General Aviation Guidance

November 2026

Contents

Contents 2
About this guidance 3
Changes from last version of this guidance 3
General Aviation Flights 3
Legislation 4
Immigration Act 1971 4
Customs and Excise Management Act 1979 4
Terrorism Act 2000 4
How information about GA flights is used 5
Where aircraft can arrive and depart 6
Designated airports 6
Regulated aerodromes 7
Regulated bespoke aerodromes 7
Unregulated aerodromes 8
Aerodrome operating compliance 8
Submitting information about GA flights 9
General Aviation (Persons on Board, Flight Information and Civil Penalties) Regulations 2024 9
Civil Penalties 9
Reporting in exceptional circumstances 10
Reporting in exceptional circumstances: last minute technical emergencies 11
Emergency submission process: assisting in an emergency 11
Frequently Asked Questions 11
What happens if I submit more than one GAR for the same flight? 11
Universal Permission to Travel 12
Entry Processes 13
Customs requirements when travelling to the UK 13
Personal Allowances 13
Goods reporting 14
Project Pegasus - what to do if you see something suspicious 14
Channel Islands and the Isle of Man flights which do not involve the UK 14
Annex A: Designated and Regulated aerodromes 16
Annex B: Police Force contact details 22
Annex C: Reporting GA Flights 26

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

A Frequently Asked Questions section has been included which provides pilots, owners and operators with guidance when more than one General Aviation Report has been submitted, as well as guidance in circumstances where a pilot is unable to land at the arrival location on the GAR submitted.

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 shared[2] 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.

[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

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.

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 force[3].

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.

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

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”.

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 or operators must ensure that if an individual on board is carrying firearms, they must use a designated aerodrome when arriving and departing the UK. The local Border Force team must be contacted when arriving and departing the UK.

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 2003[4] 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/uksi/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 application[5] 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 or any approved 3rd party applications, 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 format specified on sGAR and approved 3rd party applications.

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 NCU[6] 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

Reporting in exceptional circumstances: last minute technical emergencies

In the event an aircraft experiences a technical issue within 2hrs prior to the expected time of departure resulting in a change of aircraft, a new GAR should be submitted with the updated information. Provided all individuals on the amended GAR have been included on prior submitted GARs there is no requirement to comply with the two-hour timing window.

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.

Air ambulance flights

In the event of an air ambulance operating in an emergency, every effort should be made to comply with the requirements of the General Aviation (Persons on Board, Flight Information and Civil Penalties) Regulations 2024. However, when this is not possible and the flight has to operate at short notice, or the full details of the passengers on board are unknown, the responsible person should contact the relevant Border Force region for advice.

Emergency submission process: assisting in an emergency

There may be occasions where a GA pilot comes to the assistance of another GA pilot who has experienced an emergency. If these are notified to the NCU, they will route the query to the relevant BF region for further advice. Border Force officers should take a pragmatic approach. BF can accept the amended GAR, provided all individuals on the amended GAR have been included on prior submitted GARs without strict application of the two-hour window. Whilst such cases must be treated on a case by case basis a GA Notice would not generally be considered appropriate.

Frequently Asked Questions

What happens if I submit more than one GAR for the same flight?

If more than one GAR is submitted for a particular flight, Border Force will use the last submission prior to expected time of departure as the final, complete submission. All submissions for the same flight should have the same arrival information.

What should I do if I am unable to land at the arrival location on the GAR submitted?

If, when airborne, it becomes apparent you are unable land at the arrival airfield listed on the GAR, you should land at the alternate airfield listed on the flight plan, provided it is practical to do so.

In circumstances where it is not possible to land at the alternate airfield listed on the flight plan, you must redirect to the nearest available airfield, submit a new GAR and contact local Border Force on arrival. Where the details of local Border Force are not known you should contact the National Coordination Unit on: +44 300 123 2012 .

Immigration and documentation requirements to travel to and 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 electronic travel authorisation (ETA), 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.

Universal Permission to Travel

To strengthen the UK border, all individuals intending to travel to the UK need a permission to do so.

For British and Irish nationals, their permission will be their valid passport. For visa nationals their permission will be a valid entry clearance, biometric residence document, other physical document or e-Visa. For non-visa nationals, those who don't have an entry clearance or other specified immigration status will need an ETA to travel to the UK.

Following submission of the information about the flight and persons on board via an approved submission method, the Home Office will confirm the individual has a valid permission to travel to the UK. This confirmation will be received via the submission method used to submit the information. Individuals who do not hold a valid permission should not be carried to the UK.
Under section 40 of the Immigration and Asylum Act 1999, The Responsible Person for a flight, may be liable for a charge of £2000 for every passenger arriving in the UK without a valid electronic travel authorisation (ETA), visa or permission to travel

of the kind required under the immigration rules. Further information about the immigration rules, visa requirements and carriers' liability can be found on GOV.UK.

Further information about the Universal Permission to Travel and ETA Schemes can be found here.

Entry Processes

Border Force will use the information provided about the persons on board to consider whether they require a 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

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.

Goods reporting

You need to make an entry summary declaration if you are transporting goods into:

- Great Britain (England, Scotland and Wales)
- Northern Ireland, from Great Britain or countries outside the EU

Some goods have a waiver from the requirement to submit entry summary declarations.
You can access more information at Making an entry summary declaration

Links for making an entry summary declaration and 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:

- Call UK Border Watch on 0800 011 3304
- Report online
- 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
Aberdeen / Dyce - EGPD	X	X	X	
Abergavenny Airfield, The Byre				X
Aboyne Deeside Gliding Club				X
Aintree Racecourse				X
Andrewsfield (Saling) Airfield - EGSL				X
Audley End Airfield				X
Bagby Airfield - EGNG				X
Battersea Heliport - EGLW				X
Bedford Aerodrome - EGBF				X
Belfast City – George Best - EGAC			X	X
Belfast International / Aldergrove - EGAA	X	X	X	
Bembridge Airport - EGHJ				X
Benbecula Airstrip - EGPL				X
Berrow Airfield				X
Beverley (Linley Hill) Airfield - EGNY				X
Bideford, Lake Heliport				X
Bidford Gliding and Flying Club				X
Biggin Hill - EGKB	X		X	
Birmingham - EGBB	X	X	X	
Blackbushe Airport - EGLK				X
Blackpool Airport - EGNH	X		X	X

	C	I	P	R
Farway Common Airfield, Moorlands Farm				X
Fawsley Hall Hotel				X
Fenland - EGCL				X
Field Farm, Fresh Air				X
Fowlmere - EGMA				X
Full Sutton Airfield - EGNU				X
Gamston Airfield - EGNE				X
Glasgow - EGPF	X	X	X	
Glenforsa Airfield, Mull				X
Glenswinton, Castle Douglas				X
Gloucester (Staverton) Airport* - EGBJ			X	X*
Goodwood - EGHR				X
Hadfold farm, Adversane				X
Hamilton Farm Airstrip				X
Hardwick Airfield				X
Haverfordwest - EGFE				X
Hawarden Airport* - EGNR				X*
Hawksview				X
Headcorn / Lashenden - EGKH				X
Helix AV, Gateway Heliport, Manston				X
Henstridge Airfield - EGHS				X

	C	I	P	R
Old Sarum Airfield - EGLS				X
Old Warden Aerodrome - EGTH				X
Orchard Farm				X
Otherton Airfield, Staffordshire Aero Club				X
Oxford (Kidlington) * - EGTK				X*
Parc Le Breos House Helipad				X
Pent Farm Airfield				X
Perranporth Airfield - EGTP				X
Perth Airport - EGPT				X
Pointon				X
Popham Airfield - EGHP				X
Portledge Helipad				X
Prestwick - EGPK	X	X	X	
Priory Farm Airfield, Tibenham				X
Ranston Hill Farm				X
Redhill Aerodrome - EGKR				X
Redwood, West Meon				X
Rendcombe Aerodrome				X
Rhinefield House Hotel				X
RNAS Portland, HeliOperations - EGDP				X
Rochester Airport - EGTO				X

Blythe Hall				X		High Ham				X		Ronaldsway / Isle of Man - EGNS	X	X		
Bodmin Airfield - EGLA				X		Hinton Airfield				X		Rookery Hall Hotel				X
Bognor - EGKC	.			X		Holmbeck Farm				X		Sandown Airport - EGHN				X

	C	I	P	R
Bolt Head Airfield				X
Bourne Airfield, The Ridings				X
Bournemouth / Hurn - EGHH	X	X	X	
Brackwell Farm				X
Brands Hatch Helipad, West Kingsdown				X
Brands Hatch Place Hotel				X
Brimpton Airfield - EGLP				X
Bristol Lulsgate - EGGD	X	X	X	
Buncton Barn Airfield				X
Bylaugh Hall Helipad				X
Caernarfon - EGCK				X
Cambridge - EGSC	X		X	
Cardiff - EGFF	X	X	X	
Cardiff Heliport - Tremorfa Heliport - EGFC				X
Carlisle Lake District Airport - EGNC				X
Castle Air, Liskeard Helipad				X
Castle dairy Farm				X
Chalgrove Airfield *- EGLJ				X*
Chester Racecourse				X
Chilbolton, Stonefield Park				X
Church Farm, Shipmeadow				X

	C	I	P	R
Home Farm, Baynards Park				X
Hubbards Farm				X
Humberside / Kirmington - EGNJ	X		X	
Hunterswood Farm				X
Inverness / Dalcross - EGPE	X			
Kemble Airport * - EGBP				X*
Kirkwall Airport - EGPA				X
Kitesbridge Farm				X
Kittyhawk - EGKF				X
Knoll House				X
Lands End - EGHC				X
Langlebury Fields Helipad, Model Farm				X
Lasham Airfield * - EGHL				X*
Leeds Bradford - EGNM	X	X	X	
Leeds East Airport, Church Fenton - EGCM				X
Lee-on-Solent Airfield* (Daedalus) - EGHF				X*
Leicester Stoughton - EGBG				X
Little Gransden - EGMJ				X
Little Green Street Farm				X
Little Shelford				X
Little Snoring*				X*

	C	I	P	R
Sandtoft - EGCF				X
Selham Lodge				X
Sherburn In Elmet - EGCJ				X
Shipley Airfield				X
Shobdon Airfield - EGBS				X
Shoreham - EGKA	X			
Shropshire Aero Club Sleap Airport - EGCV				X
Sibson Aerodrome - EGSP				X
Skegness Airfield - EGNI				X
Skyports London Heliport				X
Southampton International / Eastleigh - EGHI	X	X	X	
Southend - EGMC	X	X	X	
Spanhoe				X
St Athan Aerodrome* - EGSY				X*
St Mary's Airport, Scilly Isles - EGHE				X
Stanbrook Abbey Hotel				X
Stapleford - EGSG				X
Stone Cottage Airfield, Pettistree				X
Stones Farm Airfield, Wickham St Paul				X
Stornoway * - EGPO				X*
Stow Maries Great War Aerodrome				X

City of Derry - EGAE				X		Little Staughton*				X*		Strubby North Airfield - EGCG				X
Clacton Aerodrome - EGSQ				X		Liverpool - EGGP	X	X	X	X		Sturgate - EGCS				X
Compton Abbas Airfield - EGHA				X		London City - EGLC	X		X			Sumburgh - EGPB	X			
Cranfield Airport * - EGTC				X*		London Gatwick - EGKK	X	X	X			Sunnyside Farm				X
Crosland Moor Airfield - EGND				X		London Heathrow - EGLL	X	X	X			Swansea Airport - EGFH				X
						London Luton - EGGW	X	X	X			Sywell *- EGBK				X*

Crowfield Airfield - EGSO				X	London Stansted - EGSS	X	X	X		Tatenhill Airfield - EGBM				X
Cumbernauld Airport - EGPG				X	Long Stratton				X	The Old Rectory, Little Cressingham				X
Curry Rivel Airstrip				X	Ludham				X	Thruxton Airport - EGHO				X
Deanland Airfield - EGKL				X	Lydd Airport - EGMD	X		X		Tiiffenden Airfield				X
Deenethorpe				X	Lydeway Field				X	Turweston - EGBT				X
Denham Aerodrome - EGLD				X	Main Hall Farm				X	Wadswick Airfield				X
Dundee Airport - EGPN				X	Mainey Wood				X	Wellesbourne - EGBW				X
Dunkeswell - EGTU				X	Manchester - EGCC	X	X	X		Welshpool - EGCW				X
Durham Tees Valley/ Teeside - EGVN	X	X	X		Manchester City/Barton - EGCB				X	Westonzoyland				X
Duxford Airfield - EGSU				X	Netherthorpe Airfield - EGNF				X	West Wales (Ceredigion) EGFA				X
Earls Colne - EGSR				X	Newcastle - EGNT	X	X	X		Weybourne Airfield				X
East Midlands - EGNX	X	X	X		Newhall Mains				X	White Waltham - EGLM				X
Eddsfield, Octon Lodge				X	Newmarket Heath - EGSW				X	Wick Airport * - EGPC				X*
Edinburgh Airport - EGPH	X	X	X		Newport City Aerodrome				X	Wickenby Aerodrome - EGNW				X
Elmsett Airfield - EGST				X	Newquay / St Mawgan- EGHQ	X				Williamstrip Hall				X
Elstree - EGTR				X	North Weald Airfield - EGSX				X	Wolverhampton - EGBO				X
Enniskillen (St Angelo) Airport - EGAB				X	Northrepps Airfield				X	Wycombe Air Park* - EGTB				X*
Enstone Aerodrome Northside - EGTN				X	Norwich International - EGSH	X	X	X		Yeovil Aerodrome * EGHG				X*
Enstone Aerodrome Southside				X	Nottingham Tollerton - EGBN				X					
Epsom Downs Racecourse				X	Nutfield Priory				X					
Exeter Airport - EGTE	X		X		Oaksey Park Airfield - EGTW				X					
Fairoaks Airport - EGTF				X	Old Buckenham Airfield - EGSV				X					
Farnborough - EGLF	X				Old Quarry Farm				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.police.uk
Bedfordshire	01234 842200	EasternGARs@beds.police.uk
Cambridgeshire	01234 842200	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@leics.police.uk
Devon & Cornwall	0127 864 7144	CTPSWControlDesk@avonandsomerset.police.uk
Dorset	0127 864 7144	CTPSWControlDesk@avonandsomerset.police.uk
Durham	01274 471436	ctbordersne@ctpne.police.uk
Dyfed Powys	01348 871968	dpp.portsinfo@dyfed-powys.police.uk
Essex	01234 842200	EasternGARs@beds.police.uk
Gloucestershire	0127 864 7144	CTPSWControlDesk@avonandsomerset.police.uk
Greater London – Including Battersea Heliport and City Airport Biggin Hill and RAF Northolt	02082 172310	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	01234 842200	EasternGARs@beds.police.uk

Humberside	01274 471436	ctbordersne@ctpne.police.uk

County/Area	Phone	Email
Kent	01303 297320	allports@kent.police.uk
Lancashire	01517 777644	ctpnw.borders.manchester@gmp.police.uk
Leicestershire & Northamptonshire	0116 248 5812	ctp-em-ema@leics.police.uk
Lincolnshire	0116 248 5812	ctp-em-ema@leics.police.uk
Merseyside	01519 071223	Airport.SB@merseyside.pnn.police.uk
Norfolk	01234 842200	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@leics.police.uk
Scotland (Border Policing Command) – Edinburgh Airport	01313 353501	SCDBPCIntelligenceEdinburgh@scotland.pnn.police.uk
Scotland (Border Policing Command) Glasgow and Prestwick Airports	0300 4244440	SCDBPCIntelligenceGlasgow@scotland.police.uk
Scotland (Border Police Command) – Aberdeen Airport & Dundee Airport	01224 301403	SCDBPCPortsUnitAberdeen@scotland.pnn.police.uk
Scotland (Border Policing Command) – Highland & Islands	0300 4245455	SCDBPCInverness@scotland.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	01234 842200	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.police.uk
Police Services 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	**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.
Flights operating between the UK and Ireland, the UK and the Channel Islands and the UK and the Isle of Man	**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. **Police:** If a flight is not operating for reward and the aerodrome is not police designated you must notify the police force responsible for that airfield. 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. If the flight is operating for reward and the aerodrome is not police designated, you must seek prior approval from a Police Examining Officer.
Flights operating between GB and Northern Ireland	Border Force: This is a domestic journey. A GAR submission to Border Force is not required. **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. If the departing and arriving port is not designated, you must send separate notifications to each local police force via email no later than 12 hours prior to the aircraft's expected time of departure. If the flight is operating for reward and the aerodrome is not police designated, you must seek prior approval from a Police Examining Officer.