

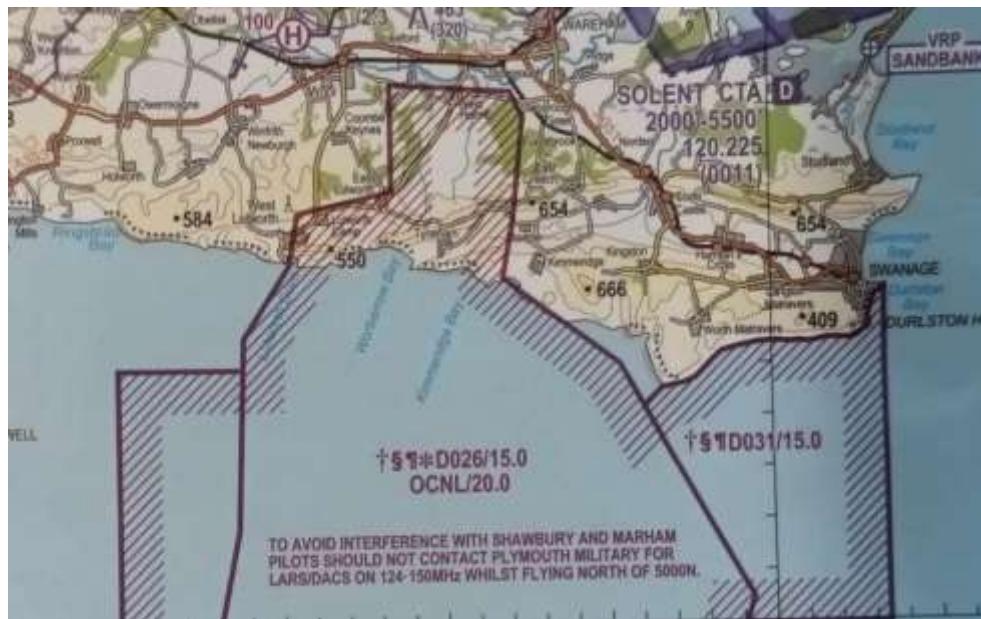
Airspace

Objective : To gain a better understanding of Airspace.

Danger Areas

Danger Areas whose identification numbers are prefixed with an asterisk(*) contain airspace subject to byelaws which prohibit entry during the period of activity.

Aside from those whose entry is prohibited by byelaw the rule is that you may not put your aircraft into danger.



D026 has a land-based range at Lulworth for Tanks including Ordnance, Munitions, Explosives and unmanned aircraft systems. Clearly it would never be safe to enter D026 when it is active. When it is inactive the range roads and walks are open and we do sometimes fly through it either along the coastline or when flying XC in the direction of Swanage.

D031 is a purely sea based naval range with activities listed as: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Clearly walkers, shore fishermen and inshore kayakers are not in danger when this range is active and flying your aircraft a few meters out to sea within the active range will not put your aircraft in danger.

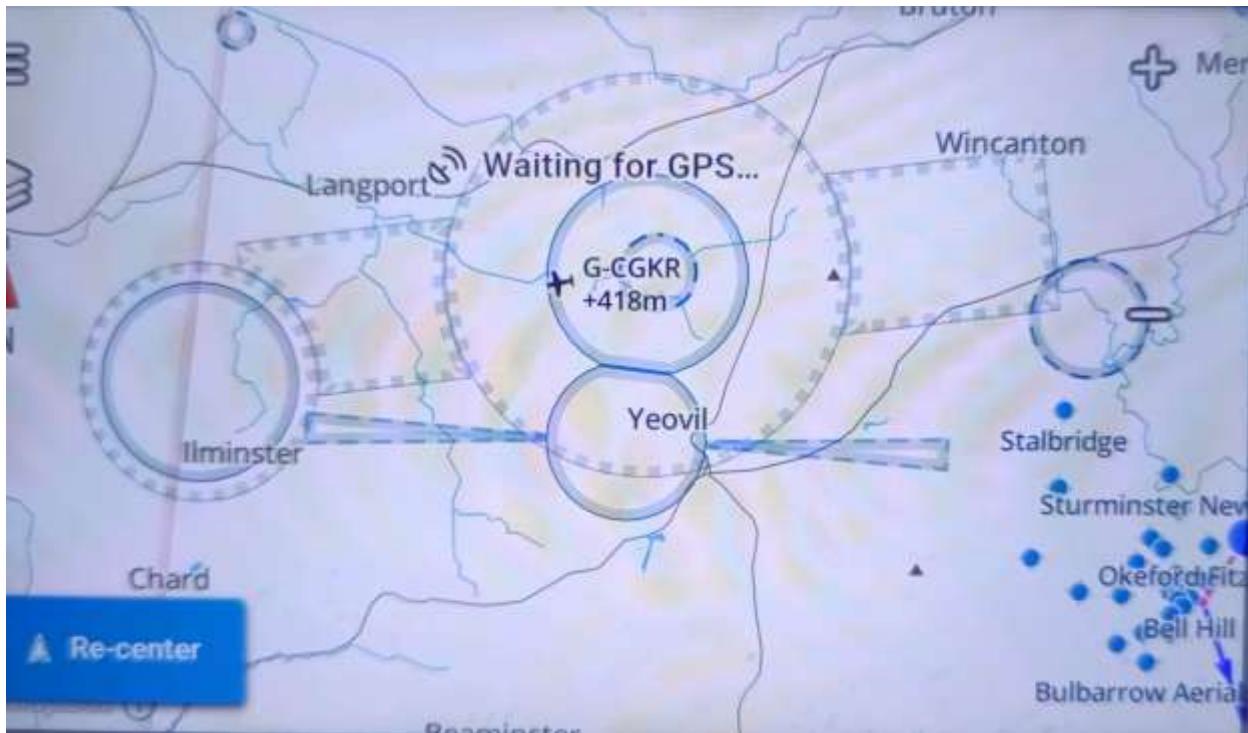
If you have any intentions of entering a danger area you must know what you are doing and be clear on why you think you can do so.

Airspace

Class D Airspace

Class D airspace such as the CTA and CTZ is controlled airspace and may not be entered without permission from ATC. This can be done by a licensed Airband radio or more typically where a letter of agreement is in existence permitting entry. An example of this is the Wessex letter of agreement with Bournemouth ATC allowing us to fly the cliffs at Barton and Southbourne.

ILS Feathers



If you are using custom airspace, it may be possible to display ILS feathers such as these entering and leaving YEOVIL ATZ. They are aligned with the main runway and are the path aircraft follow using the **Instrument Landing System**. You may enter the ILS feathers on cross country but for reasons of safety should transit across them ASAP and not linger.

Airspace

MATZ



This shows the MATZ surrounding the Middle Wallop ATZ. It is not illegal to fly in the MATZ but you may not enter the ATZ itself without permission. We very often fly through the Middle Wallop MATZ heading south from Coombe Gibbet and NE from Whitesheet. This is in the knowledge that it is a grass airstrip used by helicopters with no fast jets or transport aircraft. If you're planning to fly through a MATZ then know what you're dealing with.

ATZ

Generally, you are not allowed to enter an ATZ. There are exceptions such as for Portland where a letter of agreement allows us to fly within the ATZ, if we conform to the conditions of the agreement.

Compton Abbas and Exeter airport both have an ATZ that appears the same on an aeronautical chart. One has a grass strip for microlights. One has Airbuses. Know what you're dealing with at the flight planning stage.

When the ATZ is not active, it reverts to the standard rules of the airspace it occupies (e.g., Class G for many), but pilots still need to be vigilant for aerodrome traffic. For example, Compton Abbas ATZ has published operating hours from Wednesday to Sunday, 0900-1700. Outside of these published hours it reverts to being Class G Airspace. This does not mean that no aircraft will be using it outside of its published hours though so take care.

Airspace

Glider fields and unlicensed general aviation airfields

Unlicensed airfields like Henstridge and Popham and glider sites like Eyres Field are not in controlled airspace and it is not illegal to fly close to them. However, you shouldn't do so. They will have take off and landing circuits, tow lines and towed aircraft in their proximity. Give them good clearance, ideally >2000ft vertically.

Parachute Drop Zone

Parachute drop zones may lie within class G airspace but under no circumstances should you enter one unless you have certain knowledge that it is inactive.

Airspace

Custom Airspace Files

Many flight instruments automatically load airspace files from the cloud. However, it is better to use the custom airspace files that can be generated using ASSelect. <https://asselect.uk/>



In this example the custom airspace file from ASSelect has modified the shape of Salisbury Plain danger Area D123 to include concessionary airspace that can be activated on request for flying at Westbury.



The outer blue circle here is R105 around Highgrove House. The Red small circle within is a Prohibited area that would not appear on cloud-based airspace files. Paragliders are allowed within the restricted area but not the prohibited area under local agreement.

If using ASSelect generated files you are responsible for regularly updating the file to keep up to date with the latest airspace developments.

Airspace

To use ASSelect

ASSelect - UK Airspace

Main Option Extra NOTAM About

ATZ

Class D

ILS Feather

Class G

Non-ATZ Airfield

Class F

Microlight Airfield

Class F

Gliding Airfield

Class F

Exclude Home Airfield

No

Get Airspace

ASSelect - UK Airspace

Main Option Extra NOTAM About

Format

OpenAir

Maximum Level

Unlimited

HIRTA/GVS

No

Obstacle

No

Radio Frequency

No

Altitude Overlay

Bases to FL105

Get Airspace

Airspace

ASSelect - UK Airspace

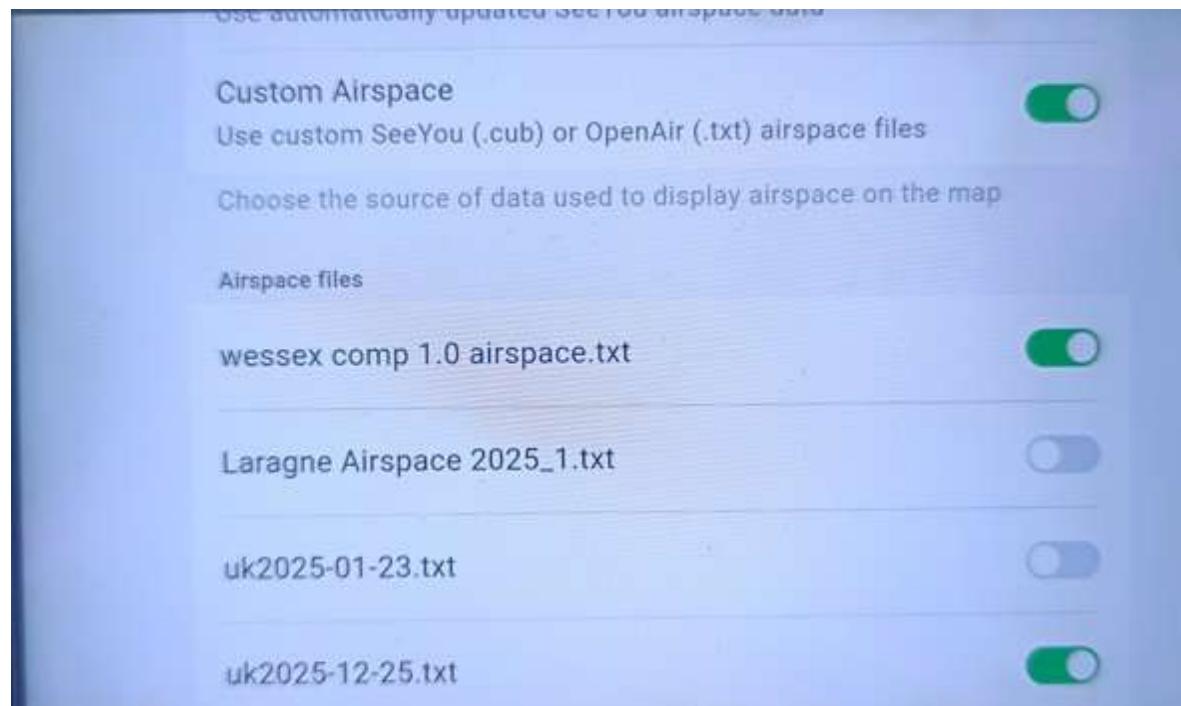
Main Option Extra NOTAM About

Temporary Restrictions

Local Agreements

<input type="checkbox"/> AMPIT TRIANGLE	<input type="checkbox"/> BATH GAP	<input checked="" type="checkbox"/> BATH GAP (HG/PG)
<input type="checkbox"/> BMFA SALTBY	<input type="checkbox"/> BOOKER COMPS	<input type="checkbox"/> CAMPHILL BOX/L975
<input type="checkbox"/> CAMPHILL EAST MIDLANDS	<input type="checkbox"/> CHIPPING BOX	<input type="checkbox"/> COTSWOLD COMPS
<input type="checkbox"/> DAVENTRY BOX	<input type="checkbox"/> DEESIDE ROYAL ESTATES	<input type="checkbox"/> DUNKESWELL
<input type="checkbox"/> DUNSTABLE (HG/PG)	<input type="checkbox"/> DUNSTABLE COMPS	<input type="checkbox"/> EDINBURGH
<input type="checkbox"/> GUSSI BOX	<input type="checkbox"/> HALESLAND	<input checked="" type="checkbox"/> HIGHGROVE HOUSE
<input type="checkbox"/> LASHAM COMPS	<input type="checkbox"/> NUCLEAR EXEMPTIONS	<input type="checkbox"/> P18 CROSSING
<input type="checkbox"/> P600/NB64 CROSSING	<input type="checkbox"/> P600/SCOTTISH TMA	<input type="checkbox"/> RAYMILL HOUSE
<input type="checkbox"/> RILES/OSSEP GLIDING AREA	<input type="checkbox"/> SOUTHHEND CROSSING	<input checked="" type="checkbox"/> UBLEY (HG/PG)
<input checked="" type="checkbox"/> WESTBURY CONCESSIONS (HG/PG)		

When you've set everything up press the Get Airspace button.



The screenshot shows the 'Custom Airspace' section of the software. It includes a toggle switch for 'Use custom SeeYou (.cub) or OpenAir (.txt) airspace files' (which is turned on, indicated by a green switch). Below this, there is a list of custom airspace files with their status indicated by a toggle switch:

- wessex comp 1.0 airspace.txt (turned on, green switch)
- Laragne Airspace 2025_1.txt (turned off, grey switch)
- uk2025-01-23.txt (turned off, grey switch)
- uk2025-12-25.txt (turned on, green switch)

Configure your flight instrument to use the custom airspace file that you have downloaded.

Airspace

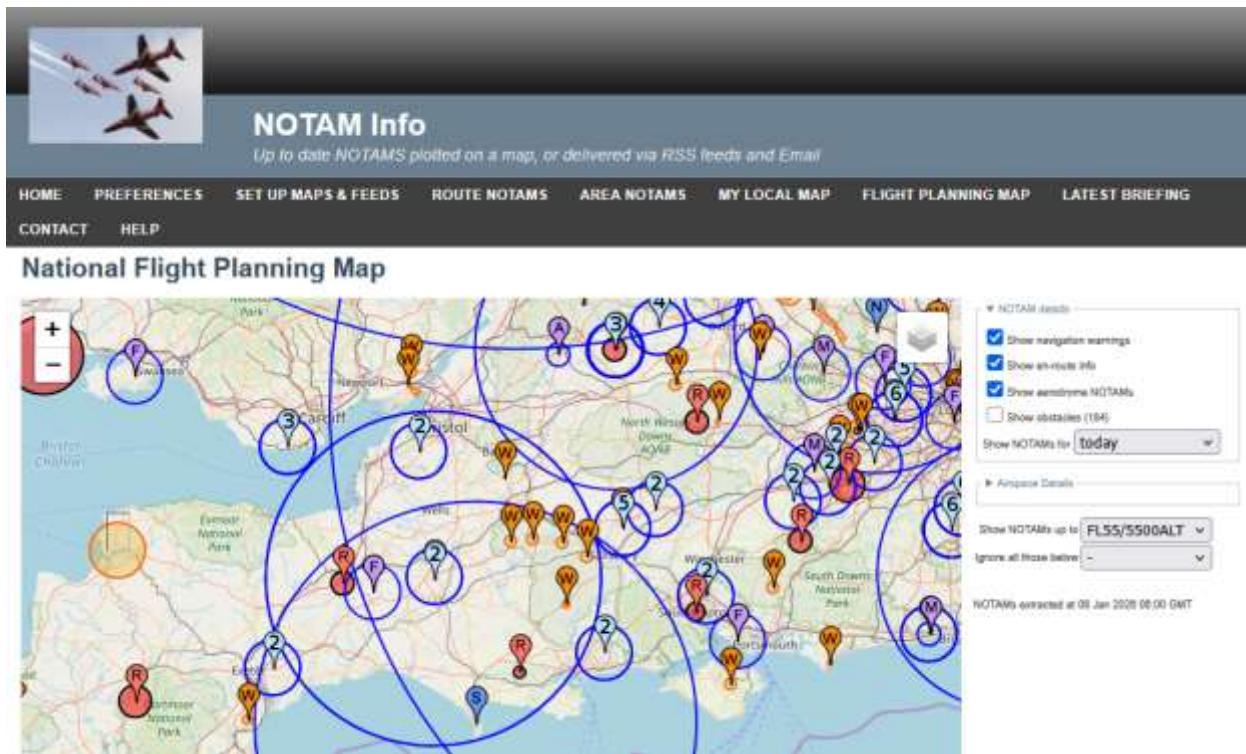
classA	Always visible
classB	Always visible
classC	Always visible
classD	Always visible
classE	<input checked="" type="checkbox"/>
classF	<input checked="" type="checkbox"/>

Enable Class E and Class F airspace display to ensure that you see advisory airspace such as ILS feathers, glider sites and unlicensed airfields.

Airspace

NOTAMS

You should always check for NOTAMS before you fly. The primary source for NOTAMS is the notaminfo website, <https://notaminfo.com/>.

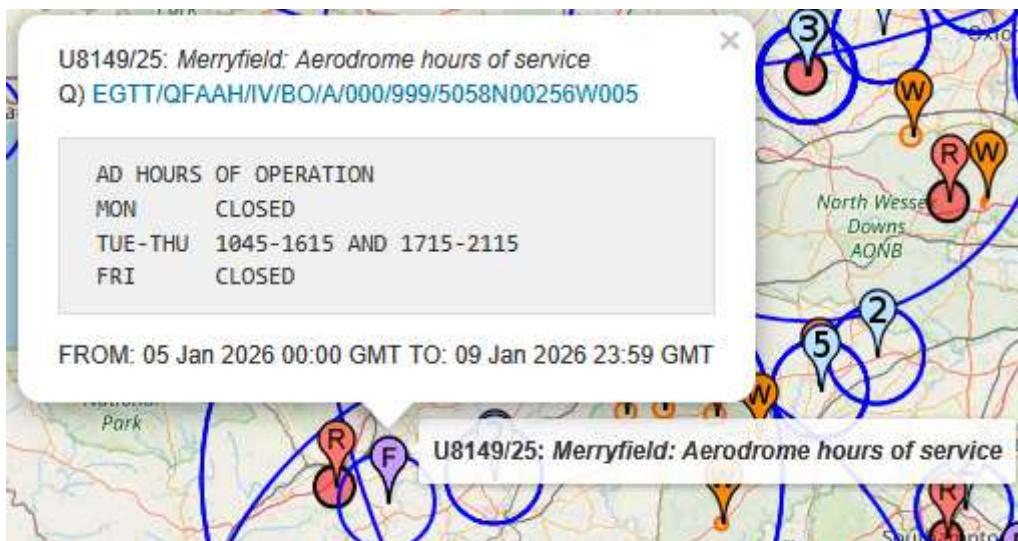


Select the FLIGHT PLANNING tab. Uncheck the *Show Obstacles* checkbox. Select today or tomorrow for your flight plan day. If appropriate change the height limit.

Analyze all NOTAMS on your projected flight path for relevance. This is not as easy as it sounds.

Some NOTAMS are for temporary restricted airspace or notifications of danger area activation. Clearly you must then avoid entering these.

Airspace

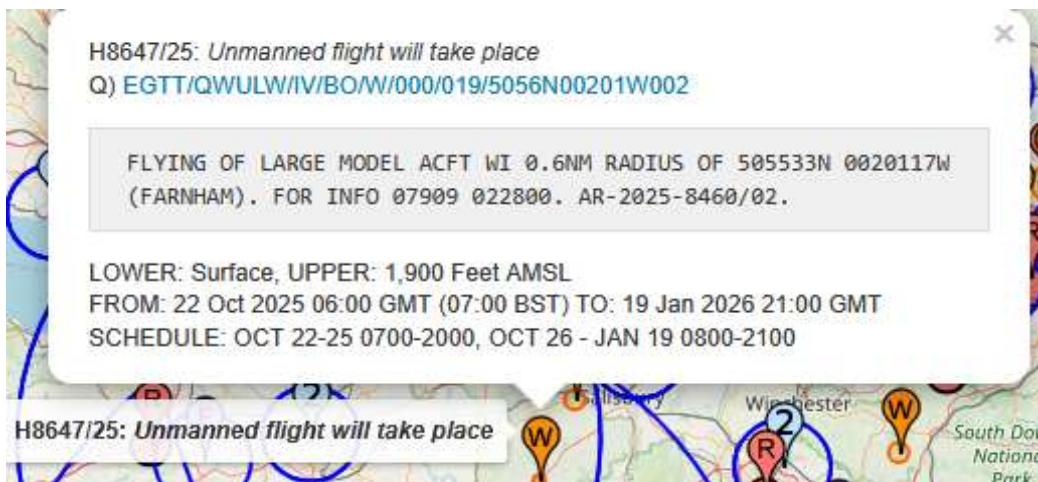


Some are notifications such as this one. Outside of its published operating hours Merryfield will revert to class G airspace.

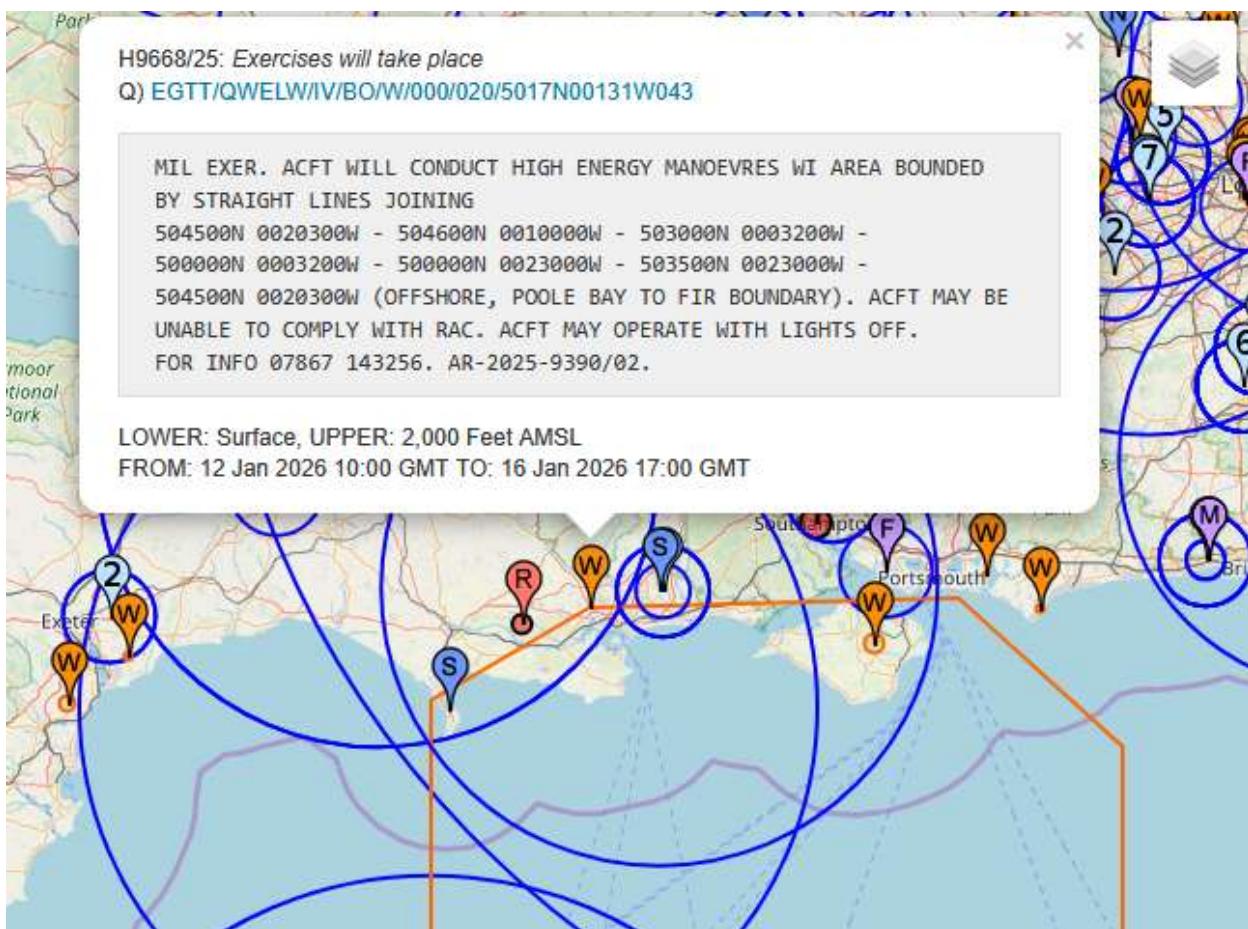


This one shows the introduction of a temporary danger area with specified times and height. You may not enter it as to do so would put your aircraft into danger.

Airspace



This one shows that large model gliders may be flying in this area. It doesn't prohibit you from entering it. You make your own decision on whether to do so.



This one shows that there will be fast jets below 2000ft in the area shown. It does not prohibit you from flying at Ballard or St Aldhelms. You must make a judgement on whether you should or should not do so.

Many NOTAMs require you to perform a personal risk assessment with no clear right or wrong answer.