SECTION THIRTEEN - LOW FLYING AND SPECIAL AIR ACTIVITIES

Q. When is a fixed wing aircraft other than a light, propeller driven aircraft, considered to be low flying in the UK?

A. Flights less than 2000 ft MSD.

(JSP 318/1/1/0105)

Q. When is a helicopter or light propeller driven aircraft considered to be low flying in the UK?

A. Flights less than 500 ft MSD.

(JSP 318/1/1/0105)

Q. Where are details of the UK Low Flying System contained?

A. UK Military Low Flying Handbook.

(JSP 318/1/1/0105 + LFH)

Q. Who is responsible for compilation of the UK Low Flying Handbook?

A. HQ MATO (Ops 2B).

(LFH)

Q. Who is responsible for publishing the UK Low Flying Handbook?

A. No 1 AIDU, RAF Northolt.

(LFH)

Q. What security classification has been allocated to the UK Low Flying System?

A. NATO RESTRICTED.

(LFH)

Q. How are amendments to the Low Flying Handbook promulgated?

A. (1) At periodic intervals (12 weeks) normally in the form of a replacement handbook printed by No 1 AIDU.

(2) Urgent changes are promulgated by NOTAM on the UKL A List.

(LFH/iv)

(But see also LFH/Pt 1/ para 54)

Q. What is the composition of the UK LFS?

A. The UKLFS comprises

(1) Low Flying Areas.

(2) Tactical Training Areas (TTA).

(3) Dedicated User Areas.

(4) Transit Areas.

(LFH/Pt 1)

Q. What is the Minimum Separation Distance (MSD) for aircraft operating within the UK LFAs?

A. As laid down by C in Cs but not normally less than 250 ft.

(LFH/Pt 1)

Q. What is the MSD for aircraft operating within Tactical Training Areas?

A. C in Cs may authorise flying below 250 ft MSD but not less than 100 ft MSD.

(LFH/Pt 1)

Q. In which specific areas may C in Cs authorise flying below 250 ft MSD for specialised operational training?

A. In the sea areas of the UK LFS beyond 3 NM of the coastline.

(LFH/Pt 1)

Q. At what height are transit areas normally to be crossed?

A. At a minimum of 1000 ft MSD.

(LFH/Pt 1)

Q. Which aircraft may cross transit areas below 1000 ft MSD?

A. Helicopters and light, propeller driven aircraft may cross at 500 ft MSD.

(LFH/Pt 1)

Q. What is the upper limit of the UK LFS?

A. 2000 ft MSD.

(LFH/Pt 1)

Q. How much notification is required for flights wishing to fly within the UKLFS?

A. All flights are to be notified to the appropriate co-ordinating authority at least 30 minutes prior to intended time of entry.

(LFH/Pt 1)

Q. Which UHF frequency has been allocated for use in the UK LFS?

A. 267 x 9 MHZ.

(LFH/Pt 1)

Q. Which SSR codes have been allocated for pilots operating within the UK LFS?

A. Mode 3A Code 4322 and 4321 have been allocated.

(LFH/Pt 1)

Q. What are the 3 categories of low flying areas and by whom are they co-ordinated?

A. (1) Dedicated User Areas, wherein flights are co-ordinated by a nominated local station.

(2) General Use Areas, in which flights are co-ordinated by LATCC (MIL) TBC.

(LFH/Pt 1)

Q. What details are to be passed to the co-ordinating authority when a Low Flying notification is made?

A. (1) Aircraft type, number and callsign.

(2) Operating base and home station, if different.

(3) Time of entry into LFA.

(4) Intended Height of operation within the LFA.

(5) Time of entry into 100 ft area, if applicable.

(6) Time of exit from the LFA.

(LFH/Pt 1)

Q. What is the tolerance time on changes to entry/exit times?

A. Generally timing is to be within plus or minus 15 minutes of the notified time.

(LFH/Pt 1)

Q. List the permanent locations which are to be avoided by low flying aircraft.

A. (1) Control zones and control areas.

(2) MATZ and other military airfields.

(3) Civil airfields.

(4) Glider sites.

(5) Danger areas.

(6) Prohibited areas and Provost Marshal Areas.

(7) High intensity Radio Transmissions Areas.

(8) Tactical Training Avoidance Areas,

(9) Built up areas.

(LFH/Pt 1)

Q. What is CANP?

A. Civil Aircraft Notification Procedures, under which civil aircraft are asked to inform LATCC (MIL) TBC of flights taking place at or below 500 ft. AGL.

(LFH/Pt 1)

Q. For which types of flights by unmanned balloons is authorisation required?

A. A free balloon which at any stage of its flight is more than 2 metres in any linear dimension including any basket or equipment attached to the balloon but excluding Met Office radiosonde balloons.

(JSP 318A/2/1101)

Q. Which flights by captive balloons require the written permission of AUS?

A. (1) A height of more than 200 ft above ground level or within 200 ft or any vessel, vehicle or structure.

(2) Any height within 3NM or an airfield or within a MATZ.

(JSP 318A/2/1101)

Q. Under what circumstances may a secured captive balloon be left unattended?

A. When fitted with a device that ensures automatic deflation if the balloon breaks free of its moorings.

(JSP 318A/2/1101)

Q. Who may give permission for the mooring of an airship?

A. MOD.

(JSP 318A/2/1101)

Q. What is an 'area of intense aerial activity'?

A. An airspace which is not otherwise protected by regulated airspace within which the intensity of civil or military flying, or a combination of both, is exceptionally high, or an airspace within which aircraft, singly or in combination with others, regularly participate in unusual manoeuvres.

(JSP 318A/2/0510)

Q. Which document contains details of the AIAAs within the UK?

A. PD 4.

(PD 4)

Q. What is a PROHIBITED area?

A. An airspace of defined dimensions above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

(JSP 318A/2/0511)

Q. Define a DANGER area.

A. An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

(JSP 318A/2/0511)

Q. Under what circumstances are flights by military aircraft permitted within active danger areas and restricted areas?

A. (1) When such flights are necessary to enable the pilot to perform the duty in the danger area or restricted area for which the flight was authorised.

(2) When the aircraft is flying in accordance with ATC procedures approved for the penetration of the area.

(JSP 318A/2/0511)

Q. Define a RESTRICTED area.

A. An airspace of defined dimensions above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with specified conditions.

(JSP 318A/2/0511)

Q. What is meant by the codeword 'EMBELLISH'?

A. EMBELLISH is a codeword signifying that an aircraft is prepared to act as a target for fighter interception.

(JSP 318A/6/5001)

Q. What is a 'NON-DEVIATING' flight?

A. 'NON-DEVIATING' flight is a status for certain flights within MRSAs, LJAO and HUTA when the aircraft concerned is receiving a service from a MATO unit. The status allows the non-deviating aircraft priority over conflicting GAT and OAT.

(JSP 318A/6/5003)

Q. Who can authorise supersonic flying in the UK?

A. COs, for operational and training purposes but prior approval of MOD is required for supersonic flights for other purposes eg demonstrations.

(JSP 318/1/1/0201)

Q. Who can authorise supersonic flight abroad?

A. C in Cs, for operational and training purposes over sparsely populated areas when it is not possible because of the distances involved for the flights to be made over the sea.

(JSP 318/1/1/0201)

Q. What conditions must prevail before a supersonic flight may be conducted over the UK.

A. (1) Supersonic flights must be made over the sea. An air-aircraft heading directly out to sea and along a line of flight at least 20° divergent from the mean line of the coast.

(2) Supersonic flights with the aircraft pointing towards the land, turning or flying parallel to the coast to take place at least 35 NM from the nearest coastline.

(JSP 318/1/1/0201)

Q. Who must be notified of a proposed supersonic flight?

A. The appropriate ATCRU who will log details of:

(1) Aircraft type.

(2) Time of flight.

(3) Heading and speed of aircraft.

(4) Position.

(5) Altitude and attitude.

(JSP 318/1/1/0201)

Q. What action should be taken in the event of an inadvertant supersonic flight?

A. (1) Pilot must enter the details of the flight in the Authorisation Book.

(2) Pilot's station must inform the appropriate ATCRU within 30 mins of landing.

(JSP 318/131/0201)

Q. What are the rules governing flights over public assemblies?

A. Flying over any place where a large number of persons are assembled is prohibited below 1000 ft except when

(1) Specially authorised.

(2) In connection with an authorised air display.

(3) It is necessary to do so while carrying out the arrival or departure procedure at an airfield or heliport.

(JSP 318/1/1/0120)

Q. What action should be taken when any unusual air activity in the vicinity of an airfield which might give rise to complaints is to take place?

A. The CO is to inform local authorities and the local press, as fully as security conditions permit.

(JSP 318/1/1/0120)

Q. By what margins are aircraft to avoid fixed or mobile oil and gas installations?

A. By 1½ NMs horizontally or above 2000 ft AMSL.

(JSP 318/1/1/0105)

Q. What is considered to be 'air display' flying?

A. Any flying activity performed to a set programme before spectators or on a public occasion during which aircraft may not comply with normal ATC rules and rules of the air, including fly pasts, low level formation flights to a set route and programme and weapons or attach technique deomonstrations outside a recognised danger area.

(JSP 318/1/1/0108)

Q. When are aircraft prohibited from carrying out aerobatics?

A. (1) When they are likely to endanger other aircraft.

(2) In formation except when specially authorised.

(3) Over towns or congested areas.

(4) At night or in cloud or in conditions where recovery is likely to take place in cloud.

(5) Within CAS or MATZ.

(6) At altitudes less than 3000 ft or within 3000 yards of the perimeter of an airfield unless authorised.

(JSP 318/1/1/0202)

Q. Which unit is normally responsible for the handling of aircraft in R & D flights which require special handling whilst undergoing performance and test flights?

A. Special Tasks Section at LATCC (MIL).

(JSP 318A/6/5004)

Q. For controlling purposes, how are R & D Flights categorised?

A. (1) Cat 'A' flights are those R & D flights which are amendable to normal ATC procedures and could be controlled by an ATCRU.

(2) Cat 'B' flights are those R & D flights for which autonomous control by an R & D authority is not essential, but which require special handling to allow them the freedom of operation necessary to achieve the objective of the flight.

(3) Cat 'C' flights are those R & D flights for which autonomous control by an R & D authority is essential to ensure the objectives of the flight are achieved or to meet the specific aircraft flight safety criteria.

(JSP 318A/6/5004)

Q. Who may request non-deviating status for a flight?

A. A request for non-deviating status may be pre-notified or made by the pilot during flight but it must not be originated by the controller.

(JSP 318A/6/5003)

Q. In which airspace should non-deviating profiles be avoided?

A. Along civil ATS routes.

(JSP 318A/6/5003)

Q. In which areas is non-deviating status not provided?

A. Within MTAs.

(JSP 318A/6/5003)

Q. How is training refuelling normally conducted?

A. Training refuelling is normally conducted on designated towlines which are racetrack patterns between 60 and 100 miles long and usually between FL 160 and FL 300.

(JSP 318A/6/5006)

Q. Where is detailed airspace utilisation procedure for individual towlines contained?

A. MATO Unit Order Book.

(JSP 318A/6/5006)

Q. In which type of airspace are all aircraft involved in refuelling operations to be under Radar Control.

A. In a MRSA.

(JSP 318A/6/5006)