

## Wessex Local Airspace Infringement Team - Top Tips

The Wessex LAIT is a group of local aviation organisations working to reduce Airspace Infringements in the area around Southampton and Bournemouth Airports. The aim is to help pilots work on their planning and flying to prevent infringements. Here are some local tips that might prevent you becoming a statistic, or worse.

Reference is made to the Airspace & Safety Initiative, a joint CAA, NATS, AOA, GA and MoD programme to tackle major safety risks in UK airspace. Its website can be found at [www.airspacesafety.com](http://www.airspacesafety.com).

**Check NOTAM** before flying, at [www.ais.org.uk](http://www.ais.org.uk). Use an efficient method such as 'narrow route brief' and make best use of 'saved briefings', which can be re-run at later dates to cut checking time. Relevant NOTAM for the time & date of your flight can be got from a commercial **Moving-Map product such as SkyDemon, which should be used for planning and flying**. The correct use of these devices can prevent up to 85% of infringements.

**Restrictions of Flying**, planned restrictions are issued as Air Information Circulars on [www.ais.org.uk](http://www.ais.org.uk). For checking just prior to flight, the number 08085-354802 will give the very latest situation.

**Military and Restricted airspace**, there's a lot of it in the area: RAF Odiham, AAC Middle Wallop, BAE Boscombe Down and the Lulworth ranges, with busy instrument approach training and exercise areas. Keep a keen eye open and monitor useful frequencies like Boscombe Down LARS (126.7) and Farnborough West LARS (125.250).

**The Airspace & Safety Initiative Website** has a series of location-specific 'hotspot narratives' describing many Control Areas and Zones in the UK. These focus on places where infringements are a regular occurrence. See [airspacesafety.com/local-area-information](http://airspacesafety.com/local-area-information). There are numerous planning and flying tips and templates for checklists.

### **Avoid 'Hot Spots'**

There are key areas to avoid or think carefully about: NE of the Solent Zone at New Alresford; NW near Chilbolton and Farley Farm; watch your altitude along the Solent and New Forest remembering to use the local (Southampton) QNH.

**Transit Routes**, if you wish to get through Solent's or Bournemouth's Class D, think about your routing in relation to the active runway alignments. You are much more likely to get a crossing approved over the runway if your track is perpendicular to it rather than aligned with it. You should contact Solent Radar on 120.230 or Bournemouth Radar on 119.480 in plenty of time for them to arrange a transit clearance, certainly ten miles or five minutes from the airspace boundary. Solent does not provide a LARS but may facilitate zone transits subject to controller workload. If you do not want a transit, Solent would prefer you listen out on 120.230 while squawking 7011. Note that the airports may be working different operating hours, and Bournemouth does provide LARS around the Solent Zone if they are closed, but you can also use their listening squawk 0011 (119.480) if a transit or service is not required.

**Have a Plan B** when planning a route which may cross controlled airspace in case they can't accommodate you. Decide where you'll use Plan B if a clearance is not possible. It's easier to get around airspace from a few miles out than to do so close to the boundary. Remember it may result in a longer journey.

**Radio Calls**, think before you transmit. Using correct phraseology helps air traffic controllers help you, sounds and is more professional! A handy free reminder kneeboard insert is available on the Airspace Safety website. It will help you form any request for a zone crossing by giving you a template for your radio call. The example shown is more or less the reply to 'pass your message' for things like asking for a Basic Service as well as an area or zone transit.

**A Specific Clearance** is needed to enter or cross controlled airspace. The instruction 'Standby', a transponder squawk, or even the provision of any type of service is not a transit clearance. Nor is the use of the Listening Squawk and monitor frequency. An instruction to 'Remain Outside Controlled Airspace' on the first reply from ATC does not mean transit is refused, it just reminds you not to enter until a formal clearance and routing is agreed.

**Why not keep in your mind "TAKE 2":** stay **2 miles** from the edge of controlled airspace; keep **200 feet below**.

Safe flying, and for more information, hints, tips and downloadable templates, visit:  
[www.airspacesafety.com](http://www.airspacesafety.com)