

SOLENT

A I R S P A C E G U I D E S U M M E R 2 0 0 8

<p>AIRSPACE <i>A introduction to the airspace around Southampton and the Solent.</i></p> <p>Page 2 - 3</p>	<p>INFRINGEMENTS & TIPS <i>A review of airspace infringements and tips to avoid.</i></p> <p>Page 4 - 7</p>	<p>AIRSPACE VIEWS <i>A view of the VRP and other landmarks in the vicinity, with aerial pictures.</i></p> <p>Page 8 - 26</p>	<p>QUESTIONS ANSWERED <i>Frequently asked questions answered.</i></p> <p>Page 28 - 30</p>
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INTRODUCTION

The brief is published to assist pilots of general aviation aircraft flying within the Solent Control Area with specific reference to Southampton Airport and the Southampton Control Zone.

In addition, if you are a private pilot who does not regularly fly in the South of England, your first experience of the airspace in the area may be when you first plan a trip that will require transit of the airspace or to join the recommended VFR route to northern France or the Channel Islands. It is hoped that some of the common questions often asked may be answered within this guide.

NATS Southampton has provided this brief for the assistance of pilots operating within the Solent Control Area with specific reference to the Southampton Control Zone. It is provided for guidance purposes only. The author has produced the document for the assistance of other pilots and cannot guarantee the accuracy or omissions therein. It remains the responsibility of the pilot in command to undertake a comprehensive pre-flight planning based upon current data from approved publications including NOTAMs.

NATS Southampton



Extreme lengths have been taken in producing the necessary photographs of the Solent Control Area and Southampton Control Zone for this guide. In doing so, no aircraft infringed controlled airspace as we didn't take the aircraft with us! However, as can be seen, occasionally parts of a body did get in the way!

SJD
Watch Manager,
NATS Southampton

AIRSPACE

SOLENT CONTROL AIRSPACE

The Solent Control Area (CTA) and Southampton Control Zone (CTR) are classified as Class D Airspace. The CTR extends from the surface to 2000 feet and the base of the CTA varies from 1500 feet to 3000 feet. The upper level of the CTA is 5500 feet. The airways R41 and R8 are contiguous with the upper level of the CTA. Unless specific approval has been obtained from Southampton ATC, non-radio equipped aircraft are not permitted to operate within the airspace.



Extract of Solent Control Area from Southern England 1:500 000 Chart.
 Courtesy of CAA

LOCATION

SOUTHAMPTON AIRPORT

Southampton Airport is situated north of the city of Southampton and south of the city of Winchester. The airport is situated 1 mile from the town of Eastleigh. In addition the M27 passes immediately to the south of the airport and the M3 is 1 mile to the west of the airport.



View from the north.
Southampton to the south of
the airport



Overhead Southampton
M27 to south of airport



View from the south. Eastleigh
town centre to the north of the
airport

AERIAL VIEWS OF SOUTHAMPTON AIRPORT

View from west looking east
M27 continues to the east



View from east towards the west
M27 continues to the west



AIR TRAFFIC SERVICES

SOLENT APPROACH

NATS Southampton provides an Aerodrome Control Service to Southampton Airport and an Approach Radar Control Service to Southampton and Bournemouth Airports.

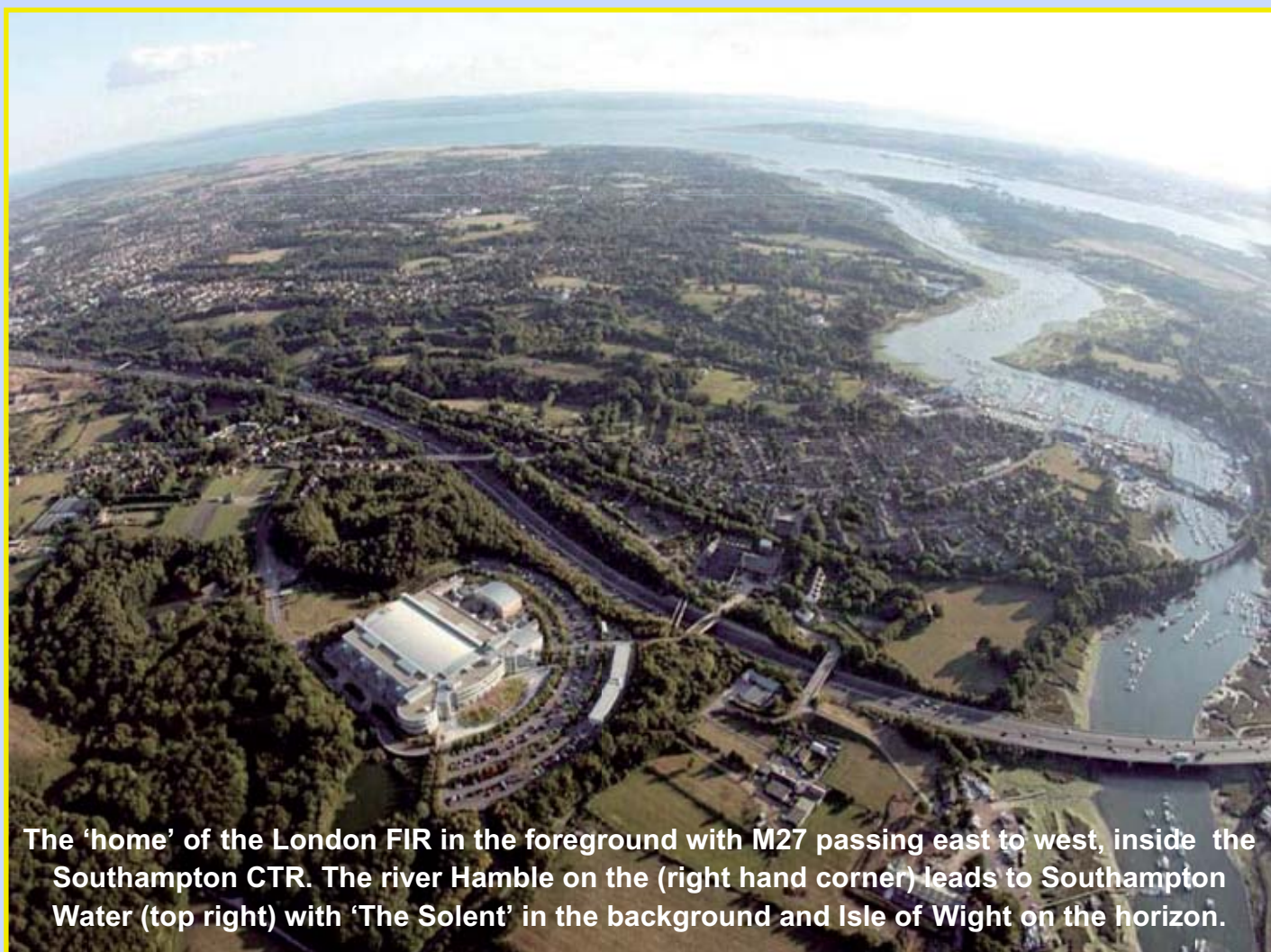
NATS Southampton is not a LARS unit but a Flight Information Service (FIS) may be available, subject to workload.

Southampton Tower:	118.200 MHz
Solent Approach:	120.225 MHz
Southampton Radar:	128.850 MHz (when instructed)
Southampton ATIS:	113.350 MHz (SAM VOR/DME)

LOWER AIRSPACE RADAR SERVICE

A LARS is available from the following Air Traffic Service Units (ATSU).

Boscombe Down:	126.700 MHz
Bournemouth:	119.475 MHz
Farnborough:	125.250 MHz (West)



The 'home' of the London FIR in the foreground with M27 passing east to west, inside the Southampton CTR. The river Hamble on the (right hand corner) leads to Southampton Water (top right) with 'The Solent' in the background and Isle of Wight on the horizon.

SOLENT CONTROLLED AIRSPACE

In accordance with standard operating procedure it is requested that contact is established on the appropriate frequency when a minimum of 5 minutes or 10 miles from the boundary of controlled airspace (CAS) if entry clearance is required. If entry clearance is not required then this minimum time requirement maybe reduced.

When operating outside Controlled Airspace, unless an alternative type of service is requested a Flight Information Service will be provided.

Although the Solent Approach frequency may appear "quiet" it is still possible that transit clearance may not be available if the Solent Approach Controller is busy with integrating arriving and departing traffic to Southampton and Bournemouth airports.

TRANSIT THE CONTROL AREA

It is not possible to publish specific routes that aircraft operating in accordance with Visual Flight Rules will route by. However, the following guidelines maybe worth considering when planning a VFR flight in the area.

OPERATING BENEATH THE CONTROL AREA

A number of aircraft elect to operate beneath the Control Area. If you decide this course of action, without communicating with ATC then remember to adjust to the Southampton QNH. (Available from the Southampton ATIS: 113.350 MHz).

Alternatively, some flight crew maintain a listening watch on the frequency without contacting the relevant unit so as to obtain an awareness of the traffic situation. Consequently, not all traffic will be known about.

TRANSIT OVERHEAD SOUTHAMPTON AIRPORT

The SAM VOR/DME is situated on the airport and is popular with General Aviation pilots as an aid to navigate by. However, it should be recognised it may not be always possible to over-fly the beacon due to the density of commercial traffic climbing and descending in direct conflict.

If a clearance via "SAM" is granted then the following may also be included:

- You maybe asked to fly at a specific altitude, albeit VFR, but to advise ATC immediately if you're unable to continue VFR.
- Depending upon traffic scenarios you maybe be asked to fly over either of the runway thresholds in order to remain clear of arriving or departing traffic.
- Alternatively, a radar heading maybe assigned with a request that you advise ATC immediately if you're unable to continue VFR.

SOLENT AIRSPACE INFRINGEMENTS

Solent Airspace Infringements at all time high in 2007

The largest number of airspace infringements in respect of the Southampton CTR and Solent CTA were reported by NATS at Southampton during 2007. The figure of 141 does not include the Bournemouth CTR.

All infringements are investigated locally by ATC staff or by the CAA at Gatwick. Whenever possible the aircraft is tracked and the pilot in command is contacted to establish whether the pilot was aware of the incident. In addition, the information has provided assistance to review operating procedures and future airspace design.

BOURNEMOUTH APPROACH

Bournemouth Approach on 119.475MHz are responsible for traffic operating inside the Bournemouth Control Zone. In addition, the unit provides a Lower Airspace Radar Service for traffic operating within a 30nm radius of Bournemouth International Airport. If you're operating outside controlled airspace, or require transit of the CTA in the vicinity of Bournemouth then you are advised to contact the frequency. This is also the frequency to contact if you intend operating underneath the CTA between the two CTRs or around the Isle of Wight.

**STOP
DO NOT PROCEED BEYOND
THIS POINT
WITHOUT ATC PERMISSION**

TOP TIP

When choosing a route, look at the controlled airspace that is in the vicinity, or that you may need to fly through. It's best to have at least two routes, one crossing the airspace and another to take you around the airspace, in case the transit should be refused. Don't plan your track too close to the boundary of controlled airspace. A misaligned DI or a change in wind velocity and before you know it you'll have infringed the airspace. Don't forget the airspace above you - if you're intending to climb, check what the base of controlled airspace is and where the base changes. Identify a point along your track where you know you can safely climb without infringing. Similarly, identify a point along your track where you know you have to descend if entry clearance into controlled airspace is not going to be possible.

*Based on an article by Claire Hatton
Article first appeared GASCO Flight Safety
Spring 2008*

FACTS

A pilot infringed the Southampton CTR, believing Southampton Docks was Portsmouth harbour!
A microlight passed overhead Southampton airport on a Saturday morning in the summer and decided not to call, as he felt he didn't need to!

CONTROLLED AIRSPACE

“REMAIN OUTSIDE CONTROLLED AIRSPACE”

The above phrase is often used by Solent Approach when replying to an initial call from a pilot who has asked for clearance to enter controlled airspace. It is acknowledged that the phrase immediately implies that the pilot will not receive an entry clearance and that some pilots feel that the ATCO does not wish to provide a service.

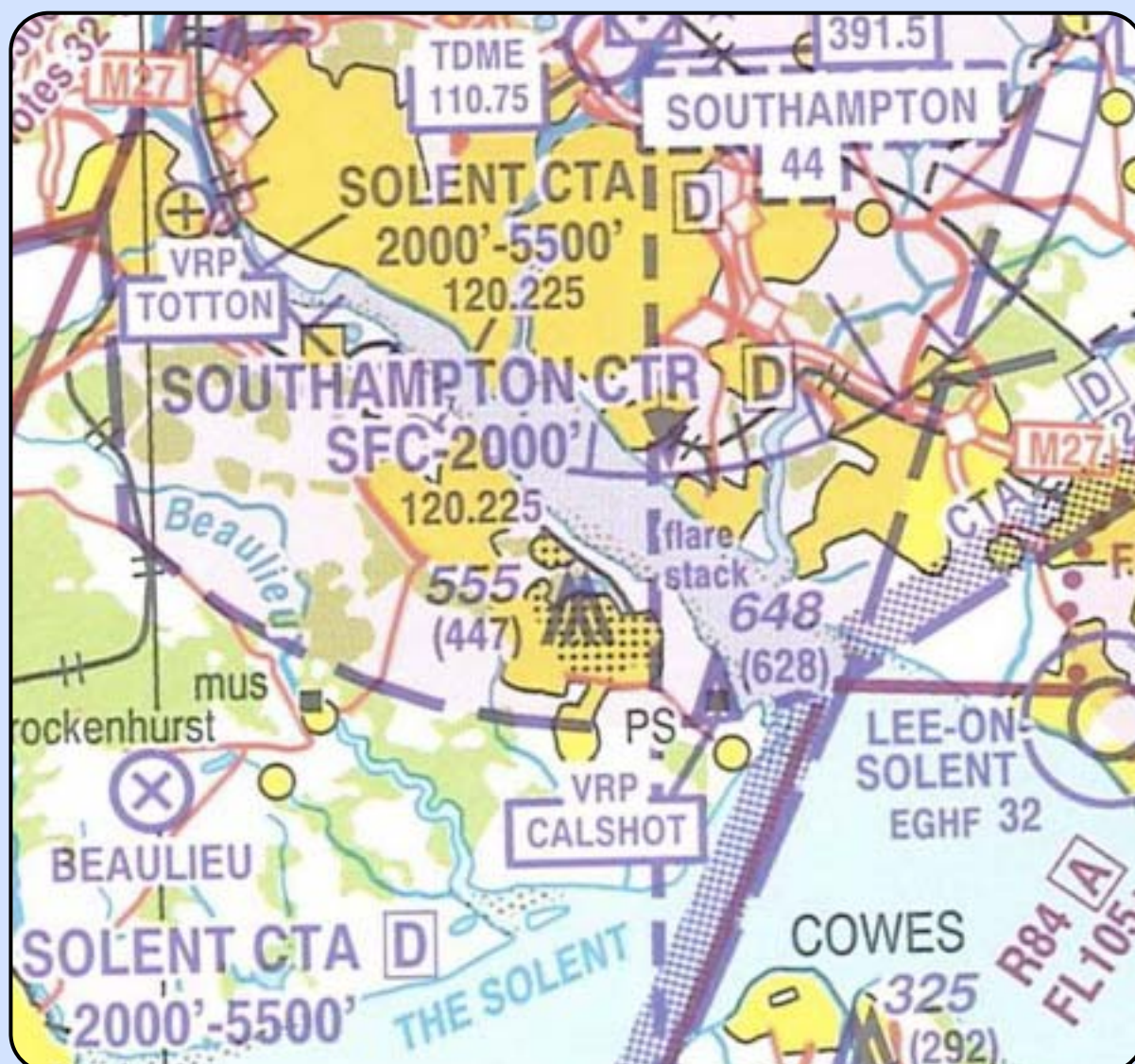
While it is not a phrase listed in CAP 413 as an expected response, it does emphasise to the pilot that the controller needs time to organise such a clearance, and in the meantime the aircraft is not permitted to enter the Solent Control Area (CTA) or Southampton Control Zone (CTR). It does not mean that a clearance will not be issued, or even that there will be any great delay in issuing that clearance than if the phrase was not used. Despite its use the Solent CTA and Southampton CTR was the most infringed controlled airspace in the UK during 2007.

The phrase is used because the correct expression “stand by”, which has the same meaning was not apparently understood correctly by a significant number of pilots. In order to reduce the risk of aircraft entering controlled airspace with the attendant risk of collision, the additional phrase has crept into use as a reminder. However, just because a controller does not use it, does not mean that pilots may enter controlled airspace without formal clearance.

See also: [CAA Safety Sense Leaflet 22b: Radiotelephony Paragraph 11 \(page 9\)](#) provides an example of the phrase in use. [CAA Safety Sense Leaflet 27: Flight In Controlled Airspace](#). Article first published in GASIL 1 / 2008

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SOUTHAMPTON CITY & SOUTHAMPTON WATER



SOUTHAMPTON WATER (SAM 205 RDL 5 DME)

Although crossing of the Southampton CTR via Southampton Water is popular it may not always be available. Any routing will be via Totton to Calshot or vice versa. It is not possible to permit aircraft to orbit along this route due to the interaction with arriving and departing aircraft.

CALSHOT (SAM 178 RDL 8 DME)

Situated 8NM south of Southampton Airport, at the entrance to Southampton Water, an old castle and small radar scanner are situated here. It is south east of large oil refinery, Immediately opposite Cowes (Isle of Wight) and the Hamble river.

Aircraft regularly operate underneath the Solent CTA, over the New Forest and along the Solent without requesting and an air traffic service. No problem as the airspace is Class G, but make sure you are operating on the Southampton QNH. (Southampton ATIS: 113.350MHz)

SOUTHAMPTON CITY AND SOUTHAMPTON WATER



Southampton Runway 20 “Climb Out” with a view of the city centre, Southampton Water and the docks. The Isle of Wight can be seen on the horizon. Inside the Southampton CTR



Southampton Runway 02 with Southampton City Centre and docks immediately below

THE SOLENT & ISLE OF WIGHT



THE SOLENT & ISLE OF WIGHT

Depending upon the level at which flight crew decide to operate will depend on whether an entry clearance into the Solent Control Area (CTA) is required.

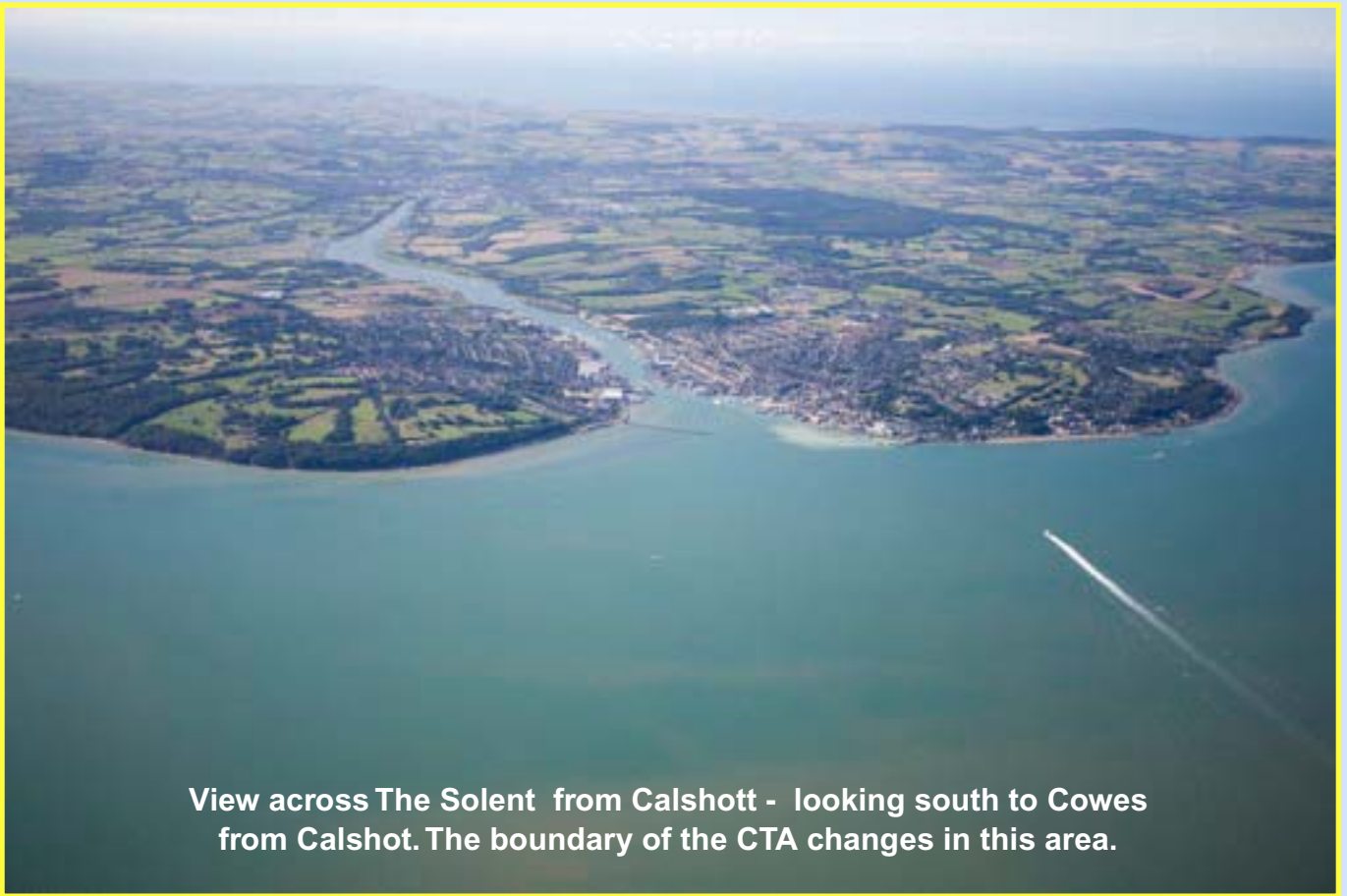
Only the south western and north western part of the Isle of Wight lies beneath the Solent CTA. This is a popular area to fly around – particularly “The Needles” – but it is recommended that a very good look out is maintained in this area. The base of the Solent CTA is 2000 feet, west of Cowes.

The edge of the Southampton CTR to the north of Cowes starts at the VRP Calshot. A ‘hotspot’ for airspace infringements where pilots either mis-read the map, visual cues or operate incorrectly on the regional QNH. The instrument approach procedure for Southampton results in aircraft flying over this area.

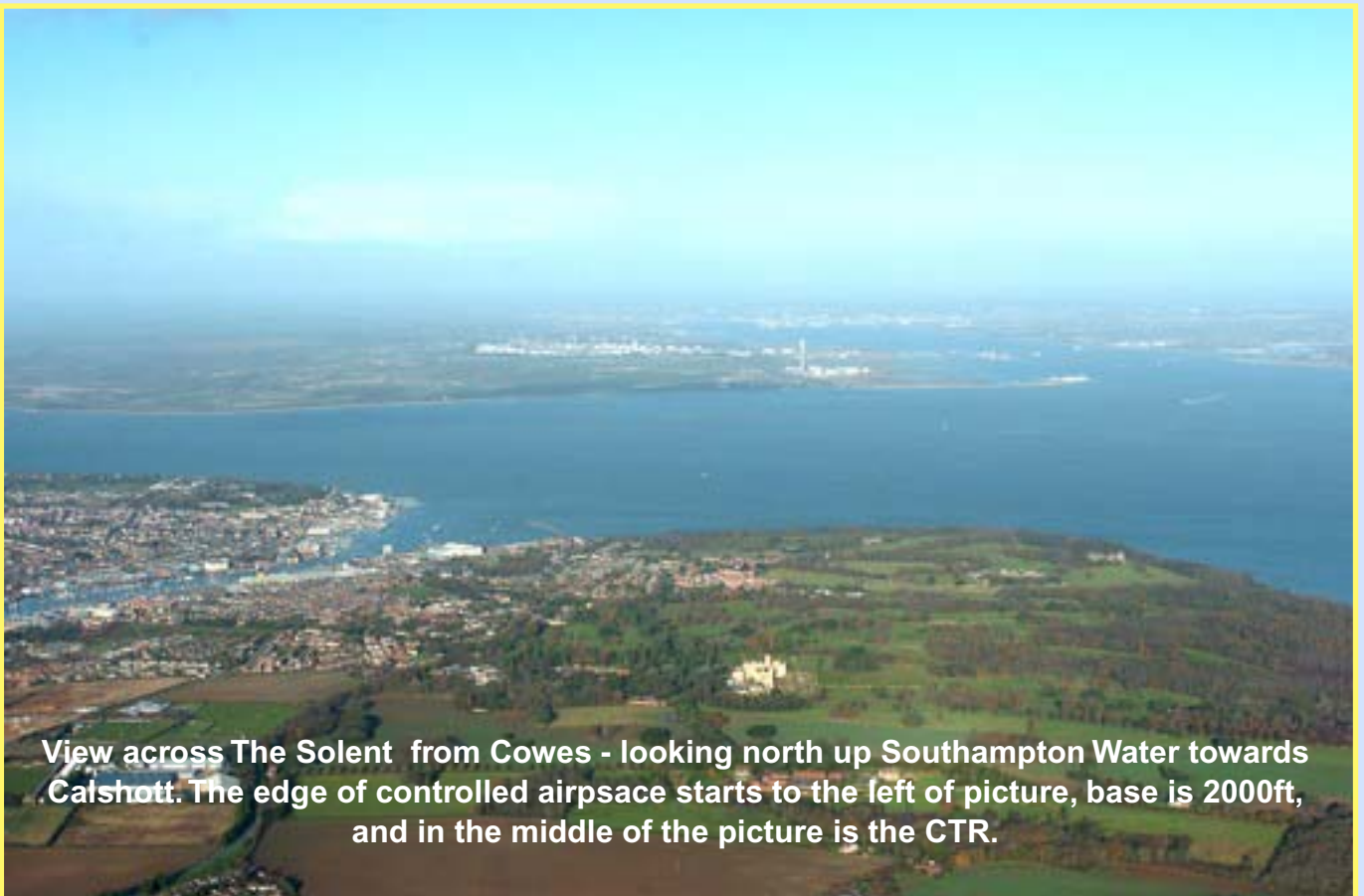
Although the Needles (SAM 210 RDL 19 DME) is a well known landmark, it’s not established as a Visual Reference Point, but numerous aircraft operate in the area and use it as a turning point. The base of the Solent CTA is 3500 feet but the base lowers to 2000 feet just to the north.

Southampton and Bournemouth instrument arrivals and departures position via the reporting point NEDUL. VFR aircraft in and out of both airports also position via the area. It’s easy to identify from the air.

COWES & CALSHOTT



View across The Solent from Calshott - looking south to Cowes from Calshot. The boundary of the CTA changes in this area.



View across The Solent from Cowes - looking north up Southampton Water towards Calshott. The edge of controlled airspace starts to the left of picture, base is 2000ft, and in the middle of the picture is the CTR.

YARMOUTH & LYMINGTON



YARMOUTH - view from the south facing north west . Situated on north western part of the Isle of Wight. Situated opposite Lymington and Hurst Castle. The Needles to the west.



LYMINGTON - view from the south facing north. Situated on western Solent on the mainland, with river. Situated opposite Yarmouth and The Needles with Hurst Castle to the west.

THE WESTERN & EASTERN SOLENT



The Needles - A well known landmark but not a Visual Reference Point, but used by many aircraft - not all of which are in communication with ATC.



View from Portsmouth looking south towards Bembridge harbour and the airport, Isle of Wight.

VIEWS OF NEARBY TOWNS & LANDMARKS



GOSPORT (SAM 140 RDL 14 DME)

West of Portsmouth. Residential and commercial buildings. Naval establishments. Lee-on-Solent airfield situated to west of the town on the seafront.

PORTSMOUTH (SAM 135 RDL 14 DME)

High density residential and commercial area. Royal Navy harbour. Motorway on western edge of the city and large main road on the eastern side of the city. Spinnaker Tower situated on southern tip of the harbour and train station.

HAYLING ISLAND (SAM 125 RDL 17 DME)

Situated east of Portsmouth. Only one road bridge into and out of island. Semi residential and commercial.

THORNEY ISLAND (SAM 120 RDL 18 DME)

East of Hayling Island. Disused aerodrome with paved runways clearly visible. Some residential buildings.

IEWS OF NEARBY TOWNS & LANDMARKS



View of Portsmouth harbour from the south with Portsmouth Hill on the horizon.



View looking west with Hayling island in the foreground with Portsmouth, Lee-on-Solent and Southampton beyond.

PORTSMOUTH & LEE ON SOLENT



View to east with Lee-on-Solent aerodrome in foreground. SAR helicopter and Hampshire Police based with gliding also taking place. Fleetlands nearby to the north.



Overhead Gosport with view of Portsmouth.

BEAULIEU RIVER & CALSHOTT



Beaulieu river to west of Calshot and on the extended centre line of Southampton's runway. Base of controlled airspace is 2000 feet.



View from The Solent of Calshot VRP adjacent to Fawley oil refinery. Southampton Water, the city and the airport beyond. Base of controlled airspace is 2000 feet.

WINCHESTER & NEW ALRESFORD



WINCHESTER (SAM 010 RDL 6 DME)

M3 links Southampton to Winchester and passes to the east of the city. The picture is of the M3 junction 9, at the junction of the A34. The main railway line passes through the centre of the city.

Southampton's runway extended centre-line passes over Winchester. The base of the CTR is surface level but the base of the CTA is 2000 feet just to the north. Although a good landmark it's a hot spot for infringements and probably best to avoid if at all possible.

NEW ALRESFORD (SAM 045 RDL 9 DME)

The market town, 10 miles north east of Southampton and 4 miles east of Winchester. The A31 passes south of the town with a railway line passing through the centre of the town. The lake to the north east of the town can be seen on the right of the picture. The city of Winchester with the M3 can be seen in the distance.

The base of the Solent CTA is 2500 feet but just east and south of the town the base reduces to 2000 feet. Another airspace infringement hotspot due to the close proximity of the edge of the controlled airspace. Aircraft position into Southampton in this area with the published instrument approach procedure overflying the area.

To the north is Lasham aerodrome where intense gliding activity take place, Odiham with military helicopter flying and Popham to the north west where considerable general aviation takes place.

WINCHESTER & NEW ALRESFORD



Winchester - View looking south west. from junction 9 of the M3. The northern edge of the Southampton CTR. The Solent CTA base is 2000 feet.



New Alresford - north east of Winchester. Solent CTA base is 2000 feet.

CHILBOLTON & A34 / A303



CHILBOLTON (SAM 345 RDL 12 DME)

Situated to the north west of Winchester and outside controlled airspace. The runway is easily identifiable with the radio telescope to the north west of it. On the edge of the Middle Wallop MATZ.

BULLINGTON CROSS (SAM 005 RDL 13 DME)

A34 (north/south) junction with A303 (west/east). Easily identifiable and north of the Solent CTA boundary. Just south is a service station. Caution Popham airfield to the east of the junction.

BOSCOMBE OR FARNBOROUGH

If you intend to operate west of the A34 or the Winchester to London railway line then we suggest you contact Boscombe Down for a service on 126.700MHz.(Monday - Friday)

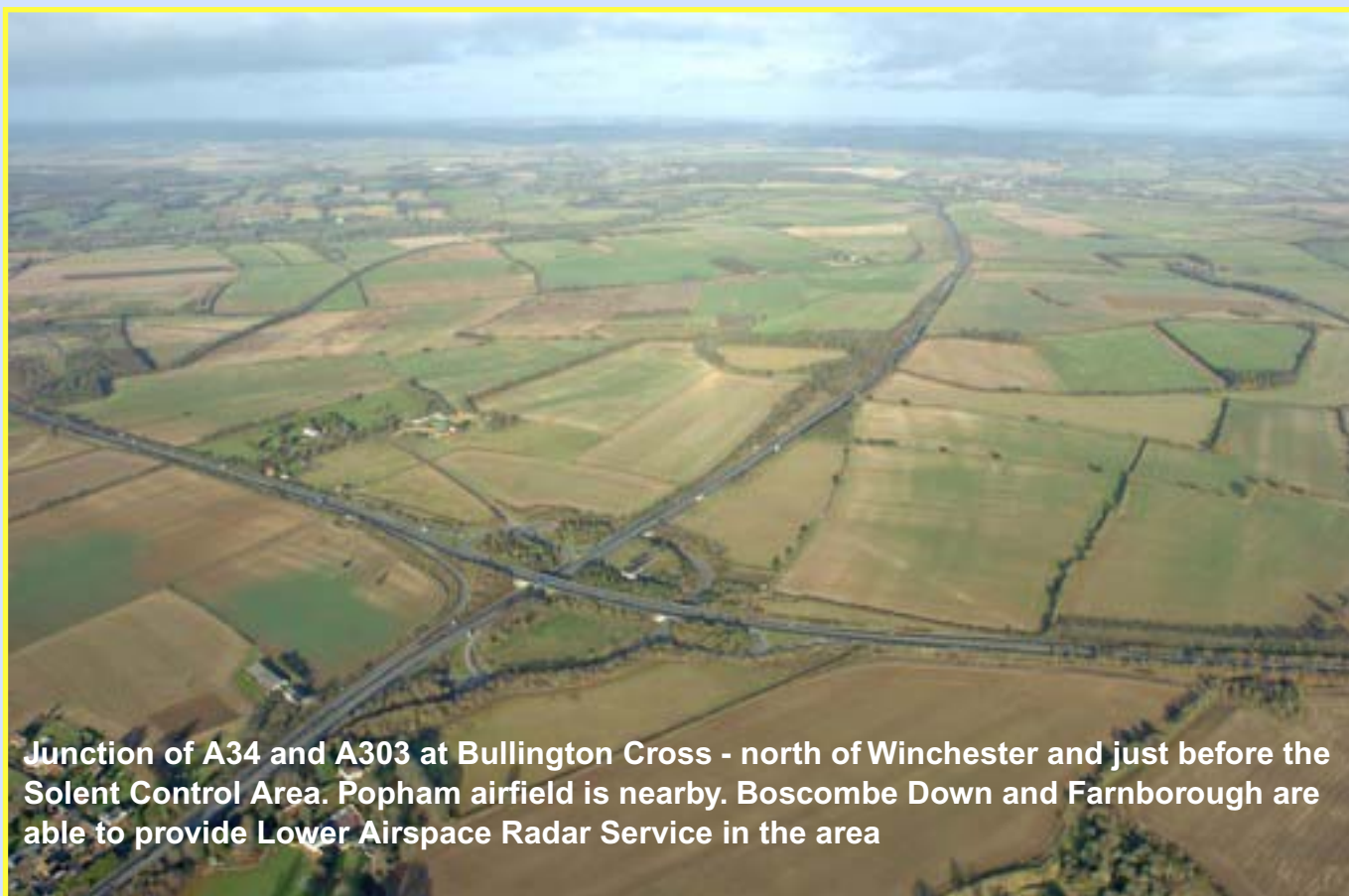
If you intend to operate east of the A34 or the Winchester to London railway line then we suggest you contact Farnborough for a service on 125.250MHz.

The Hampshire Air Ambulance is based at Thruxton. There is numerous microlight and general aviation activity at Popham with military helicopters operating day and night to the north of the Southampton CTR boundary and sometimes underneath the Solent CTA.

CHILBOLTON & A34 / A303



Chilbolton - Disused runway and radio telescope. A good landmark outside controlled airspace. Close to Middle Wallop and Boscombe Down, who are able to provide Lower Airspace Radar Service.



Junction of A34 and A303 at Bullington Cross - north of Winchester and just before the Solent Control Area. Popham airfield is nearby. Boscombe Down and Farnborough are able to provide Lower Airspace Radar Service in the area

ROMSEY, TOTTON & NEW FOREST



ROMSEY(SAM 293 RDL 6 DME)

Situated north of Totton and 6NM north west of Southampton Airport. A market town with large abbey and railway station. Large Stately house on south western outskirts with nearby lakes.

TOTTON (SAM 251 RDL 6 DME)

A modern town and western suburb of Southampton situated 6NM south west of Southampton Airport. South of M27, and west of M271, which runs north to south at junction 3 of M27.

BEAULIEU Disused Aerodrome (SAM 215 RDL 12 DME)

Situated underneath the Solent CTA, where the base is 2000 feet. Disused runways can easily be seen from the air. Numerous aircraft fly via this landmark without speaking to either Solent Approach or Bournemouth Approach. Traffic approaching and departing Southampton fly over the area.

STONEY CROSS Disused Aerodrome (SAM 262 RDL 12 DME)

Situated on the edge of the Solent CTA, where the base is 2500 feet. Beware if southbound as the base lowers to 2000 feet. Disused runways can easily be seen from the air, north of the A31. It's a VRP for Bournemouth CTR and if you require a service in the area contact Bournemouth Approach on 119.475MHz.

ROMSEY & TOTTON



View of Romsey VRP looking east inside Southampton Control Zone. Outside the CTR the Solent CTA base is 2000 feet.

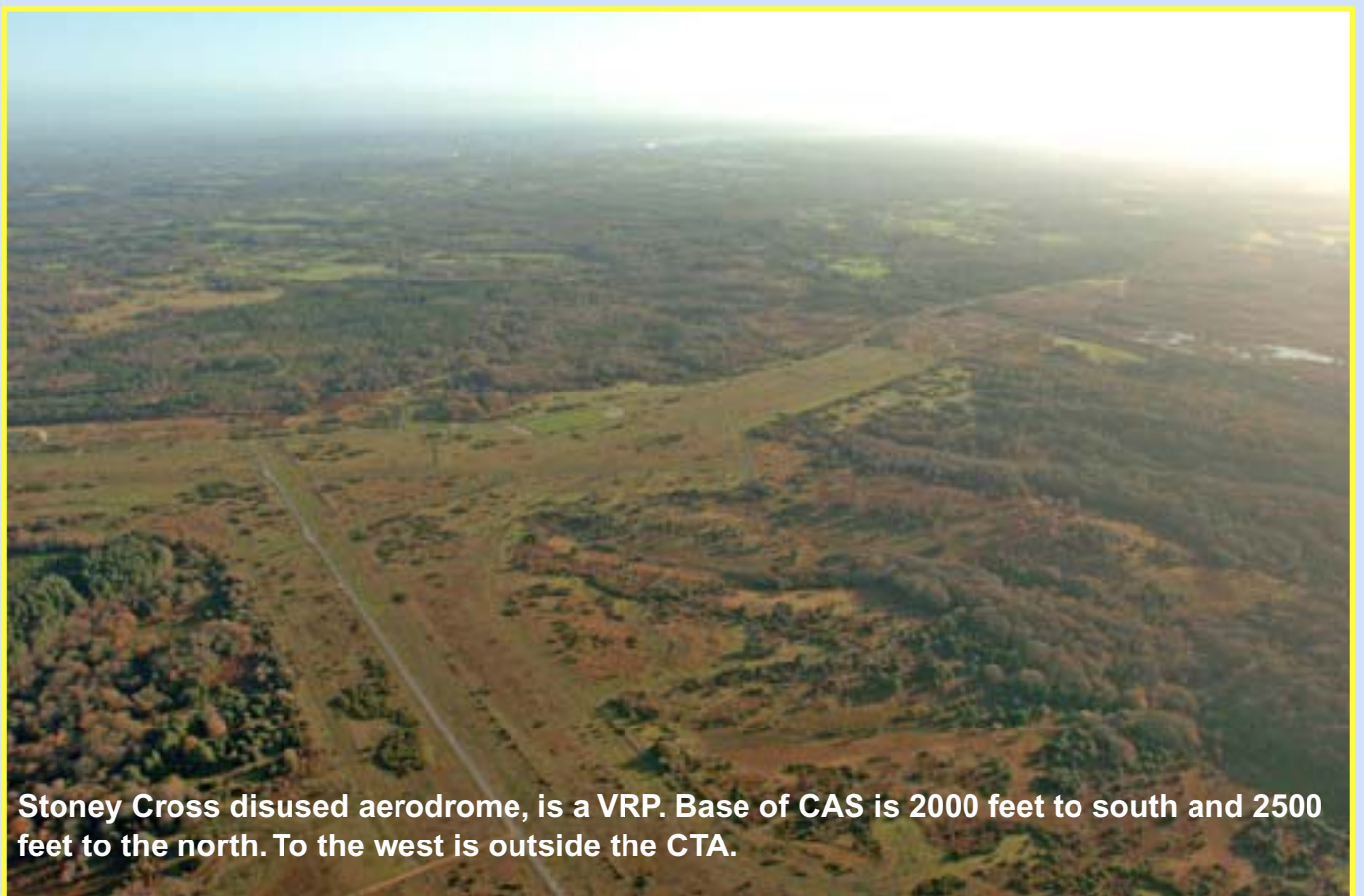


View of Totton VRP looking north east inside Southampton Control Zone. Airport on horizon and Southampton Water and docks in centre of picture

BEAULIEU & STONEY CROSS



Beaulieu disused aerodrome, situated on final approach to runway 02 at Southampton. Base of controlled airspace is 2000 feet.



Stoney Cross disused aerodrome, is a VRP. Base of CAS is 2000 feet to south and 2500 feet to the north. To the west is outside the CTA.

BISHOP'S WALTHAM & PETERSFIELD



BISHOP'S WALTHAM (SAM 093 RDL 5 DME)

A market town 5NM due east of Southampton Airport. Old Abbey ruins with a small lake between two roundabouts in close proximity.

PETERSFIELD (SAM 085 RDL 15 DME)

Market town 15 miles east of Southampton Airport. Just north of Butser Hill (large aerial masts on top). Mainly residential and commercial with dual carriageway running north to south to west of town. Railway line passes through centre of town north to south. Lake situated to east of town.

NOTE

Microlights operating from Colemore Common and Glidden Farm. In addition, microlights operate with other fixed wing aircraft from Lower Upham and Roughay Farm inside the Southampton CTR, to the north west of Bishop's Waltham. These aircraft depart the Southampton CTR to the east initially climbing to 1500 feet. These aircraft are not in contact with Solent Approach.

BISHOP'S WALTHAM & PETERSFIELD



Bishop's Waltham - Southampton Airport in the distance with city centre and docks in top left of picture. The Southampton eastern CTR boundary lies overhead the VRP.



Petersfield - The A3M passing to the west of the town centre, the railway passing through the centre and a large lake to the east. A good landmark outside controlled airspace.

OPERATING NEAR BOURNEMOUTH

NOW IT'S YOUR TURN

No prizes but where are these locations near the Bournemouth CTR? What was the maximum level that the pilot flying the aircraft taking the pictures could have been at in order to be beneath controlled airspace?



FREQUENTLY ASKED QUESTIONS

Q – What are Solent airspace hours of Operation and what type of airspace is it?

A – *0630 – 2230. The airspace is classified as Class D.*

Q – Is Solent Approach a designated LARS Unit

A – *No. Consequently, the service provided outside Controlled Airspace is limited. Farnborough, Bournemouth and Boscombe Down are designated LARS Units. You are encouraged to contact them for services outside Controlled Airspace.*

Q – What sort of separation should I expect?

A – *In Class D airspace, IFR and VFR aircraft are not separated. IFR and IFR aircraft are separated by a minimum of 3nm laterally or 1000 feet vertically, unless operating visually with each other in sight. VFR and IFR aircraft are told about each other in the form of traffic information. This relies on the VFR aircraft seeing and avoiding the IFR aircraft. Therefore to assist pilots, most controllers will try to arrange for the VFR aircraft to pass/cross where there is some inbuilt vertical or lateral separation.*

Q – At what point should I call Solent Approach for CTR / CTA transit

A – *If you need to call then call as early as possible. Sometimes you will be working another ATSU, which may delay your call but remember it is your responsibility to remain outside controlled airspace unless you have been given an entry clearance to enter it. The fact that an ATSU has kept you on their frequency is no excuse.*

Q – Is there an alternative?

A – *If you plan your route outside of Controlled airspace then the workload associated with obtaining a transit clearance is removed. You can receive a service from the designated LARS unit without being delayed. Boscombe Down, Bournemouth and Farnborough are the designated LARS units.*

Q – If I do call what should I say first?

A – *Pass your callsign and the type of service requested. This helps ATC prioritise the calls to aircraft. When asked to pass your message, pass your details clearly and concisely. Think of it as "Who am I, What do I want, Where am I, Where am I going, When am I going to get there, What type of service do I want?" Don't be afraid of ATC - they are there to help you!*

Q – Why do Solent Controllers tell us to "Standby" or don't call us back?

A – *A common misconception is that if the controller is not talking on the frequency then they are not actually doing anything. However, with every arrival, departure and over-flight there is considerable co-ordination to take place on the telephone. Similarly, although you may be on the correct frequency for your present position the fact is the controller, airspace and frequency, which you wish to transit, maybe busy. It's not always possible to tell how busy a controller is from the amount of radio transmissions. If a controller is talking non-stop the chances are he's busy!*

FREQUENTLY ASKED QUESTIONS

Q – Why do Solent Controllers always say “Remain Outside Controlled Airspace”?

A – *The CAA Safety Sense Leaflet provides an example of RTF where the phrase is used. The Solent CTA was one of the largest areas of Controlled Airspace infringed by aircraft in 2007. Therefore, ATCOs are required to be remind pilots that unless specific entry clearance has been issued then aircraft should not enter the CTR or CTA.*

Q – Does it mean I won't get a transit clearance?

A – *Once the ATCO has obtained your details, co-ordinated your flight and calculated your position with other conflicting traffic then a transit clearance may be possible. However, many requests are made to transit the airspace, which aren't actually transits. More often the route requested is either below controlled airspace or outside the lateral limits.*

Q – Would it help if I change my level?

A – *On occasions it may help. However, the ATCO does not know your qualifications and weather conditions at your precise position so he will assume that you cannot climb or descend. If you're able to then you should make that fact known.*

Q – Are there more convenient altitudes and tracks that I can request to help the controller and therefore the chance of a more successful transit?

A – *Firstly, do you need to route overhead Southampton Airport? Although there is a VOR / DME on the aerodrome, could you fly a different route? Every aircraft routing via SAM, not inbound to Southampton or Bournemouth Airports below 5,500 feet has to be individually co-ordinated. At times it's not possible to accommodate every request to transit. Safety is of paramount importance. If your route or level cannot be accommodated safely then your transit request maybe declined. Although routing overhead Southampton is possible, it is becoming increasingly difficult with increased commercial activity at both Southampton and Bournemouth Airports. It is difficult to cross traffic at an appropriate time whilst maintaining a flow of arriving and departing traffic.*

Q – Where can I go or what would you suggest?

A – *Flight planning to fly over Winchester or Southampton Water at 3000 feet or below is unlikely to be approved due to traffic climbing or descending through those levels at these locations.*

An aircraft carrying out an instrument approach to whatever runway will be approximately 3000 feet at 10nm, 2000 feet at 7nm and 1000 feet at 3nm from touchdown. A request for transit at these altitudes and corresponding ranges does not necessarily mean you will be refused transit, but it depends upon the traffic situation at the time. Sometimes an alternative route maybe offered. A serviceable transponder assists the controller to maintain radar identity and mode C provides constant level information. This reduces the amount of radio transmissions, which reduces controller workload. A reduction in workload probably means that the controller is able to accept more aircraft in the airspace thereby increasing the your chance of obtaining a crossing clearance of the CTR or CTA.

FREQUENTLY ASKED QUESTIONS

Q – Should I fly to the east of Southampton?

A – *Yes, it will reduce your overall delay. It may mean a few extra track miles but it may save you orbiting awaiting crossing clearance of the CTA. However, choose an easily identifiable navigation aid to route by. As an example, the town of Petersfield to the east is ideal with a railway line passing north to south through the centre of the town, a dual carriageway to the west of it and a lake to the east of it. Farnborough are able to provide a LARS service in this area to the south coast.*

If you fly too close to the east or west you may infringe controlled airspace, if you're not in contact with Solent or Bournemouth Approach. In addition, albeit you may be away from the overhead of Southampton, you will come into conflict with arriving traffic joining downwind at various levels.

Q - Should I fly to the west of Southampton?

A - *Yes, this is a good alternative. There is less controlled airspace to negotiate and the area around Salisbury is a good navigational feature and further south is Stoney Cross VRP.*

Q – Do I need to squawk another code other than 7000?

A – *Only if you're asked to change to a different squawk. If you are requesting to cross the Solent CTA or Southampton CTR will you be asked to squawk a specific code.*

Q – Will I be expected to fly headings within the CTR & CTA?

A – *It is possible that the Radar Controller may ask transiting aircraft to fly radar headings, or to deviate from their requested routing for separation purposes. In this event it is the responsibility of the pilot to inform ATC as early as possible if they consider that such instructions may result in them being unable to maintain VMC, or otherwise result in being unable to fly within the limitations of your licence.*

Q – What if I become lost or unsure of my position?

A – *Firstly, remember ATC is there to help you. If you have a problem, the earlier that ATC are made aware the earlier the situation can be resolved and the less likely that an incident will occur.*

Q – I am not a very experienced pilot – Will you bite my head off if I make a mistake?

A – *No, we shouldn't. If someone is not clear and concise on the radio it makes the situation much more difficult for everyone involved, especially if it is busy. Make sure you are competent using the radio and navigational equipment as this will give you confidence and will build a good relationship with the controller. We do appreciate that everyone has to start somewhere.*

Q – Can I visit the unit to see what goes on?

A – *Yes. We like to encourage visitors. However, this has to be arranged in advance with the management in order to obtain security access. (See back page for details.)*

USEFUL INFORMATION

ADJACENT AERODROMES

FLEETLANDS 135.700 MHz

Situated 10 NM south east of Southampton Airport and 2 NM north of Lee-on-the-Solent. Military helicopter repair facility. FISO service provided Monday - Friday.

LEE-ON-SOLENT 135.700MHz

Situated 12NM south east of Southampton Airport and 5NM east of Calshott VRP. Disused naval establishment with paved runways. Civil unlicensed aerodrome partially within Fleetlands ATZ with limited general aviation and gliding activity.

POPHAM 129.800MHz

North of Winchester, 15NM north north east of Southampton Airport.

EMERGENCY SERVICES

Delays may be experienced obtaining entry clearance into controlled airspace if Police Air Support Aircraft, Coastguard Helicopters or Air Ambulance Helicopters are operating on priority tasks within the limited confines of the airspace.

DANGER AREAS

The Danger Areas are under the authority of the military. Requests for a crossing clearance should be obtained from:

**Plymouth Military: 128.150 MHz, or
Swanick Military: 135.150 MHz (if Plymouth Military closed)**

OTHER LANDING SITES

The following landing sites are situated within the Southampton Control Zone. Prior permission is required from the operator or owners of the sites in addition to the receipt of entry or departure instructions from Southampton ATC.

Longwood Farm, Owslebury, Winchester
Lower Upham, Winchester
Hill Street Farm, Durley, Botley
Roughay Farm, Upham, Winchester

CONTACT US



Brian appreciated the clarity of the new airspace boundaries.

Unfortunately this only occurs in virtual reality.

In the real world it is much harder to distinguish where boundaries are.

Infringements of controlled airspace occur on an average of more than two per day in the summer months, with annual totals in excess of 550.

Many are caused by lapses in pre-flight planning or navigational error. Each one has the capacity to severely disrupt traffic.

Using your transponder is one good way to reduce risk. For further information on avoiding infringements visit:

www.flyontrack.co.uk



COMMENTS

*If you wish to comment about this guide or any aspect of the service provided by NATS at Southampton then please contact us.
(Details below)*

VISITS

Due to increase security, visits to Southampton ATC are limited and subject to prior notice. Numbers are limited. All requests should be made to ATC Administration.

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CREDITS

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