



Popham Airfield  
EGHP  
The Spitfire Flying Club



## Solent Local Airspace Infringement Team

Since 2015, local organisations have been working to reduce Airspace Infringements in the area around Southampton Airport (the Solent Radar area). Let's all work on our flying to avoid infringements. To help, here are some local tips that might prevent you becoming a statistic, or worse.

**Check NOTAMs** before flying at <https://nats-uk.ead-it.com/>. 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 down checking time. Or using a commercial product like SkyDemon.

**Restrictions of Flying**, planned restrictions are issued as Air Information Circulars on <https://nats-uk.ead-it.com/>. For checking just prior to flight, the number 08085-354802 will give the very latest situation.

**Military airspace**, there's a lot of it in the area: RAF Odiham, Middle Wallop, Boscombe Down; with busy instrument approach training and exercise areas. Keep a keen eye open and monitor useful frequencies like Boscombe or Farnborough LARS.

**Controlled Airspace Local VFR Guides** are available for many Control Areas and Zones in the UK. Did you know there are numerous 'airspace guides' written (usually) by controllers who are also pilots in their spare time? They contain local advice, charts, and usually good aerial photos of local features to help you stay on the correct routing.

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

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

**Transit Routes**, if your route passes through a zone, plan a zone transit, thinking about your routing in relation to the active runway alignment. 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.

**Have a Plan B** when planning a route which may cross controlled airspace in case they can't accommodate you. If you wish to transit controlled airspace, think about what you need to say in advance and call the appropriate Air Traffic Control unit ten miles or five minutes from the airspace boundary. 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 radio phraseology helps air traffic controllers help you, sounds and is more professional! A handy free reminder kneeboard insert is available from the CAA or 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 an ATC clearance. Nor is the use of the Listening Squawk and monitor frequency (7011 for Solent on 120.230; 0011 for Bournemouth on 119.475; 4572 for Farnborough West on 125.250). Note that if you're within 8km of their airfield, they prefer you to talk to them! An instruction to 'Remain Outside Controlled Airspace' on the first reply from ATC does not mean transit is refused, just reminds you not to enter until a formal clearance and routing is agreed.

**Why not have 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)