

SPAMFIELD

IMPORTANT INFORMATION FOR ALL PILOTS

The BMAA have been in communication with the Red Arrows, Sandown Airfield and Southampton ATC and we have agreed to produce this information notice to help microlight pilots visiting Spamfield to do so safely. It is always the pilot's responsibility to fly legally, safely and responsibly and nothing in this notice replaces the pilot's responsibilities. This note contains three important items of information:

1. Red Arrows Display
2. Sandown Airfield
3. Southampton Airspace

1. Red Arrows Display

- The **RED ARROWS** are displaying at Newport on the Isle of Wight on Saturday 13th June.
- There is **RESTRICTED AIRSPACE (RAT)** established for the display.
- The display has been notified by **NOTAM**.

NOTAM J3191/09

Q) EGTG/QRCA/IV/BO/W/000/085/5042N00117W006

FROM: 09/06/13 16:55 TO: 09/06/13 17:35

E) RESTRICTED AREA (TEMPORARY) AT NEWPORT, ISLE OF WIGHT FOR A RED ARROWS DISPLAY WI 6NM RADIUS 504229N 0011713W. AREA ESTABLISHED UNDER ARTICLE 96 OF THE ANO 2005 (MIL ACFT SHOULD COMPLY WITH JSP552.201.135.9). AIC M 28/2009 DATED 21 MAY 09 REFERS. AUS 09-06-0085/AS1

LOWER: SFC
UPPER: 8100FT AMSL

- **Unofficial translation:**

The RAT is active from 1755 hrs local time until 1835 hrs local time.

The Restricted Area (Temporary), (RAT), is over an area of a circle of a 6 nautical mile radius centred on Newport.

The RAT is active from the surface to 8100 feet above mean sea level.

The display itself starts at 1800 hrs local time and we have been promised a Spamfield Fly Past at the end !!

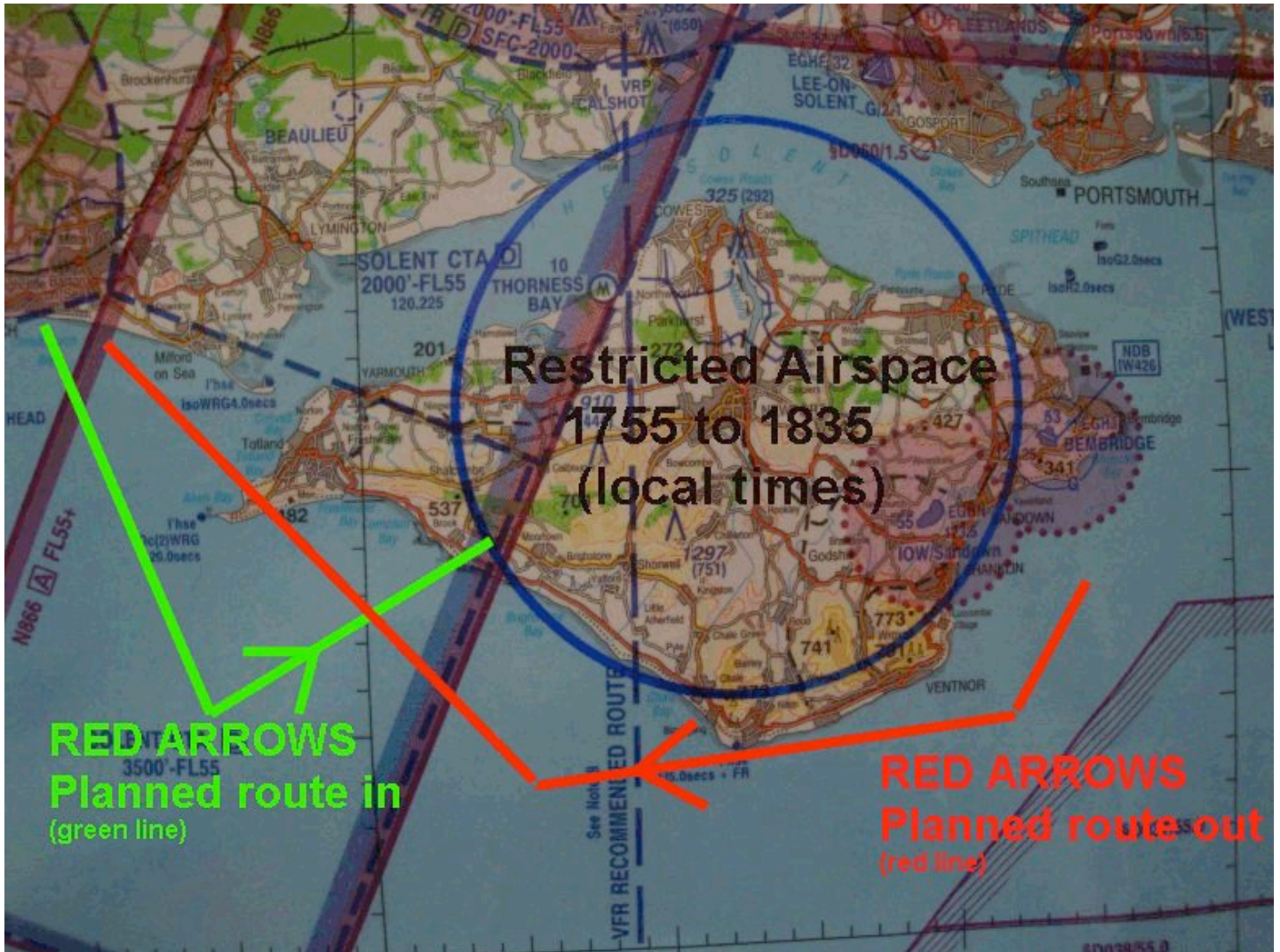
All pilots must keep clear of the restricted airspace by law. It is advisable to keep **well clear of the airspace and transit routes.**

BMAA SPAMFIELD AERONAUTICAL INFORMATION NOTE FOR PILOTS

On the day check NOTAMs for updates before you fly to or from Spamfield.

Copied below is a chart showing expected restricted airspace and the Red Arrows' planned route into, and out of, the display.

This is an unofficial plot. You must plot your own chart and plan your own route.



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On the day check NOTAMs for updates before you fly to or from Spamfield.

BMAA SPAMFIELD AERONAUTICAL INFORMATION NOTE FOR PILOTS

2. Sandown Airfield

- **SANDOWN** Airfield will be **CLOSED** to all aircraft movements to accommodate the RAT.
- The closure has been notified by **NOTAM**.

NOTAM L2390/09

Q) EGTT/QFALC/IV/NBO/A/000/999/5039N00111W005
FROM: 09/06/13 16:30 TO: 09/06/13 18:00

E) AD CLOSED DUE RED ARROWS DISPLAY

- **Unofficial translation:**

Between 1730 hrs local time and 1900 hrs local time on 13th June 2009 the airfield will be closed due to Red Arrows display.

On the day check NOTAMs for updates before you fly to or from Spamfield.

3. Southampton Airspace

Southampton ATC have produced the information guide copied below for all pilots intending to visit Spamfield in 2009. In addition to this guide there is a pictorial guide to the airspace around Southampton on the BMAA web site in the Downloadable files section.

SOLENT ATC GUIDE TO SPAMFIELD 2009

INTRODUCTION & INFRINGEMENTS

There has been a large increase in the number of airspace infringements into the Southampton Control Zone (CTR) and Solent Control Area (CTA) in recent years, both of which are notified as Class D airspace. Infringements are investigated and appropriate action **is now** being taken. Therefore, the following information may be helpful if you intend to fly close to Southampton en-route to Sandown this year.

TIPS TO CONSIDER AVOIDING A CONTROLLED AIRSPACE INFRINGEMENT

1. The frequency published on the latest CAA charts for Solent Control Area (CTA) is incorrect. **The correct frequency is 120.22MHz.**
2. Solent Approach is not funded by the CAA for the provision of LARS. Bournemouth Approach (119.475MHz) is the nominated LARS unit for the area.
3. If you intend to track close to the Solent Control Area (CTA) or Southampton Control Zone (CTR) then it is strongly recommended that you contact Solent Approach on 120.225MHz. They want to speak to you so to assist avoiding airspace infringements.
4. Although you may not require a crossing clearance of controlled airspace, the controller may be able to stop you inadvertently infringing the airspace. Likewise, the controller may be able to assist by providing a crossing of the airspace.
5. It is recommended that you study the map carefully of the area before you depart. The bases of the airspace vary in the area. There is also Class A airspace nearby.

BMAA SPAMFIELD AERONAUTICAL INFORMATION NOTE FOR PILOTS

6. Ensure that you have the correct pressure setting if operating underneath the CTA. Select either the Southampton or Bournemouth QNH. Southampton QNH can be obtained by monitoring the Solent Approach frequency, 120.225MHz. (The QNH is available on the Southampton ATIS ('SAM' VOR - 13.350MHz).
7. Likewise Bournemouth QNH can be obtained from the Bournemouth Approach frequency, 119.475MHz. Don't forget if you have the regional QNH selected and think you are underneath the CTA you may be inside the airspace!
8. There are two private sites situated inside the eastern extremity of the Southampton CTR where aircraft operate without reference to Southampton ATC up to 1500 feet. Keep a good look-out. There are strict procedures for these aircraft which means you cannot operate in these areas! However, if you flying close to the edge of the Southampton CTR then keep a good look-out.
9. Don't forget there is gliding and other fixed and rotary flying taking place from Lee-on-Solent. The frequency is 118.920MHz. The frequency for Fleetland ATZ is 135.700MHz.
10. It is strongly recommended that you plan routes some distance from the boundary of controlled airspace, but with good identifiable navigational features.
11. Other aircraft routinely operate around 'The Solent' without communicating with ATC. Therefore, keep a very good look.