

AIAAs are defined as: 'An airspace within which aircraft, singly or in combination with others, regularly participate in unusual manoeuvres'. Pilots of non-participating aircraft who are unable to avoid these areas are strongly advised to make use of a radar service.

- See UK AIP ENR 5.2 for details of AIAAs

*Within these areas, night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights

Military low flying occurs in most parts of the UK at any height up to 2000 feet above the surface. However, the greatest concentration is between surface and 1000 feet and civil pilots should avoid flying in that height band whenever possible. Military aircraft are considered low flying when:

a. Fixed wing aircraft except light propeller-driven aircraft, are flying below 2000 feet above the surface
b. Light propeller-driven aircraft and helicopters are flying below 500 feet above the surface. (UK AIP ENR 1.1)

Have the following vertical limits: SFC to 3000FT AAL within the circle and 1000FT AAL to 3000FT AAL within the stub. Zone configuration may vary, often two or more MATZs are amalgamated to produce a Combined Zone (CMATZ). Controlling aerodromes show the MATZ penetration frequency to be used. See UK AIP ENR 2-2.



Directional Flow Over An Area

Directional Flow Through Choke Point

The Low Flying System of Directional Flow does not apply during weekends, UK Public Holidays and hours of darkness.

Warning
During military exercises, Directional Flow may be changed for operational reasons during the period of the exercise. Such changes will be notified in the Temporary Navigation Warning giving exercise details. Refer to the AIC for details of the UK Military Low Flying System.

Avoidance Areas

a. In the Avoidance Areas, military low flying does not normally take place unless the flights are in connection with an airfield located within such an area.

Where AIAAs and the Avoidance Areas overlap, military aircraft will not normally operate below 2000 feet except in connection with an airfield situated in the area.

ATAs are defined as: 'An airspace of defined dimensions designated for air combat training, within which high energy manoeuvres are regularly practised by aircraft formations'. Pilots of non-participating aircraft who are unable to avoid these areas are strongly advised to make use of a radar service.

Autonomous operations are only permitted within ATAs above FL195 when the overlying TRA is active.

1. WASH ♦ 0700-2300 Mon-Thu and 0700-1700 Fri. Swanwick Mil.

2. **LAKENHEATH** ✦ ♦ 0700-2300 Mon-Thu and 0700-1700 Fri. Swanwick Mil.

- ◆ These times are one hour earlier during summer period. See UK AIP GEN 2.1.1 for start and finish of summer period.
✕ Peak activity takes place

The Salisbury Plain Area

The Salisbury Plain Area is an area of high activity used primarily by helicopters, although low flying civil and military fixed-wing aircraft operate from time to time in this airspace.

Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of The Air. Such flights will receive a radar service from Boscombe Down or the Swanwick Military Special Tasks Cell.

Pilots of other aircraft flying in the area are strongly advised to call Boscombe on 126.700 MHz who provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.

Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of The Air. Such flights will receive a radar service from Warton.

tion on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.

♦ These times are one hour earlier during summer period. See UK AIP GEN 2.1.1 for start and finish of summer period.

See UK AIP ENR 5.2 for details of ARA.

Some civil aircraft operators have a requirement to fly at very low heights when carrying out authorised aerial work; the majority of these flights take place at or below 1000 feet above the surface. These operators are reminded that the CANP is designed to enhance flight safety in the lower airspace and they are strongly recommended to notify details of their operations in accordance with the UK AIP ENR 4.40. Notification of operations should be made in accordance with ENR 4.40.5. Operators

The types of air activity that should be notified include:

a. **COMMERCIAL AIR ACTIVITIES**
Aerial crop spraying (all agricultural work carried out by aircraft), underslung aerial load lifting, aerial photography/filming

b. **RECREATIONAL AERIAL ACTIVITIES**
Gliders, hang gliders, para gliders, free-flight balloons, microflight aircraft or model aircraft - where 5 or more are operating

c. OTHER AERIAL ACTIVITIES
Tethered/captive balloons to a height greater than 200 feet (60 metres) AGL; kite flying - 5 or more kites from a specified

site to a height greater than 200 feet (60 metres) AGL, aircraft operations from water, any other aerial activity likely to create an exceptional concentration of aircraft at a site not listed in the UK AIP.

Radio Mandatory Zones (RMZ)