) Regulations 2003⁴ and are managed under the Customs Civil Penalties regime set out in sections 24 to 41 of the Finance Act 2003.

If the person in control of an aerodrome approved under section 20B of CEMA wishes the aerodrome to be a regulated bespoke aerodrome, they must obtain specific approval to do so from the Border Force National Frontier Approvals Unit (NFAU).

⁴ www.legislation.gov.uk/ukxi/2003/3113

Submitting information about GA flights

General Aviation (Persons on Board, Flight Information and Civil Penalties) Regulations 2024

The owner or agent and captain (“the responsible person”) of a GA aircraft making an international flight to or from the UK (including within the Common Travel Area) is required to submit specified information about the flight and persons on board.

Timing requirements

The information required must be submitted no earlier than 48 hours and no later than 2 hours prior to the expected time of departure.

Approved submission methods

The information required must be supplied to the Home Office using one of these methods:

- the Border Force digital application [submit-general-aviation-report](#) (sGAR) which is a free-to-use Government digital service;
- an approved third-party flying application⁵ or through an approved system connection that has been developed in accordance with Border Force requirements as listed here [Providing information about international general aviation flights](#).

Submission of information about the flight and persons on board manually via email, fax or any other unapproved means is not compliant with the 2024 Regulations.

When using the sGAR portal the responsible person can complete and upload a GAR template or complete the online web form.

When submitting information via sGAR using the online web form, the responsible person must insert a valid ICAO or IATA designation for the flight departure and arrival locations. YYYY or ZZZZ cannot be inserted. If the departure and/or arrival location does not have an ICAO or IATA designation, the responsible person must provide latitude and longitude co-ordinates in the degree, minutes and seconds format.

Civil Penalties

Any responsible person who breaches a requirement of the 2024 Regulations may be liable to a civil penalty of up to £10,000. Information on the civil penalty process can be found here: [General aviation operators and pilots notification of flights](#).

⁵ Please note that third party applications may incur a service/membership charge.

Reporting in exceptional circumstances

Delayed flights

Compliance with the 2-hour reporting requirement within the 2024 Regulations is required in the event of a delayed flight.

The requirement to resubmit a GAR in the event of a delay will depend on several factors:

1. **How long the delay is:** If the flight will operate on the same day, albeit later, no new report is required. If a flight is delayed to the next calendar day, a new report must be submitted.
2. **Any changes to the aircraft or persons on board:** Any changes to the aircraft or where additional individuals are travelling on the flight who were not listed on the previous GAR submission mean a new report must be submitted.
3. **Change of arrival aerodrome:** If the arrival aerodrome changes and this is known prior to departure a new report must be submitted with the new arrival aerodrome.

Exceptional in-flight circumstances

Change to arrival aerodrome

If, due to bad weather or technical issues, a flight is forced to change its arrival location in-flight, the following process may be followed:

1. Provided it is practicable to do so, the change may be notified to the NCU⁶ by calling +44 300 123 2012.
2. If this is not possible, the pilot must divert to the alternative customs and excise designated aerodrome specified on the flight plan.
3. Flights which the pilot is required to notify in accordance with the Terrorism Act 2000 must use the alternative police designated aerodrome specified on the flight plan.

If circumstances mean the pilot is unable to divert to the alternative customs or police designated aerodrome specified on the flight plan, the pilot must redirect to the nearest available airfield, submit a new report and contact local Border Force on arrival.

⁶ NCU is the HMRC National Coordination Unit

In-flight diversion

If, due to bad weather or technical issues, a flight is forced to divert and land prior to arriving in the UK, resulting in a change of departure aerodrome the original GAR submission does not need to be cancelled and a new GAR submission is not required.

Immigration and documentation requirements to enter the UK

Responsible persons are expected to ensure:

- Every individual onboard has a valid passport or travel document which satisfactorily establishes their identity and nationality and is acceptable for travel to the UK;
- The individual is the rightful holder of the passport or travel document; and
- The individual, if required, holds a valid visa or permission to travel of the kind required under the immigration rules.

EU, EEA and Swiss citizens must use a valid passport when travelling to the UK, ID cards are no longer be accepted as valid travel document for entry to the UK. Please [check GOV.UK for further details and exceptions](#).

Border Force will use the information provided about the persons on board to consider whether anyone onboard requires permission to enter the UK, and if so whether to grant this permission. Those who require permission to enter must receive notification of permission to enter the UK prior to disembarking the aircraft in the UK. Permission may be granted remotely (without seeing a Border Force Officer) via email or telephone. If the responsible person is not contacted by Border Force, or is unsure whether any person onboard requires permission, they should contact the local Border Force team who will be able to provide assistance.

Failure to obtain permission to enter the UK may result in an individual entering the UK illegally and being subject to enforcement action. Additionally, if those on board require permission to enter the UK, the responsible person may be liable to a charge (carriers' liability) of £2000 for each inadequately documented person carried on the aircraft. [Further information about the immigration rules, visa requirements and carriers' liability](#) can be found on GOV.UK.

Customs requirements when travelling to the UK

All individuals on board an international GA flight need to ensure they comply with customs requirements when travelling to and from the UK. Certain goods are prohibited and restricted in the UK. There are heavy penalties for bringing prohibited or restricted goods into the UK.

[Further information about customs requirements and prohibited and restricted goods](#)

Personal Allowances

For more information, read [Bringing goods into the UK for personal use](#).

For guidance and making online declarations for Merchandise in Baggage (under £1500), read [Declare commercial goods you're bringing into Great Britain in your accompanied baggage or a small vehicle](#).

Individuals flying from Great Britain to Northern Ireland do not need to declare goods if both of the following apply:

- They are a UK resident
- They have paid both VAT and excise duty (alcohol and tobacco only) on the goods in Great Britain

They need to declare your goods if any of the following apply:

- They are not a UK resident
- They have alcohol or tobacco over their allowance for Northern Ireland and excise duty has not been paid on the goods in Great Britain, or
- They have goods worth more than £390 and have not paid VAT on them in Great Britain. See 'Goods Reporting' below.

Individuals travelling from Northern Ireland to Great Britain (England, Wales or Scotland) do not have to declare any goods. However, they will need to pay Import VAT on any goods bought in Northern Ireland from shops offering tax free shopping under the VAT Retail Export Scheme.

Goods reporting

An Entry Summary (ENS) declaration must be submitted to the Safety and Security GB (S&SGB) service for goods that are to be imported into or transiting through Great Britain from the rest of the world. In readiness for future reporting changes, goods, arriving in Great Britain from the EU can have their ENS declarations, voluntarily submitted into S&SGB.

[Check if you need to make an ENS declaration.](#)

[Making an entry summary declaration](#)

Details of this link for ENS and that for Merchandise in Baggage declarations can be found on the GAR template under 'Reporting Goods'.

Project Pegasus - what to do if you see something suspicious

Project Pegasus is a joint initiative between Border Force, the National Crime Agency and the Police to counter the threats of smuggling, immigration crime and terrorism around the UK's airfields. Pegasus is a public-facing campaign to raise awareness and promote the reporting of suspicious or unusual behaviour within the GA environment.

If you see anything suspicious:

- contact your local police or
- phone 0300 123 7000 and quote 'Pegasus' or
- report online at gov.uk/report-border-crime and quote 'Pegasus'
- In an emergency always call 999.
- Further information can be found [here](#)

Channel Islands and the Isle of Man flights which do not involve the UK

The gov.uk sGAR service (including the GAR template), approved third-party applications and direct connections, must only to be used for international flights to and from the UK.

If you are flying to or from the Channel Islands or the Isle of Man you should provide notification and declarations in accordance with the requirements of the authorities of those territories as described at the links below:

- [Jersey: Private aircraft general declaration form for entering and leaving Jersey](#)
- [Guernsey & Alderney: Declaring passengers and goods – private aircraft](#)
- [Isle of Man general aviation report instructions](#)

Annex A: Designated and Regulated aerodromes

| | |
|--|----|
| Customs & Excise | C |
| Immigration | I |
| Police | P |
| Approved Aerodrome | R |
| Approved (Regulated Bespoke) Aerodrome | R* |

This Annex lists Customs and Excise designated airports, immigration designated airports, police designated airports and approved aerodromes. Not all regulated aerodromes are listed in the tables below. Before planning to arrive or depart an aerodrome operators should contact the aerodrome owner to confirm if the aerodrome can handle international flights.

| | C | I | P | R | | C | I | P | R | | C | I | P | R |
|---|---|---|---|---|---------------------------------------|---|---|---|----|--|---|---|---|---|
| Aberdeen / Dyce - EGPD | X | X | X | | Gamston Airfield - EONE | | | | X | Pointon | | | | X |
| Abergavenny Airfield, The Byre | | | | X | Glasgow - EGPF | X | X | X | | Popham Airfield - EGHP | | | | X |
| Aboyne Deeside Gliding Club | | | | X | Glenforsa Airfield, Mull | | | | X | Portledge Helipad | | | | X |
| Andrewsfield (Saling) Airfield - EGSL | | | | X | Glenswinton, Castle Douglas | | | | X | Prestwick - EGPK | X | X | X | |
| Audley End Airfield | | | | X | Gloucester (Staverton) Airport - EGBJ | | | X | X | Priory Farm Airfield, Tibenham | | | | X |
| Bagby Airfield - EONG | | | | X | Goodwood - EGHR | | | | X | Ranston Hill Farm | | | | X |
| Battersea Aerodrome - EGLW | | | | X | Hadfold farm, Adversane | | | | X | Redhill Aerodrome - EGKR | | | | X |
| Bedford Aerodrome - EGBF | | | | X | Hamilton Farm Airstrip | | | | X | Redwood, West Meon | | | | X |
| Belfast City -George Best - EGAC | | | X | X | Haverfordwest - EGFE | | | | X | Rendcombe Aerodrome | | | | X |
| Belfast International / Aldergrove - EGAA | X | X | X | | Hawarden Airport * - EGNR | | | | X* | Rhinefield House Hotel | | | | X |
| Bembridge Airport - EGHJ | | | | X | Hawksview | | | | X | RNAS Portland, HeliOperations - EGDP | | | | X |
| Benbecula Airstrip - EGPL | | | | X | Headcorn / Lashenden - EGKH | | | | X | Rochester Airport - EGTO | | | | X |
| Berrow Airfield | | | | X | Helix AV, Gateway Heliport, Manston | | | | X | Ronaldsway / Isle of Man - EGNS | X | X | | |
| Beverley (Linley Hill) Airfield - EGNV | | | | X | Henstridge Airfield - EGHS | | | | X | Rookery Hall Hotel | | | | X |
| Bideford, Lake Heliport | | | | X | High Ham | | | | X | Sandown Airport - EGHN | | | | X |
| Bidford Gliding and Flying Club | | | | X | Hinton Airfield | | | | X | Sandtoft - EGCF | | | | X |
| Biggin Hill - EGKB | X | | X | | Holmbeck Farm | | | | X | Selham Lodge | | | | X |
| Birmingham - EGBB | X | X | X | | Home Farm, Baynards Park | | | | X | Sherburn In Elmet - EGCJ | | | | X |
| Blackbushe Airport - EGLK | | | | X | Hubbards Farm | | | | X | Shipleigh Airfield | | | | X |
| Blackpool Airport - EGNH | X | | X | X | Humberside / Kirmington - EGNJ | X | | X | | Shobdon Airfield - EGBS | | | | X |
| Bodmin Airfield - EGLA | | | | X | Hunterswood Farm | | | | X | Shoreham - EGKA | X | | | |
| Bognor - EGKC | | | | X | Inverness / Dalcross - EGPE | X | | | | Sibson Aerodrome - EGSP | | | | X |
| Bolt Head Airfield | | | | X | Kemble Airport * - EGBP | | | | X* | Skegness Airfield - EJNI | | | | X |
| Bourne Airfield, The Ridings | | | | X | Kirkwall Airport - EGPA | | | | X | Sleap Airport, Shropshire Aero Club EGCV | | | | X |

| | C | I | P | R | | C | I | P | R | | C | I | P | R |
|---|---|---|---|----|--|---|---|---|----|--|---|---|---|----|
| Bournemouth / Hurn - EGHH | X | X | X | | Kitesbridge Farm | | | | X | Southampton International / Eastleigh - EGHl | X | X | X | |
| Bradwell Farm | | | | X | Kittyhawk Aerodrome | | | | X | Southend - EGMC | X | X | X | |
| Brands Hatch Helipad, West Kingsdown | | | | X | Knoll House | | | | X | Southside Landing Site at Enstone Aerodrome | | | | X |
| Brands Hatch Place Hotel | | | | X | Lands End - EGHC | | | | X | St Mary's Airport, Scilly Isles - EGHE | | | | X |
| Brimpton Airfield - EGLP | | | | X | Langleybury Fields Helipad, Model Farm | | | | X | Stanbrook Abbey Hotel | | | | X |
| Bristol Lulsgate - EGGD | X | X | X | | Lasham Airfield * - EGHL | | | | X* | Stapleford - EGSG | | | | X |
| Buncton Barn Airfield | | | | X | Leeds Bradford - EGNM | X | X | X | | Stone Cottage Airfield, Pettistree | | | | X |
| Bylaugh Hall Helipad | | | | X | Leeds East Airport, Church Fenton - EGCM | | | | X | Stones Farm Airfield, Wickham St Paul | | | | X |
| Caernarfon - EGCK | | | | X | Lee-on-Solent Airfield (Daedalus) - EGHF | | | | X | Stornoway * - EGPO | | | | X* |
| Cambridge - EGSC | X | | X | | Leicester Stoughton - EGBG | | | | X | Stow Maries Great War Aerodrome | | | | X |
| Cardiff - EGFF | X | X | X | | Little Gransden - EGMJ | | | | X | Strubby North Airfield - EGCG | | | | X |
| Cardiff Heliport - Tremorfa Heliport - EGFC | | | | X | Little Green Street Farm | | | | | Sturgate - EGCS | | | | X |
| Castle Air Liskeard Helipad | | | | X | Little Shelford | | | | X | Sumburgh - EGPB | X | | | |
| Castle dairy Farm | | | | X | Little Snoring | | | | X | Sunnyside Farm | | | | X |
| Chalgrove Airfield *- EGLJ | | | | X* | Little Staughton | | | | X | Swansea Airport - EGFH | | | | X |
| Chester Racecourse | | | | X | Liverpool - EGGP | X | X | X | X | Sywell *- EGBK | | | | X* |
| Chilbolton, Stonefield Park | | | | X | London City - EGLC | X | | X | | Tatenhill Airfield - EGBM | | | | X |
| Church Farm, Shipmeadow | | | | X | London Gatwick - EGKK | X | X | X | | The Old Rectory, Little Cressingham | | | | X |
| Clacton Aerodrome - EGSQ | | | | X | London Heathrow - EGLL | X | X | X | | Thrupton Airport - EGHO | | | | X |
| Compton Abbas Airfield - EGHA | | | | X | London Luton - EGGW | X | X | X | | Tiiffenden Airfield | | | | X |
| Coventry - EGBE | X | | X | | London Stanstead - EGSS | X | X | X | | Turweston - EGBT | | | | X |
| Cranfield Airport * - EGTC | | | | X* | Long Stratton | | | | X | Wadswick Airfield | | | | X |
| Crowfield Airfield - EGSO | | | | X | Ludham | | | | X | Wellesbourne - EGBW | | | | X |
| Cumbernauld Airport - EGPG | | | | X | Lydd / London Ashford- EGMD | X | | X | | Welshpool - EGCW | | | | X |
| Curry Rivel Airstrip | | | | X | Lydeaway Field | | | | X | West Wales (Ceredigion) EGFA | | | | X |
| Deanland Airfield - EGKL | | | | X | Main Hall Farm | | | | X | Weybourne Airfield | | | | X |

| | | | | | | | | | | | | | | |
|--|---|---|---|---|--|---|---|---|----|---------------------------|--|--|--|----|
| Deenethorpe | | | | X | Mainey Wood | | | | X | White Waltham - EGLM | | | | X |
| Denham Aerodrome - EGLD | | | | X | Manchester - EGCC | X | X | X | | Wick Airport * - EGPC | | | | X* |
| Dundee Airport - EGNP | | | | X | Manchester City / Barton - EGCB | | | | X | Wickenby Aerodrome - EGNW | | | | X |
| Dunkeswell - EGTU | | | | X | Netherthorpe Airfield - EGNF | | | | X | Williamstrip Hall | | | | X |
| Durham Teeside - EGVN | X | X | X | | Newcastle - EGNT | X | X | X | | Wolverhampton - EGBO | | | | X |
| Duxford Airfield - EGSU | | | | X | Newport City Aerodrome - W254 | | | | X | Wycombe Air Park* - EGTB | | | | X* |
| Earls Colne - EGSR | | | | X | Newquay / St Mawgan- EGHQ | X | | | | Yeovil Aerodrome * EGHG | | | | X* |
| East Midlands - EGNX | X | X | X | | North Weald Airfield - EGSX | | | | X | | | | | |
| Eddsfield, Octon Lodge | | | | X | Northrepps Airfield | | | | X | | | | | |
| Edinburgh Airport - EGPH | X | X | X | | Norwich International - EGSH | X | X | X | | | | | | |
| Elmsett Airfield - EGST | | | | X | Nottingham Tollerton - EGBN | | | | X | | | | | |
| Elstree - EGTR | | | | X | Nutfield Priory | | | | X | | | | | |
| Enniskillen (St Angelo) Airport - EGAB | | | | X | Oaksey Park Airfield - EGTW | | | | X | | | | | |
| Exeter Airport - EGTE | X | | X | | Old Buckenham Airfield - EGSV | | | | X | | | | | |
| Fairoaks Airport - EGTF | | | | X | Old Quarry Farm | | | | X | | | | | |
| Farnborough - EGLF | X | | | | Old Sarum Airfield - EGLS | | | | X | | | | | |
| Farway Common Airfield, Moorlands Farm | | | | X | Otherton Airfield, Staffordshire Aero Club | | | | X | | | | | |
| Fawsley Hall Hotel | | | | X | Oxford (Kidlington) * - EGTK | | | | X* | | | | | |
| Field Farm, Fresh Air | | | | X | Parc Le Breos House Helipad | | | | X | | | | | |
| Fowlmere - EGMA | | | | X | Pent Farm Airfield | | | | X | | | | | |
| Full Sutton Airfield - EGNU | | | | X | Perranporth Airfield - EGTP | | | | X | | | | | |
| | | | | | Perth Airport - EGPT | | | | X | | | | | |

Annex B: Police Force contact details

Responsible persons carrying passengers for reward must seek approval from the local police force geographically closest to the place of arrival or departure.

| County/Area | Phone | Email |
|---|---------------|--|
| Avon & Somerset | 0127 864 7144 | CTPSWControlDesk@avonandsomerset.pnn.police.uk |
| Bedfordshire | 01582 394222 | EasternGARs@beds.police.uk |
| Cambridgeshire | 01582 394222 | EasternGARs@beds.police.uk |
| Cheshire | 01606 362121 | small.ports.unit@cheshire.pnn.police.uk |
| Cleveland | 01274 471436 | ctbordersne@ctpne.police.uk |
| Cumbria | 01768 215058 | CTBIntel@cumbria.police.uk |
| Derbyshire | 0116 248 5812 | ctp-em-ema@leicestershire.pnn.police.uk |
| Devon & Cornwall | 0127 864 7144 | CTPSWControlDesk@avonandsomerset.pnn.police.uk |
| Dorset | 0127 864 7144 | CTPSWControlDesk@avonandsomerset.pnn.police.uk |
| Durham | 01274 471436 | ctbordersne@ctpne.police.uk |
| Dyfed Powys | 01348 871968 | dpp.portsinfo@dyfed-powys.pnn.police.uk |
| Essex | 01582 394222 | EasternGARs@beds.police.uk |
| Gloucestershire | 0127 864 7144 | CTPSWControlDesk@avonandsomerset.pnn.police.uk |
| Greater London – Including Battersea Heliport and City Airport Biggin Hill and RAF Northolt | 02082 177600 | SO15-bigginhillairport@met.pnn.police.uk |
| Greater Manchester | 01618 560270 | PortUnit.Terminal2Airport@gmp.pnn.police.uk |
| Gwent | 01446 450515 | Cardiffairportgroup@south-wales.pnn.police.uk |
| Hampshire & IOW | 07789 745410 | General.aviation.se@hampshire.pnn.police.uk |
| Hertfordshire | 01582 394222 | EasternGARs@beds.police.uk |
| Humberside | 01274 471436 | ctbordersne@ctpne.police.uk |
| | | |

| County/Area | Phone | Email |
|---|---------------|--|
| Kent | 01303 297320 | allports@kent.police.uk |
| Lancashire | 01253 604166 | heyshamsb@lancashire.pnn.police.uk |
| Leicestershire & Northamptonshire | 0116 248 5812 | ctp-em-ema@leicestershire.pnn.police.uk |
| Lincolnshire | 0116 248 5812 | ctp-em-ema@leicestershire.pnn.police.uk |
| Merseyside | 01519 071223 | Airport.SB@merseyside.pnn.police.uk |
| Norfolk | 01582 394222 | EasternGARs@beds.police.uk |
| North - Wales | 01407 724444 | CSHolyheadPortJIC@nthwales.pnn.police.uk |
| North Yorkshire | 01274 471436 | ctbordersne@ctpne.police.uk |
| Northern Ireland | 02890 650222 | ZPortsRCD@PSNI.Police.UK |
| Northumbria - Tyne & Wear | 01274 471436 | ctbordersne@ctpne.police.uk |
| Nottinghamshire | 0116 248 5812 | ctp-em-ema@leicestershire.pnn.police.uk |
| Scotland (Border Policing Command) – Edinburgh Airport | 01313 353501 | SCDBPCIntelligenceEdinburgh@scotland.pnn.police.uk |
| Scotland (Border Policing Command) Glasgow and Prestwick Airports | 01415 326087 | SCDBPCIntelligenceGlasgow@scotland.pnn.police.uk |
| Scotland (Border Police Command) – Aberdeen Airport | 01224 305556 | SCDBPCPortsUnitAberdeen@scotland.pnn.police.uk |
| South - Wales | 01446 450515 | Cardiffairportgroup@south-wales.pnn.police.uk |
| South Yorkshire | 01274 471436 | ctbordersne@ctpne.police.uk |
| Staffordshire | 01217 126098 | general_aviation@west-midlands.pnn.police.uk |
| Suffolk | 01582 394222 | EasternGARs@beds.police.uk |
| Surrey | 01273 404524 | ctpsercd@sussex.police.uk |
| Sussex | 01273 404524 | ctpsercd@sussex.police.uk |
| Thames Valley | 07789 745410 | general.aviation.se@hampshire.pnn.police.uk |
| Warwickshire | 01217 126098 | general_aviation@west-midlands.pnn.police.uk |
| West Midlands | 01217 126098 | general_aviation@west-midlands.pnn.police.uk |
| West Yorkshire | 01274 471436 | ctbordersne@ctpne.police.uk |
| Wiltshire | 0127 864 7144 | CTPSWControlDesk@avonandsomerset.pnn.police.uk |
| Police Service Northern Ireland | 02890 259106 | ZPortsRCD@psni.police.uk |

Annex C: Reporting GA Flights

The table below provides guidance for owners or agents and captains on reporting international flights (including within the Common Travel Area).

| Journey type | Reporting Requirement |
|---|--|
| Flights operating to and from the UK from all locations except from within the Common Travel Area | <p>Border Force: You are required to submit a GAR no earlier than 48 hours and no later than 2 hours prior to the aircraft's expected time of departure via the gov.uk sGAR service, an approved third-party application or by using a direct connection as listed on gov.uk.</p> |
| Flights operating to and from the UK and Ireland, and the UK and the Channel Islands | <p>Border Force: You are required to submit a GAR no earlier than 48 hours and no later than 2 hours prior to the aircraft's expected time of departure via the gov.uk sGAR service, an approved third-party application or by using a direct connection as listed on gov.uk.</p> <p>Police: If a flight is not operating for reward and the aerodrome is not police designated you must notify the police. You can comply with this requirement by submitting GAR via the gov.uk s-GAR service, an approved third-party application or by using a direct connection as listed on gov.uk. To comply with the General Aviation (Persons on Board, Flight Information and Civil Penalties) Regulations 2024 and the Terrorism Act requirement a GAR must be submitted no earlier than 48 hours and no later than 12 hours prior to the aircraft's expected time of departure.</p> <p>If the flight is operating for reward and the aerodrome is not police designated, you must seek prior approval from a Police Examining Officer.</p> |
| Flights operating to and from the UK and the Isle of Man | <p>Border Force: You are required to submit a GAR no earlier than 48 hours and no later than 2 hours prior to the aircraft's expected time of departure via the gov.uk sGAR service, an approved third-party application or by using a direct connection as listed on gov.uk.</p> <p>Police: If a flight is not operating for reward and the aerodrome is not police designated you must notify the police. <u>You must send a separate notification to the local police force via email no later than 12 hours prior to the aircraft's expected time of departure.</u></p> |

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| | <p>If the flight is operating for reward and the aerodrome is not police designated, you must seek prior approval from a Police Examining Officer.</p> |
| <p>Flights operating to and from the UK and Northern Ireland</p> | <p>Border Force: This is a domestic journey. A GAR submission to Border Force is not required.</p> <p>Police: If a flight is not operating for reward and the aerodrome is not police designated you must notify the police. You must send a notification to the local police force via email no later than 12 hours prior to the aircraft's expected time of departure.</p> <p>If the flight is operating for reward and the aerodrome is not police designated, you must seek prior approval from a Police Examining Officer.</p> <p>If the departing and arriving port is not designated you must send separate notifications to each local police force via email <u>no later than 12 hours prior to the aircraft's expected time of departure.</u></p> |