

BRIEFING SHEET
UNITED KINGDOM



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Date Of Publication
10 June 2024

Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



**RESTRICTION OF FLYING REGULATIONS: ROYAL INTERNATIONAL AIR TATTOO, ROYAL AIR FORCE FAIRFORD,
GLOUCESTERSHIRE**
17-22 JULY 2024 - REPLACES AIC M 092/20204

1. The Royal International Air Tattoo 2024 (RIAT) will be held at RAF Fairford **from 17 to 22 July 2024 inclusive**. This flying display will include high-energy flypasts and aerobatic manoeuvres; therefore The Secretary of State for Transport has decided that it is necessary to introduce Restriction of Flying Regulations under Article 239 of the Air Navigation Order 2016.
2. The times mentioned in this document are Co-ordinated Universal Time (UTC), which is one hour behind British Summer Time (BST).

ARRIVALS, REHEARSALS AND SHOW DATES: 17-21 JULY 2024

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

Subject to paragraph 6, **between 0800 hours and 1830 hours on each day beginning with 17 July and ending on 19 July 2024**, and **between 0800 hours and 1800 hours on each day beginning with 20 July and ending 21 July 2024**, no aircraft is to fly below FL 85 within the area:

SFC to FL 85		
a	514433N 0020502W	then straight line to
b	514733N 0014405W	then straight line to
c	515006N 0012925W	thence clockwise by the arc of a circle radius 5.5 NM centred on
d	514513N 0013334W	to
e	514737N 0012537W	then straight line to
f	514834N 0011958W	then straight line to
g	514349N 0011753W	then straight line to
h	513621N 0012737W	then straight line to
i	514124N 0021027W	thence clockwise by the arc of a circle radius 4.6 NM centred on
j	514005N 0020322W	to
k	514433N 0020502W	-

4. Subject to paragraph 6, **between 0800 hours and 1830 hours on each day beginning with 17 July and ending on 19 July 2024**, and **between 0800 hours and 1800 hours on each day beginning with 20 July and ending 21 July 2024**, no aircraft is to fly below FL 65 within the area:

SFC to FL 65		
a	514124N 0021027W	then straight line to
b	513621N 0012737W	then straight line to
c	513600N 0012800W	then straight line to
d	513500N 0014600W	then straight line to
e	513530N 0020341W	thence clockwise arc of a circle having a radius of 4.6 NM centred on
f	514005N 0020322W	to
g	514124N 0021027W	-

DEPARTURES DAY: 22 JULY 2024

5. The following restrictions are in place to facilitate a safe and expeditious departure of aircraft from RAF Fairford.

Subject to paragraph 6, **between 0700 hours and 1600 hours on 22 July 2024** no aircraft is to fly below FL 65 within the area:

SFC to FL 65		
a	514510N 0015644W	then straight line to
b	514831N 0013817W	then straight line to
c	513736N 0013723W	then straight line to
d	513745N 0015644W	then straight line to
e	514510N 0015644W	-

6. Paragraphs 4, 5 and 6 do **not** apply to any aircraft flying in accordance with a clearance issued by the Air Traffic Control unit at RAF Brize Norton.
7. This restriction also includes any small balloon, any kite weighing not more than 2 KG, any unmanned aircraft and any parachute including a parascending parachute or paramotor.
8. Pilots not participating in activities at RAF Fairford are warned that the area surrounding the Restricted Area (Temporary) will be subject to Intense Aerial Activity due to traffic routing around the confines of the restricted airspace. Pilots not wishing to receive an air traffic service from RAF Brize Norton when operating outside of the Brize Norton CTR are strongly advised to select the Brize Norton Frequency Monitoring Code (Listening squawk) of 3727, and maintain a listening watch on frequency 124.275 MHz (Brize LARS) <https://airspacestafety.com/listening-squawks/>.
9. Furthermore, when routing to the South of the Restricted Area (Temporary), there is likely to be increased aerial activity due to helicopters departing RAF Fairford via:
- Blakehill Farm;
 - Highworth;
 - Northleach.
10. Aircraft may, under certain circumstances, be given permission to transit through the Restricted Area (Temporary) under a positive clearance from the air traffic control unit at RAF Brize Norton, however during displays by jet formation display teams requests for crossing clearances within 6 NM of RAF Fairford will be refused.

ACCESS TO KEMBLE AND OTHER AERODROMES

11. No aircraft is permitted to enter or fly within the Restricted Area (Temporary) without prior permission of the air traffic control unit at RAF Brize Norton. Aircraft that are operating within the Kemble ATZ are to squawk Mode 3A code 7010. Outside the times of **0800 hours and 1600 hours**, Kemble-based operators are able to operate at the aerodrome but are to squawk 3717 and contact Brize Radar on 119.000 MHz for a service into/out of the ATZ.

KEMBLE AERODROME

12. To enable flexible, safe and efficient use of airspace during continued flying operations at Kemble Aerodrome, formal procedures have been established during the period **17–22 July 2024**; the Kemble ATZ remains active within the Restricted Area (Temporary) for the continued safe operation of aircraft at that aerodrome; all pilots are to ensure that they comply with Rule 11 of The Rules of the Air Regulations 2015 in addition to the requirements of paragraph 11. During this time entry and exit lanes to Kemble Aerodrome have been established for the purpose of coordination of flying activities. All aircraft arriving to, and departing from, Kemble Aerodrome will require permission to transit the Restricted Area (Temporary).
13. All aircraft routing inbound to Kemble are to obtain a clearance to enter the Restricted Area (Temporary) from Brize Norton Zone on frequency 119.0 MHz prior to entry. Brize Norton Zone will approve requests for transits on the same frequency.
14. The lanes marked on the chart are defined as follows:
- Red Route** (Southeast): M4 Junction 16 – Kemble;
 - Yellow Route** (Southwest): M4 Junction 17 – Kemble;
 - Blue Route** (Northwest): Dursley - Kemble (Avoid Aston Down Gliding Site);
 - Green Route** (Northeast): Chedworth (Northeast of Cirencester) – Kemble.
15. The above routes are to be flown as follows:

Arrivals: Flown at 2500 FT Fairford Clutch QNH (or 2000 FT Kemble QFE), for a standard overhead join, unless otherwise instructed by the control agency;

Departures: Flown not above 1500 FT Fairford Clutch QNH (or 1000 FT Kemble QFE).

SSR Codes: All aircraft with transponders should squawk Mode 3A 3717 with Mode C if available until cleared en-route or instructed to squawk a discrete code by another agency.

16. Subject to the approval of the air traffic control unit at RAF Brize Norton, aircraft may depart/arrive on desired track within the quadrant bounded by the Southwest (Yellow) and Northwest (Blue) entry and exit lanes.

Kemble Non-Standard Departures

Aircraft that depart Kemble Aerodrome to join airways during the established airspace restrictions are unlikely to be able to accept the standard VFR departure lanes defined in paragraph 14 and must consider the following procedures:

- Runway 26, departures should not present conflict as aircraft will climb away from the Restricted Area (Temporary) and remain outside any display areas;

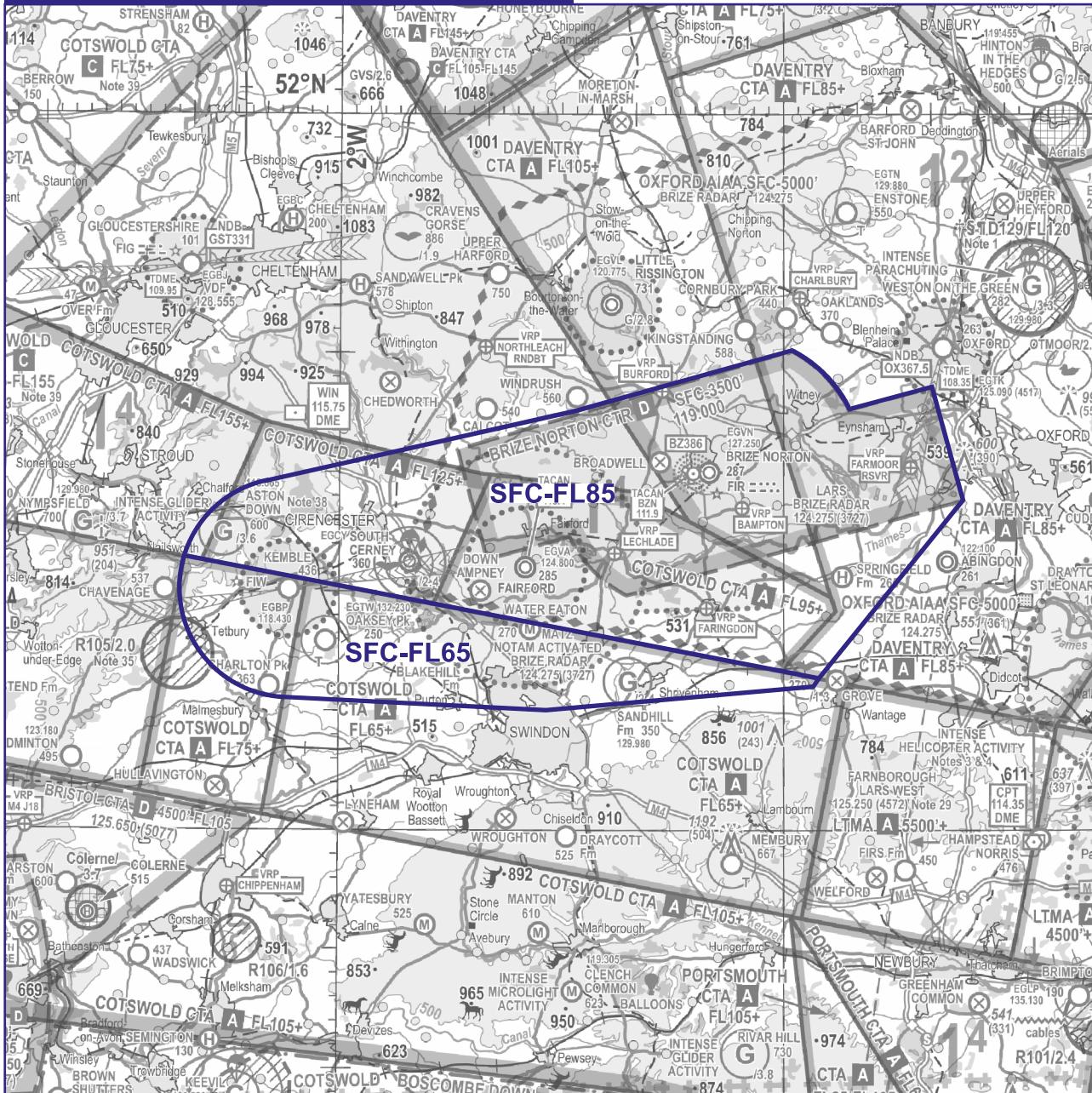
- b. Runway 08, departures should anticipate being issued with instructions, by the Kemble Flight Information Service Officer, to avoid the display at RAF Fairford. It is incumbent on the pilot to determine if they can avoid the display on departure. If the display cannot be avoided, the aircraft **must hold on the ground**.
18. **Kemble Non-Standard Arrivals**
- Any aircraft routing inbound to Kemble Aerodrome that cannot accept the standard VFR arrivals, as defined in paragraphs 8-16, will be tactically managed by RAF Brize Norton air traffic control unit; non-standard arrivals at Kemble should be communicated as soon as practicable. Such arrivals to Runway 26 could present considerable disruption to the RIAT display programme. Any such approaches will be planned and executed on a case-by-case basis. Arrivals to Runway 08 should not present conflict with the RIAT display programme.
19. The routes depicted in the chart below are only to be used by aircraft arriving to, and departing from Kemble Aerodrome. **THESE PROCEDURES DO NOT APPLY TO AIRCRAFT WISHING TO TRANSIT THE RESTRICTED AREA (TEMPORARY) IN THE VICINITY OF KEMBLE AERODROME.**
- ASTON DOWN GLIDING SITE**
20. Aston Down gliding site are authorised to operate within the Restricted Area (Temporary) up to 3600 FT AMSL in the area bounded by the shaded area in Chart 3 to the North West of the Kemble ATZ. Glider pilots are to route into/out of Aston Down via the North and West edges of the Restricted Area (Temporary); pilots operating in the vicinity of Kemble Aerodrome are to comply with Rule 11 of Rules of the Air Regulations 2015.
- OTHER AERODROMES**
21. Access to other aerodromes located within the Restricted Area (Temporary) are subject to the approval of the air traffic control unit at RAF Brize Norton who will tactically manage any request; pilots are urged to contact their destination airfield for a pre-flight brief.
22. Details of Restricted Airspace feature in the daily AIS Information Line message 08085-354802 and 01489-887515 and will be included on the Preflight Information Bulletins (PIB) through the AIS Website at <http://nats.aero/ais>.
23. Further enquiries can be made to Mr A H Frew, Airspace Regulator, Safety and Airspace Regulation Group, Civil Aviation Authority, at alan.frew@caa.co.uk.

RESTRICTED AREA (TEMPORARY) RIAT FAIRFORD ARRIVALS, REHEARSALS & SHOWS

NOTE: Aeronautical/topographical background detail shown from CAA VFR chart.
See NATS/AIS website for latest VFR amendments.

NOT FOR OPERATIONAL USE - PLANNING PURPOSES ONLY

**SEE FULL DOCUMENT FOR DETAILS,
DATES & ACTIVE TIMES**



RESTRICTED AREA (TEMPORARY)

RIAT FAIRFORD DEPARTURES DAY

NOTE: Aeronautical/topographical background detail shown from CAA VFR chart.
See NATS AIS website for latest VFR amendments.

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KEMBLE ARRIVAL & DEPARTURE ROUTES

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DATES & ACTIVE TIMES**

ARRIVAL: Flown at 2500ft Fairford Clutch QNH (or 2000ft Kemble QFE), for a standard overhead join, unless otherwise instructed by the control agency.

DEPARTURES: Flown not above 1500ft Fairford Clutch QNH (or 1000ft Kemble QFE).

NOTE: Aston Down Gliding Area (shaded) up to 3600FT AMSL within RA(T).

