

# Restricted Area (Temporary) – RA(T) hot-spots



This infringement update is the 37th in a series of narratives focusing on identifying infringement hot-spots in the UK.

A Restricted Area (Temporary) also known as a RA(T), is a temporary airspace structure established under article 239 of the Air Navigation Order (ANO) 2016 to ensure the safety of participants or attendees during specific events/activities or for reasons of National Defence or any other reason affecting the public interest.

A RA(T) will always be designed to restrict aircraft using the minimum amount of airspace to achieve this aim. Whilst most are areas of specified radius, some RA(T)s can be more complex in shape.

Some examples of events/activities where a RA(T) may be established include:

- Airshows
- Air Racing
- Flypasts
- Festivals
- Specific Helicopter Flights

As a RA(T) is specific to individual locations and event, an airshow with slower participants displaying at lower altitudes will have a smaller RA(T) than one which has, for example, a fast jet display carrying out high energy manoeuvres. This affords the aircraft engaged in display manoeuvres protection from unknown traffic but does not restrict transit traffic through the area disproportionately. Due to manoeuvres associated with displaying a large formation team (such as the Red Arrows), shorter, individual displays, although part of the bigger event, require a larger volume of restricted airspace.

In 2022, 115 RA(T)s were established under article 239 of the ANO 2016.

A RA(T) can be promulgated in three combinations:

1. **NOTAM and Aeronautical Information Circular (AIC),**
2. **NOTAM and Briefing Sheet, or**
3. **NOTAM.**

All RA(T)'s will be included in the **NATS AIS Information line recording**.

In each case, a J-series NOTAM will be published detailing the date, time, and dimensions of the RA(T). The NOTAM will reference the relevant AIC or briefing sheet, providing more information and when applicable, a chart depicting the RA(T) to help pilots visualise the restrictions in place. It is therefore important to ensure a thorough NOTAM brief is carried out prior to every flight and that you take into consideration any J-series NOTAMs that may affect your route; this brief should also refer to additional document references in the NOTAM. Valid NOTAMs can be viewed on the [NATS AIS website](https://airspaceand.safety.gov.uk/).

Figure 1 relates to the Royal International Air Tattoo (RIAT) 2022:

(J2057/22A02 NOTAMN  
Q) EGT/QRCA/IV/BO /AW/000/085/5144N00144W020  
A) EGVA B) 2207130800 C) 2207171800  
D) 0800-1800  
E) RESTRICTED AREA (TEMPORARY) FOR FAIRFORD ROYAL INTERNATIONAL AIR TATTOO, AIC M062/2022 WHICH INCLUDES A CHART WILL REFER. RESTRICTION OF FLYING REGULATIONS HAS BEEN MADE UNDER ARTICLE 239 OF THE AIR NAVIGATION ORDER 2016.  
1.NO ACFT IS TO FLY BELOW FL085 WI THE FOLLOWING AREA BOUNDED BY STRAIGHT LINES JOINING 514433N 0020502W - 514733N 0014405W - 515006N 0012925W THENCE A CLOCKWISE ARC OF CIRCLE RADIUS 5.5NM CENTRED AT 514513N 0013334W FROM 515006N 0012925W TO 514737N 0012537W THENCE A STRAIGHT LINE JOINING 514737N 0012537W - 514834N 0011958W - 514349N 0011753W - 513621N 0012737W - 514124N 0021027W THENCE A CLOCKWISE ARC OF A CIRCLE RADIUS 4.6NM CENTRED ON 514005N 0020322W FROM 514124N 0021027W TO 514433N 0020502W.  
2. NO ACFT IS TO FLY BELOW FL65 WITHIN THE FOLLOWING AREA BOUNDED BY STRAIGHT LINES JOINING 514124N 0021027W - 513621N 0012737W - 513600N 0012800W - 513500N 0014600W - 513530N 0020341W THENCE A CLOCKWISE ARC OF A CIRCLE RADIUS 4.6NM CENTRED ON 514005N 0020322W FROM 513530N 0020341W TO 514124N 0021027W.  
3. THESE REGULATIONS DO NOT APPLY TO ANY ACFT FLYING IN ACCORDANCE WITH A CLEARANCE ISSUED BY THE AIR TRAFFIC CONTROL UNIT AT RAF BRIZE NORTON.  
4.THE TERM AIRCRAFT INCLUDES ANY SMALL BALLOON, ANY KITE WEIGHING NOT MORE THAN TWO KILOGRAMS, ANY UAS AND ANY PARACHUTE INCLUDING A PARASCENDING PARACHUTE OR PARAMOTOR.  
5.ACCESS TO MOST AIRFIELDS CONTAINED WITHIN THE RESTRICTED AREA (TEMPORARY) MAY BE POSSIBLE SUBJECT TO CERTAIN CONDITIONS. PILOTS ) SHOULD CONTACT THE DESTINATION AIRFIELD CONCERNED FOR A PRE-FLIGHT BRIEF AND ARE TO BE FULLY CONVERSANT WITH AIC M062/2022 PRIOR TO FLIGHT.  
F) SFC G) FL085)

Figure 1 NOTAM J2057\_22

Figure 1 notifies you of the RIAT RA(T) in place from 13 July 2022 to 17 July 2022 during the hours of 0800 and 1800 UTC daily, comprising of 2 areas (one from Surface to FL65 and one from Surface to FL85). The NOTAM references AIC M062/2022 which has a graphical representation of the area in the most current aeronautical chart. For further guidance on decoding NOTAMs, please refer to the [Online Tutorial: Notices to Aviation](#).

## NOTAM and Aeronautical Information Circular (AIC)

If time permits, an AIC is published in addition to a NOTAM to add explanation or emphasis on matters of safety or operational significance. UK Airspace Restrictions imposed in accordance with the Temporary Restrictions of Flying Regulations will be notified through the issue of a Mauve AIC.

All AICs can be found on the NATS AIS Website under the 'Publications' tab (see Figure 2) and selecting 'Aeronautical Information Circulars (AICs)'. From there, you can view all the AIC categories (see Figure 3).

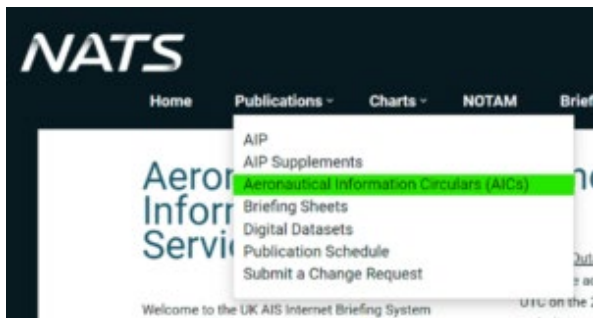


Figure 2: NATS AIS AIC tab

White (W) - Administration matters	White
Yellow (Y) - Operational matters including ATS facilities and requirements	Yellow
Pink (P) - Safety related topics	Pink
Mauve (M) - UK Airspace Restrictions imposed in accordance with the Temporary Restriction of Flying Regulations	Mauve
Green (G) - Maps and Charts	Green

Figure 3 Index of AICs from NATS AIS Website

Each AIC issued has its own identification. An AIC relating to a RA(T) will be identified by the letter '**M**' to signify the AIC is within the **Mauve** category, followed by three numbers and the year the AIC is effective. This identification will be referenced in the corresponding NOTAM to assist in your briefing.

The AIC contains details relating to the time and date that the RA(T) is active as well as the dimensions, restrictions to aircraft, who to request permission from in order to enter the RA(T) and a visual depiction on a chart (see Figure 5) to provide a clearer notification of the activity.

All AICs follow a 28 working days publishing schedule and a minimum of 90 days' notice is required for temporary airspace restrictions requests made to CAA Airspace Regulation (AR).

Figures 4 and 5 below relate to the RA(T) established for the Royal International Air Tattoo (RIAT) 2022 and are extracts from AIC M062/2022.

**AERONAUTICAL INFORMATION CIRCULAR M 062/2022**  
UNITED KINGDOM



**NATS**  
UK Aeronautical Information Services  
AIC/2222  
Version 01/22  
Effective Date:  
01/07/2022 00:01:00Z  
Supersedes:  
AIC/2222/2021 01/07/2021 00:01:00Z  
Replaces:  
AIC/2222/2021 01/07/2021 00:01:00Z  
(Replaces - UKA 202)

Date of Publication:  
01 Jun 2022

Subject:  
Aircraft Restrictions



---

**RESTRICTION OF FLYING REGULATIONS: ROYAL INTERNATIONAL AIR TATTOO ROYAL AIR FORCE FAIRFORD, GLOUCESTERSHIRE, 11 – 18 JULY 2022**

1 The Royal International Air Tattoo (RIAT) will be held at RAF Fairford from 10 to 18 July 2022 inclusive. The flying display will include fast jets and high-energy aerobatics by British and foreign military and civilian aircraft. The Secretary of State for Transport has therefore decided that it is necessary to introduce a Restriction of Flying Regulations under Article 128 of the Air Navigation Order 2006.

2 The area described in this document and Co-ordinated Universal Time (UTC), which is one hour behind British Summer Time.

**ARRIVALS, REHEARSALS AND SHOW DATES - 11 TO 17 JULY 2022**

3 The following restrictions are in place for the civilian aerial activity associated with the arrival of participating traffic and the rehearsal for, and participation in, flying displays.

a) Subject to paragraph 4, between 0800 hours and 1800 hours on each day beginning with 10 July and ending on 17 July 2022, no aircraft is to fly below FL 80 within the area:

SFC-FL 80		
Altitude	Restrictions	Remarks
FL 80	FL 80 - 10000	Class A airspace
FL 80	FL 80 - 10000	Class B airspace
FL 80	FL 80 - 10000	Class C airspace
FL 80	FL 80 - 10000	Class D airspace
FL 80	FL 80 - 10000	Class E airspace
FL 80	FL 80 - 10000	Class F airspace
FL 80	FL 80 - 10000	Class G airspace
FL 80	FL 80 - 10000	Class H airspace
FL 80	FL 80 - 10000	Class I airspace
FL 80	FL 80 - 10000	Class J airspace
FL 80	FL 80 - 10000	Class K airspace
FL 80	FL 80 - 10000	Class L airspace
FL 80	FL 80 - 10000	Class M airspace
FL 80	FL 80 - 10000	Class N airspace
FL 80	FL 80 - 10000	Class O airspace
FL 80	FL 80 - 10000	Class P airspace
FL 80	FL 80 - 10000	Class Q airspace
FL 80	FL 80 - 10000	Class R airspace
FL 80	FL 80 - 10000	Class S airspace
FL 80	FL 80 - 10000	Class T airspace
FL 80	FL 80 - 10000	Class U airspace
FL 80	FL 80 - 10000	Class V airspace
FL 80	FL 80 - 10000	Class W airspace
FL 80	FL 80 - 10000	Class X airspace
FL 80	FL 80 - 10000	Class Y airspace
FL 80	FL 80 - 10000	Class Z airspace

4 Subject to paragraph 3, between 0800 hours and 1800 hours on each day beginning with 11 July and ending on 17 July 2022, no aircraft is to fly below FL 80 within the area:

SFC-FL 80		
Altitude	Restrictions	Remarks
FL 80	FL 80 - 10000	Class A airspace
FL 80	FL 80 - 10000	Class B airspace
FL 80	FL 80 - 10000	Class C airspace
FL 80	FL 80 - 10000	Class D airspace
FL 80	FL 80 - 10000	Class E airspace
FL 80	FL 80 - 10000	Class F airspace
FL 80	FL 80 - 10000	Class G airspace
FL 80	FL 80 - 10000	Class H airspace
FL 80	FL 80 - 10000	Class I airspace
FL 80	FL 80 - 10000	Class J airspace
FL 80	FL 80 - 10000	Class K airspace
FL 80	FL 80 - 10000	Class L airspace
FL 80	FL 80 - 10000	Class M airspace
FL 80	FL 80 - 10000	Class N airspace
FL 80	FL 80 - 10000	Class O airspace
FL 80	FL 80 - 10000	Class P airspace
FL 80	FL 80 - 10000	Class Q airspace
FL 80	FL 80 - 10000	Class R airspace
FL 80	FL 80 - 10000	Class S airspace
FL 80	FL 80 - 10000	Class T airspace
FL 80	FL 80 - 10000	Class U airspace
FL 80	FL 80 - 10000	Class V airspace
FL 80	FL 80 - 10000	Class W airspace
FL 80	FL 80 - 10000	Class X airspace
FL 80	FL 80 - 10000	Class Y airspace
FL 80	FL 80 - 10000	Class Z airspace

Figure 4: AIC M062/2022

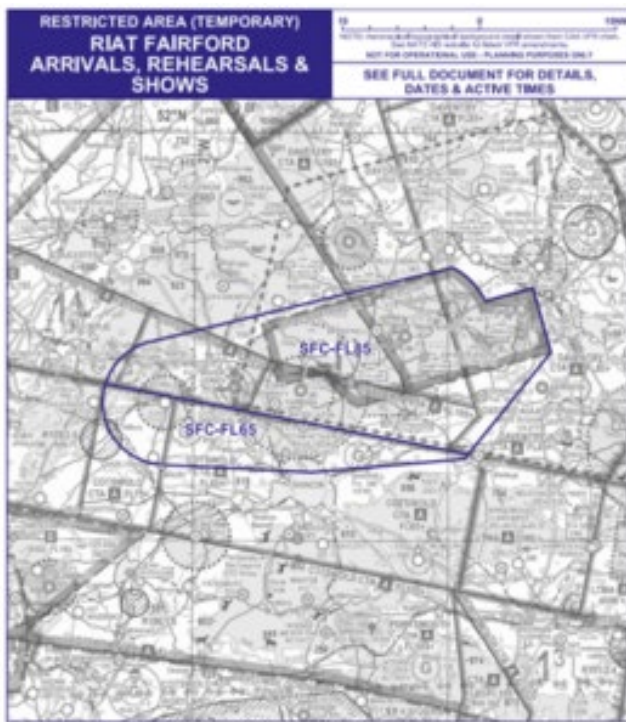


Figure 5: AIC M062/2022 Chart extract

# NOTAM and Briefing Sheet

For complex structures where the AIC 28 working days publishing schedule cannot be met, the CAA AR team will aim to issue a Briefing Sheet. Similar to an AIC, the Briefing Sheet will contain details relating to the time and date the RA(T) is active, the dimensions, the restrictions to aircraft, who to request permission from in order to enter the RA(T) and where applicable a visual depiction of the RA(T) on a chart.

All briefing sheets can be found on the [NATS AIS Website](#) under the ‘Publications’ tab and selecting ‘Briefing Sheets’ (See Figure 6). From there you can download the relevant information. Whenever time permits, the NOTAM and Briefing Sheet are also announced via the CAA’s Skywise notification platform.

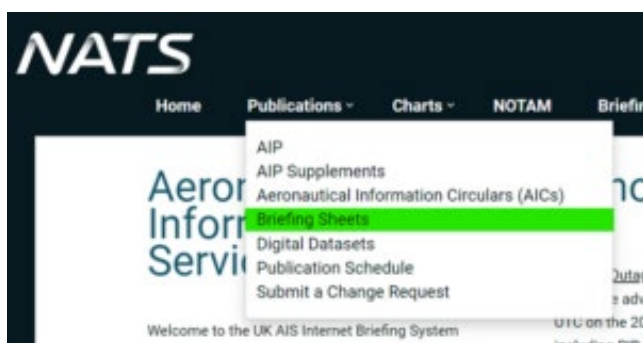


Figure 6: NATS AIS Briefing Sheets tab

Specific helicopter flights require a RA(T) to allow the flight to be conducted in a safe operating environment and to allow the passengers of the flight to reach their destination in the safest way possible. Due to the short notification period of these helicopter flights, a briefing sheet is published for every flight.

Figures 7 and 8 relate to a RA(T) established for a specific helicopter flight.



Figure 7: Briefing Sheet extract

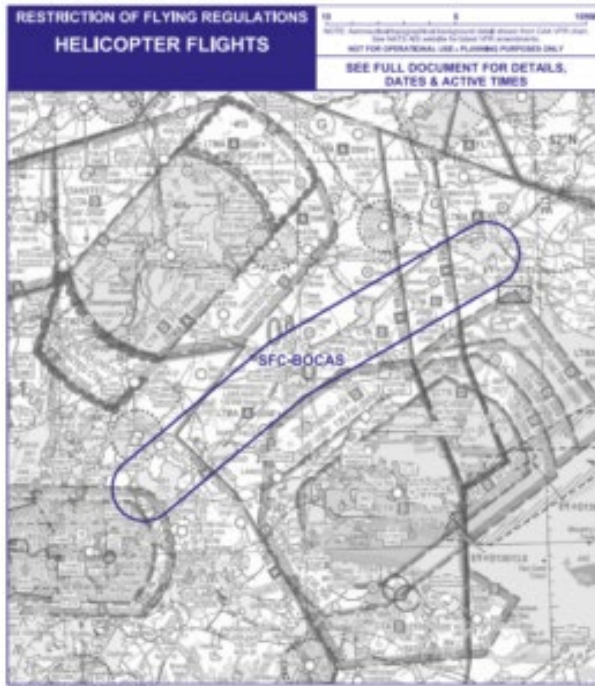


Figure 8: Briefing Sheet chart extract

## Emergency Restriction of Flying Regulations

In the event of a disaster or major incident occurring on land or sea, within the boundaries of the Scottish or London Flight Information Regions, an Emergency Controlling Authority (ECA) may request that an Emergency Restriction of Flying (ERF) be made under the ANO 2016. This is done to prohibit flight in the vicinity of the incident by aircraft not directly engaged in emergency action and thus ensures the safety of life and property, particularly for those working at the scene of the incident or engaged in Search and Rescue (SAR) operations. Similar restrictions may also be necessary in the case of an emergency not classed as a disaster or major incident. In 2022, 9 ERF were established around the UK.

When ERF have been brought into force, the notified ECA is the only authority which may grant permission for aircraft to be flown within the notified airspace. Subject to overriding considerations of safety, flights by aircraft directly associated with the emergency action will be given priority over those seeking to overfly the area for any other reason.

Due to the nature of these restrictions, the means of notification are much more limited; a J series NOTAM (**Figure 9**) will be immediately issued but this serves only to notify pilots in the pre-flight planning phase and Air Navigation Service Providers.

(J0496/23 NOTAMN

Q) EGTT/QRTCA/IV/BO /AW/000/015/5440N00104W002

A) EGNV B) 2302071220 C) 2302071330

E) RESTRICTED AREA (TEMPORARY) OWING TO THE INCIDENT AT TEES BAY, TEESSIDE, RESTRICTION OF FLYING REGULATIONS HAVE BEEN MADE UNDER ARTICLE 239 OF THE AIR NAVIGATION ORDER 2016 WI 1NM 543930N 0010423W. PILOTS ARE FORBIDDEN TO FLY WI THE DESIGNATED AREA WITHOUT PERMISSION OF UK AERONAUTICAL RESCUE COORDINATION CENTRE (EMERGENCY CONTROLLING AUTHORITY) TEL 01343 . ATC UNITS CLOSE TO THE INCIDENT AREA ARE REQUESTED TO ADVISE ACFT ON THEIR FREQ OF THE CONTENTS OF THIS NOTAM.

F) SFC G) 1500FT AMSL)

Figure 9: J Series NOTAM

To cascade this information, the Distress and Diversion (D&D) cell at Swanwick Centre will broadcast a sécurité message on the aircraft emergency frequencies (GUARD) of 121.500MHz and 243.000MHz; air traffic service units close to the area will also advise pilots of aircraft on frequency.

The restriction to airspace will also be promulgated through the NATS AIS Information Line. The information on this telephone line will not be sufficient to use solely as briefing material but will be useful in supplementing your planning as it will not only provide you with information on planned RA(T) but also on any ERF that may have been established since your last briefing. Two numbers are available as follows:

- 08085-354802; or
- +44(0)1489-887515.

# How to Avoid the Risk of Infringing a RA(T)

## Pre-flight planning

It is important to plan every flight in detail. Always carry out a NOTAM brief prior to every flight no matter how short or local your flight is anticipated to be. When carrying out your NOTAM brief, ensure you study the J-Series NOTAMs and also read the relevant Briefing Sheet or AIC that relates to the RA(T), to assist in your briefing and provide you with as much information as possible. The NATS AIS Telephone Information Line should always be called prior to every flight or individual sector if you are carrying out intermediate landings for, rest, fuel, refreshments etc. Although the telephone line is not sufficient to use solely as briefing material, it will inform you of any RA(T) established since your briefing including any ERF.

## Always use a VFR Moving Map

It is recommended to use a VFR Moving Map as part of both your pre-flight route planning and in-flight to display the most 'up to date' airspace situation. Ensure your device is connected to the internet when planning your flight.

As all RA(T) will be notified by NOTAM, they should appear on VFR Moving Map displays provided that the platform is connected to the internet at the time of planning and provided the NOTAM has been issued at that time.

## Apply Threat and Error Management (TEM)

It is essential that you apply effective [TEM](#) in your planning and flying. Identify the Threats that will affect your flight and have a 'Plan B' in case you need to divert or route around airspace.

It is recommended that you apply the '[Take 2](#)' guidance when flying proximate to restricted airspace. In any case, when flying in the vicinity of such notified airspace structures, it is essential that a good lookout is maintained for other traffic which may be routing around the area. In addition, for air display RA(T), beware of participants, including fast-jets and large aircraft or formations holding outside the RA(T) awaiting a display slot-time and clearance to 'run-in'.

## Use the most appropriate Air Traffic Service (ATS)

During pre-flight planning stages, it is important to plan your [Radio Telephony \(R/T\)](#) for your route. Should you require permission to enter the RA(T), obtain the relevant details from the AIC or Briefing Sheet and ensure you call on frequency with enough time to obtain a clearance/permission. If you are routing around the RA(T), pilots are encouraged to obtain a service from ATC or use a [Frequency Monitoring Code \(FMC\)](#) to either prevent infringements or enable their prompt resolution.

If a pilot is using the most appropriate ATS, should an ERF be established mid-flight, the relevant ATS will inform the pilot of the restrictions.