



MINISTRY OF DEFENCE

Ministry of Defence

The Pattern of Military Low Flying Across the United Kingdom 2008 - 2009





Foreword

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**Parliamentary Under-Secretary of State
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This has been another challenging year for our Armed Forces who have continued to perform magnificently in frequently difficult and demanding operations, predominantly in Iraq and Afghanistan, but also in other parts of the world. Critical to success is not only the very high calibre of people and the courage they display on a daily basis, but also the training that they receive in preparation for operations, ensuring exceptional performance whilst maximising personal and collective safety.

Whilst some training is conducted abroad, most takes place in this Country. With operations taking place so far from the UK, it is too easy to forget how essential this training is, and the vital part it plays in our continued success and safety. For our air forces, the ability to operate at low-level by day and night for both fixed-wing aircraft and helicopters is an essential requirement both within current operations, and for future contingencies.

Acquiring the ability to operate in the low-level environment is part of the initial training that all aircrew undergo. Once acquired, this broad skill must be maintained through sufficient practice to retain the capability to deploy our Forces at short notice, wherever they may be needed around the globe. But of most importance, we must ensure that this skill is honed to meet specific operational requirements prior to deployment into an operational theatre. Our predominant focus is therefore on operational preparation, together with some continuation training for other contingencies where resources permit.

Low flying training may cause disturbance for the public, but every effort is made to minimise this disturbance by distributing this essential training throughout the UK. The UK is a relatively small Country, with increasing demands on available space from commercial aviation, renewable energy, increased housing and many locations that are associated with leisure activity. The Ministry of Defence works closely with a variety of organisations including the Civil Aviation Authority, the British Wind Energy Association, County Planners, the National Parks Association, the British Horse Society, the National Farmers Union and many others. This work can be challenging, but it is essential and we remain fully committed to maintaining an effective balance between the essential training that we must undertake, and other competing requirements.

This report is the latest in a series that reviews the pattern of low flying by military aircraft across the United Kingdom. It explains why our Armed Forces need to undertake this training, how much they do, and where it is carried out. This open report on low flying training demonstrates our ongoing commitment to maintain the right balance between the requirements of the community and the provision of fully-trained armed forces, ready to meet the Nation's operational commitments.

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Executive Summary

This is the 12th Annual Report by the Ministry of Defence to Parliament about military low flying training activity conducted by both fixed-wing aircraft and helicopters within the UK. This report addresses the training year from 1 April 2008 to 31 March 2009.

Throughout the period of this Report, current operations in both Iraq and Afghanistan have continued to present significant challenges to our Armed Forces both on the ground and in the air, and our Armed Forces continue to perform to the highest standards. Within current operations, the ability to operate effectively at low-level by day and night remains vital to both helicopters and C-130 Hercules transport aircraft as they support ground forces. Whilst fast-jets often take advantage of operating at medium level, some current operational situations also require fast-jets to make use of the low-level environment to provide effective support to ground forces, and future contingencies identified within Defence Strategic Guidance may require fast-jets to make more extensive use of this environment.

To maintain operational capability, our Armed Forces must train effectively so that they are ready on arrival in their operational theatres for the tasks that face them. This is the case whether the operational theatre requires war-fighting operations, peace-support or peace-keeping duties, or humanitarian relief. It is vital therefore that military aircrew are fully trained to operate

in the low-level environment for the tasks that they face during operations.

Whilst some low flying training is exported overseas, the majority of training takes place in this Country, within the UK Low Flying System. The current UK Low Flying System was established in 1979, along the principle of making as much airspace available for low flying as possible, so that the activity can be widely distributed, rather than concentrated into specific areas with a corresponding increase in low-level traffic for those affected. In practice, there are many areas of the UK where low flying does not take place, such as major centres of population, civil airspace and key industrial, medical and environmental areas. In addition, the pattern of low flying is also affected by aircraft basing and training requirements. As a result, some areas of the Country see more low flying than others.

The amount of low flying conducted is monitored throughout the year, and measures are available to regulate activity to ensure safety and potential disturbance are properly controlled. Low flying policy, regulations and levels of activity are regularly reviewed to ensure that there is a continuing operational requirement for low flying, and that the training conducted matches these requirements. Currently, the focus of low flying training is on preparation for current operations, with some continuation training being conducted for future



contingency operations to maintain a broad capability base. This pattern of activity is closely aligned with Government policy and Defence Strategic Guidance.

The amount of low flying training conducted in the UK during each training year can vary according to the number of aircraft deployed on operational duty, and specific training requirements. In previous reports, the number of low flying hours presented excluded activity in Dedicated User Areas (predominantly helicopter operating areas) due to differences in how low flying was recorded in these areas. This anomaly has been addressed and the figure below for training year 2008/2009 includes all low flying hours.

	Fixed Wing	Helicopters	Total – All Areas
2008-2009	20,444	31,444	51,888

These figures show that fixed-wing aircraft account for 39.4% of low flying activity, whilst helicopters account for 60.6% of low flying activity. This presents a true reflection of the type of activity most likely to be experienced within the UK Low Flying System.

Subtracting the Dedicated User Area total hours from the total for all areas provides a figure that can be used for comparison with previous years:

	Fixed Wing	Helicopters	Total – Excluding DUAs
2008-2009	19,416	17,116	36,532
2007-2008	20,441	17,354	37,795
2006-2007	21,553	16,164	37,717
2005-2006	26,321	18,109	44,430

The amount of low flying conducted in this training year has reduced slightly from 2007-2008 levels, although levels of activity have been reasonably stable over the last three years. This stability reflects ongoing operational posture and the number of aircraft and helicopters that remain deployed outside the UK. Changes to the operational situation that affect the number of deployed air assets are also likely to affect the amount of low flying training conducted in the UK. It is possible that in the future, as fixed-wing aircraft and helicopters return to the UK from operation theatres, the overall level of low flying may increase.

Introduction

This Report is written in six parts. The first part addresses the development of and current requirements for low flying, before identifying a need for training. This part concludes by describing the shape of the low flying system and how it is used. The second part addresses how the potential impact of low flying on the public is reduced. The third section addresses

how renewable energy issues are being managed so that low flying activity and wind-farms can co-exist. The fourth section describes how low flying engages with the public and how the Ministry of Defence responds to complaints about this training activity. Penultimately, levels of low flying activity are discussed before a short summarising conclusion is given.



The UK Low Flying System

The Development of Low Flying

In the early days of military aviation, aircraft were rudimentary with limited performance, and usually operated close to the ground. But as aircraft performance increased, operating at higher altitudes became possible, enabling air power to extend its reach and influence. By the time of WWII, many air operations were conducted at medium-level whilst retaining the ability to operate at low-level for specialized roles, for example Pathfinder target making,

or particular targets, for example the Dams Raids. This trend looked set to continue after WWII, as operating at higher altitude was perceived to enable aircraft to fly above enemy air defences. Both the Vulcan bomber and Lightning interceptor were designed and procured under this strategy. However, in the late 50s and early 60s, the introduction by the Warsaw Pact of radar-guided surface-to-air and air-to-air missile systems considerably reduced the viability of aircraft operating at medium or high level. In 1963, the Vulcan



switched to a predominantly low-level role as a means of increasing survivability by using terrain to screen the aircraft from defences. This shift in operating philosophy subsequently influenced the acquisition of future aircraft such as the Buccaneer and Tornado that were designed specifically to operate in the low-level environment. Throughout the Cold War years, the predominantly low-level operating philosophy was adopted by both the UK and other NATO allies and remained unchanged until 1990.

The invasion of Kuwait by Iraq in 1990 not only saw the formation of large-scale coalition air forces, but it also presented the possibility of air operations against a well-equipped air defence system over very different terrain from northwest Europe. Denying the Iraqi Air Force the ability to operate necessitated operations at low level. Following the achievement of air supremacy and the destruction of the Iraqi air-defence system, all offensive air operations moved to the medium-level environment with many being conducted using 'smart' laser-guided weapons. Since this second shift in operating philosophy, most fast-jet air operations have been conducted from medium level, with reduced use of the low-level environment.

Transport aircraft have for some considerable time used both low-level and medium-level airspace. Where the operational environment is benign, medium-level airspace offers greater range and payload. However, low-level tactical supply in a hostile combat environment or in a humanitarian relief context has a long history, perhaps most notably defined by the C-47 Dakota over many years since the start of WWII. The essence of low-level tactical supply is precision delivery, of ammunition, food and water, often to troops on the ground in a confined area and under hostile fire.

Battlefield support helicopters were developed to conduct a variety of roles that require them to operate in direct support of, or in close proximity to troops on the ground, and these roles inevitably place these aircraft in extremely hostile environments where they may encounter a variety of threats. Without anti-icing systems or cabin pressurisation, support helicopters do not have the performance and therefore the option to fly above ground-based threats. These

aircraft are therefore committed to operating in the low-level environment, to extract as much cover as possible from the terrain and thereby reduce the opportunity for hostile engagement. More recently, the introduction of the attack helicopter has further emphasised the absolute necessity of the low-level environment for effective employment of this highly potent weapon system.

The Need for Low Flying Today

The use of 'smart' weapons from medium level has led some to believe that low-level tactics for fast-jets are no longer required. However, current operations in both Afghanistan and Iraq have clearly shown that the presence of fast-jets over hostile forces at very low-level is effective in reducing hostile action or dispersing forces before action has commenced. In addition, despite the availability of 'smart' munitions, situations remain where weapons are required to be delivered from low altitude, or helicopter or transport aircraft may require close escort and protection. The resupply of ground forces from the air by transport aircraft is critical in ensuring the continued effectiveness of ground operations, and for many remote locations in hostile territory, resupply must be conducted at low-level to ensure accuracy of delivery. For helicopters, use of the low-level environment is an absolute necessity not only for their protection, but also to deliver and pick up troops





and supplies, and evacuate wounded. Use of the low-level environment therefore remains critical to effective combat capability in current operations. Since the development of effective night vision devices, UK military forces have taken advantage of the additional protection available when operating during the hours of darkness, and the ability to operate by both day and night is of considerable importance to our operational effectiveness.

The Need for Low Flying Training

There is a clear operational requirement for UK military aircrew to be proficient in the low-level environment, and crews must be effectively trained prior to operational deployment. Whilst some training is conducted abroad, the majority of low flying training is completed in the UK. For all aircraft types, an incremental programme is used throughout



flying training to introduce aircrew to the low-level environment, and then to progressively develop the skills they will need as they transition towards operational duty. Once operational, aircrew must train regularly to ensure that their flying skills are maintained at the right level for their operational role. Training for operational aircrew is focussed largely on ensuring readiness for current operations, with some continuation training being conducted for future contingencies when resources permit. This training pattern follows Defence Strategic Guidance and the stated aims of Government to concentrate on success on operations whilst retaining broad capabilities for the future. With scarce resources due to continued high levels of operational deployment, only the minimum amount of low flying training necessary to meet overall requirements of both aircrew, and the ground forces that they support, is conducted.

Low Flying Policy

The Air Staff in the Ministry of Defence is responsible for policy and regulation of all low flying in the UK by both UK and foreign military aircraft and helicopters. Management of military low flying is conducted by Low Flying Operations Squadron based at RAF Wittering. The aim of policy is to ensure that low flying training is conducted efficiently and safely, with the minimum potential disturbance to the general public. The aim of the regulatory structure is to ensure straightforward and clearly defined parameters to which all aircrew using the UK Low Flying System must adhere. Apart from approved exercises for which special arrangements are authorised in advance, all aircraft must have a valid booking into the UK Low Flying System before flight ensuring that the latest safety information is incorporated into flight plans, and that aircraft movements can be easily traced where necessary.

Shape of the UK Low Flying System

The UK Low Flying System extends from ground level to 2000 feet above ground level throughout the UK. All of the UK is available for low flying except for designated areas in which low flying does not normally take place. These areas include airspace around civil airports; major conurbations; designated industrial and medical establishments, and other sensitive

areas. In addition, military aircraft together with civil aircraft avoid all National Prohibited and Restricted Areas.

For effective traffic management, during daylight hours, the UK Low Flying System is divided into 18 Low Flying Areas shown on the pull-out map at the back of this publication. To ensure special training requirements can be met safely, some Low Flying Areas are allocated to specific groups of users and are known as Dedicated User Areas. In addition, there are three Tactical Training Areas located in more remote parts of the UK, where both fast-jet and transport aircraft can conduct Operational Low Flying training at heights that are representative of those necessary during combat operations.

During night-time hours, to ensure safe separation, a slightly different system is used. The UK Night Low Flying System is divided into two regions, a night rotary region mainly for helicopters and an allocated region mainly for fast-jet and transport aircraft. Within the allocated region, flying units may bid for and be allocated a specific piece of airspace which is then procedurally deconflicted from other users, ensuring safe separation of aircraft. These regions are shown on the pull-out map at the back of this publication.

Low Flying Heights Fast-jet and transport aircraft are considered to be low flying when below 2000 feet, and can be authorised to fly down to a minimum height of 250 feet. In the three Tactical Training Areas, fast-jets can be authorised to fly down to 100 feet, whilst C-130 transport aircraft may fly down to 150 feet. Helicopters and light aircraft are considered to be low flying when below 500 feet, and normally fly down to a minimum height of 100 feet. However, because of their role, for some training events helicopters can be authorised to fly down to ground level, for example when picking up troops.

Low Flying Operating Hours The UK Low Flying System is in principle available for 24 hours a day throughout the year. However, to reduce the potential impact of low flying, most low flying training is subject to restricted operating hours. Routinely, most low flying training is conducted between 0800 and 2300 daily, on Monday to Friday. A small amount of low flying activity

routinely takes place at the weekend, mostly with Territorial Units, but is largely confined to The Ministry of Defence Training Estate. On Bank Holidays, the UK Low Flying System is closed to all aircraft except Search and Rescue helicopters. Whilst it is possible for low flying training to take place outside these restrictions, for example during major exercises, requests for this type of activity are scrutinised at a high level by either Command Headquarters or the Ministry of Defence itself, to ensure that the training is absolutely necessary and there is a valid reason why it cannot be completed within routine operating hours.

Low Flying Permanent Avoidance Policy

Throughout the UK there are a number of areas that are sensitive to low flying aircraft. The Avoidance Policy operated by the Ministry of Defence is designed to ensure that low flying is conducted at the highest level of safety whilst retaining sufficient airspace to ensure effective training can take place. Avoidance Policy is therefore clearly defined and fairly but strictly applied. Permanent avoidance status is given to towns with populations greater than 10,000 according to the 2001 Census; controlled airspace around civil airports, and selected industrial, medical and environmental sites together with other sites based on case-by-case consideration. New requests for permanent low flying avoidance are carefully considered, but

only granted where they meet strict, usually safety-related, criteria.

Low Flying Temporary Avoidance Policy Every year throughout the UK a variety of short-term events are held where the potential intrusion of low flying aircraft would not necessarily be beneficial to the event. Examples of these types of events are outdoor concerts, agricultural shows, equestrian events and location work for film and television. Where events are both restricted in size and temporary in duration, there is far more scope for authorising temporary avoidance status as there is only a limited impact on overall low flying training. Consequently, subject to operational requirements, requests for temporary avoidance from low flying are usually granted. Details of how to apply for temporary avoidance status are contained in the Useful Contacts section at the back of this document.

Foreign Use of the UK Low Flying System

Military aircraft from other NATO and Allied Nations are permitted to make small-scale use of the UK Low Flying System, and the majority of foreign use is during NATO exercises that enable interoperability training to take place. Foreign aircraft are authorised to use the UK Low Flying System on a strictly reciprocal basis, and may only fly at heights that UK military





aircraft are permitted to fly in their country. A pre-requisite for using the UK Low Flying System is that all foreign crews are briefed by UK aircrew, and training sorties are planned on UK military mapping that shows all low flying avoidance areas. United States Air Force aircraft permanently based in the UK are not regarded as foreign visitors, but are subject to the same regulations as UK military aircraft. In training year 2008-2009 foreign aircraft accounted for 329 low flying hours, or 0.63% of the total.

Major Exercises

Every year, a number of major exercises are held that involve low flying. Some exercises are air only, but many will involve all three Services. Typical of large-scale training is the JOINT WARRIOR series of annual exercises, where up to 100 aircraft, 25 ships and submarines, together with several land force units will exercise in a realistic threat scenario over a two-week period. More discrete training is provided by smaller-scale exercises such as the FAST MOVER series that enables Joint Terminal Attack Controllers to be trained and qualified

prior to operational deployment, and involves fast-jets operating at both medium and low-level. Capability development also remains of considerable importance and the NATO Tactical Leadership Programme uses the UK Low Flying System for scheduled course flying. All exercises are carefully controlled and details are made available both in the media and on the Ministry of Defence low flying web site.

Flypasts

Flypasts by military aircraft are conducted for ceremonial and other occasions; to ensure that the aircraft are clearly visible to the public, aircraft will normally operate within the UK Low Flying System. Special rules are applied to flypasts to ensure that there is a high level of control and scrutiny over this activity and, where it is deemed appropriate, military aircraft may be authorised to enter areas that are not usually used for low flying, for example to perform a flypast over a memorial in a city centre.

Reducing the Impact of Low Flying

Low flying activity may have an effect on the general public and also the wider environment in which it takes place. The amount of low flying training conducted is the minimum necessary to ensure operational readiness and every effort is made to ensure that the effect of this training activity is minimised.

Alternatives to Low Flying Training in the UK

Where possible, simulators are used to provide high-fidelity training, including some low flying training. However, as good they are and may become in the future, simulators remain



an artificial environment and do not replicate operating high performance aircraft close to the ground. In addition, the simulator environment does not allow full interoperability training. For example, a helicopter cannot interact with troops on the ground in the simulator environment. Some low flying is conducted over the sea, however, this cannot provide effective training for aircrew to use the contours of the land. Some low flying training is exported outside the UK, but this is a very costly option, not just in terms of the expense of moving aircraft, equipment and people but also in the reduction in overall aircraft availability that this can cause. Consequently, whilst other options are considered, there is currently no realistic alternative to live low flying training in the UK.

Safety

The safety of all airspace users and the community on the ground is of paramount importance. Military flying training is rigorous and the standards extremely high. Aircrew are not permitted to fly at low-level until they are judged to be fully competent. Regulations for low flying training are respected, and reinforced by the covert monitoring and policing of the system. Close dialogue between military and civil aviation communities exists through a number of formal structures. Appropriate airspace division and regulation between military and civil users is achieved through the Airspace Utilisation Section of the Directorate of Airspace Policy within the Civil Aviation Authority, which is jointly staffed by military and Civil Aviation Authority personnel. The Ministry of Defence and Civil Aviation Authority operate a joint Civil Air Notification Procedure scheme that enables civilian aircraft and helicopters that need to operate in the low-level environment to secure temporary avoidance status for their specific tasks, for example pipeline inspection. In addition, there are a variety of joint committees and regular meetings, where views and suggestions on operating procedures and regulations are exchanged. Work continues with a number of groups representing users of the countryside to improve overall levels of safety.

Monitoring Low Flying

All low flying training is booked and recorded with the Low Flying Booking Cell at RAF Wittering. Levels of activity can be monitored



and where complaints are received, aircraft can be readily traced. Covert monitoring by Service Police from the Defence Flying Complaints Investigation Team is conducted on up to 12 occasions each year. Monitoring utilises a Skyguard radar system fitted with high magnification video cameras designed to track low-level aircraft. The system is deployed to major exercise areas, and other locations where complaints have been received from members of the public. Covert monitoring in 2008-2009 revealed no breaches of low flying regulations.

Environment

The Ministry of Defence is committed to safeguard the natural environment, both on its own estate and also throughout the UK. Regular dialogue is maintained with both environmental statutory bodies and a range of other organisations that have environmental interests or represent users of the countryside.

Noise

A major impact of low flying on the wider community is the potential disturbance caused by noise. Aircraft operating height and speed restrictions are designed to ensure that damage to health cannot be caused. The potential impact of noise is further reduced by restricting operating hours, and by dispersing low flying activity as widely as possible.

Low Flying and Renewable Energy

The Government is committed to increasing the proportion of our energy needs from renewable sources over the coming years. A significant proportion of this energy is likely to be produced through the use of wind turbines, both on and off-shore. In support of the Government's renewable energy targets the Ministry of Defence maintains responsibility for ensuring that national radar and communications systems are not compromised, and that necessary low flying can be conducted safely. The Ministry of Defence is therefore part of an extensive consultative and negotiation process with wind-farm developers and the British Wind Energy Association.

For low flying aircraft, off-shore wind-farms are less of a consideration as only small amounts of low flying are conducted over the sea. For on-shore wind-farms, there are two main issues: location and lighting. The location of any planned wind-farm development within the UK Low Flying System will determine how much effect there will be on low flying training. Particularly sensitive areas are the three Tactical Training Areas and the RAF Spadeadam Electronic Warfare Training Range. Lighting of wind-farms is carefully assessed to ensure that low flying aircraft can achieve safe obstacle clearance at night, and the requirement for aviation lighting appropriate for low-level military aircraft varies according to location and wind-farm size. In general terms low-powered lighting is specified to reduce potential environmental

impact. Work is being taken forward to investigate the use of infra-red lighting that is compatible with military night-vision devices, but cannot be seen by the naked eye.

Each proposal is considered separately and on its own merits. But, in general, objections to wind turbine proposals are only raised on the grounds of low flying in the most crucial cases. Within this training year, the Ministry of Defence assessed 1519 wind-farm proposals, an increase of 20% from the previous year. Only 62 objections to planned developments were raised on low flying grounds. By the end of the training year 34 objections had been resolved through negotiation, with the remaining 28 being the subject of ongoing dialogue.



Low Flying and the Public

Commitment

The Ministry of Defence is very conscious of the concerns of the wider community. For this reason a number of commitments to the public on military low flying are maintained. They are:

- To make every effort to limit disturbance to the community from low flying training.
- To restrict the amount of low flying training in the UK to that essential for aircrew to reach and maintain operational readiness.
- To continuously assess the need for low flying training in the UK.
- To examine all complaints about low flying individually and endeavour to provide a personal reply within 15 working days.
- To make every effort to provide prior warning of major exercises involving military low flying activity and advance notification of the time allocated for Operational Low Flying training.

Publicity

The Ministry of Defence seeks to maintain public awareness of the need for low flying through a variety of methods. A considerable amount of information on low flying and planned air exercises is published on the Low Flying website at:

<http://www.mod.uk/DefenceInternet/AboutDefence/WhatWeDo/AirSafetyandAviation/LowFlying/>

This website also holds previous annual low flying reports together with leaflets on low flying and horse-rider safety. A CD video entitled "Operating in a hostile world - The case for Low Flying" is also available.

Regional Community Relations Officers based in Southern Scotland, Cumbria and Tynedale, and Wales promote awareness of military low flying, making presentations to interested groups and home visits on request.

A free-phone telephone number is available for members of the public to enquire about low flying activity in their area on a daily basis. The telephone number is 0800 51 55 44 and information on known fixed-wing and helicopter movements is provided. Due to the high levels of activity close to helicopter training schools and main helicopter operating bases, it is not possible to provide a forecast for Dedicated Helicopter User Areas (Low Flying Areas 1, 3, 9, 10 and 19). The Ministry of Defence recognises there are limitations to the level of service it can provide, but will improve the level of detail that can be given to the public as technology allows. A separate telephone number is available for members of the public wishing to complain about military low flying activity.

A list of useful contacts can be found at Annex B.

Complaints

All complaints about military low flying are treated very seriously. In this training year a total of 3573 complaints were received, a decrease of 6.5% on the previous year. This is the third successive year that complaint numbers have reduced whilst the overall level of low flying has remained relatively static. No single measure causes a reduction in complaints. Rather, it appears to be a combination of several measures that include better information for the public about low flying activity, and in particular large exercises; and increased awareness amongst aircrew of the need to reduce the potential for disturbance wherever this is possible. The reduction in complaints is positive and welcome, however the Ministry of Defence will remain diligent and continue its efforts in this area.

These complaints have been made to military units; Regional Community Relations Officers, or direct to the Low Flying Complaints and Enquiries Unit at the Ministry of Defence. Details of every complaint are recorded and, if appropriate, an investigation carried out to enable an appropriate response to the complainant.

Following receipt of a complaint, details are obtained from the caller and, in conjunction with the Low Flying Booking Cell, the aircraft is identified. Many complaints can be rapidly resolved, but in situations where the aircraft

cannot be easily identified or there is a possibility that low flying regulations may have been contravened, the Defence Flying Complaints Investigation Team will be tasked to investigate. This team comprises specialist, experienced service police investigators who will conduct their investigation in accordance with the Police and Criminal Evidence Act (1984) and its associated procedures. Each investigation is tailored to the specific situation, and many can be completed as an 'office enquiry' that establishes sufficient information to resolve the complaint. Where this is not possible, or in cases where the incident appears to be sufficiently serious, a 'full field' investigation is undertaken where investigators have unrestricted access to personnel, aircraft data and the national radar picture to enable reconstruction of an event to take place. On completion of their investigation, a police report is issued and any necessary action taken, whether this is of a disciplinary nature, or implementing recommended changes to low flying procedures.

The Ministry of Defence low flying complaints process is designed to provide a rapid and efficient response and, except when complex investigations are required, reply to members of the public within the Citizen's Charter target of 15 working days.

The number of complaints recorded in for each Low Flying Area in the UK Low Flying System in 2008-2009 is shown at Annex A.

Low Flying Activity Levels

Overview

The amount of low flying conducted in training year 2008-2009 is a slight but not significant reduction on the previous year. The amount of low flying training conducted in the UK during each training year varies according to the number of aircraft deployed on operational duty, and specific training requirements. It is likely that the small reduction in this year's figures represent a normal fluctuation in aircraft and aircrew availability. In previous reports, the number of low flying hours presented excluded activity in Dedicated User Areas (predominantly helicopter operating areas) due to differences in how low flying was recorded in these areas. This anomaly has been addressed and the figures below for training year 2008/2009 include all low flying hours.

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The Amount and Relative Intensity of Low Flying Training

Ministry of Defence extant policy is to distribute low flying training as equitably as possible around all of the UK. However, certain factors influence practical distribution of this activity. Aircraft basing, range and operational role influence



airspace requirements and training locations, and fast-jets, C-130 transport aircraft and helicopters have widely varying requirements. Fast-jet aircraft cover considerable distances during each training sortie and therefore require large areas of airspace that are relatively unpopulated to enable tactical training in multi-aircraft formations to be conducted effectively. In addition, during their training sorties, fast-jets will frequently make use of Air Weapons Ranges located around the UK coastline to practice weapons delivery. C-130 transport aircraft work closely with ground forces in both the air-drop of paratroops and supplies, and the air-resupply roles. Helicopters have considerably less range and, as their main role is supporting ground forces, they are inevitably co-located in parts of the UK that enable both elements to train together. The highest levels of training activity take place within Low Flying Area 1, located in the south of England. This Area contains main helicopter bases at RAF Benson; RAF Odiham, and the School of Army Aviation at Middle Wallop together with the critically enabling Defence Training Estate on Salisbury Plain. Although this is the most active Low Flying Area, on average each square kilometre within this Low Flying Area will only see a total of 83

minutes of low-level training activity each year. On the UK mainland, the lowest level of activity is in Low Flying Area 8 that straddles the Pennines to the south of Leeds, between Manchester and Sheffield. This Low Flying Area is more difficult to access as it is surrounded by major civil airports and conurbations, and as a result sees on average only 5 minutes of low-level training activity for each square kilometre during the year.

The amount and relative intensity of training for each Low Flying Area is at Annex A.

Operational Low Flying

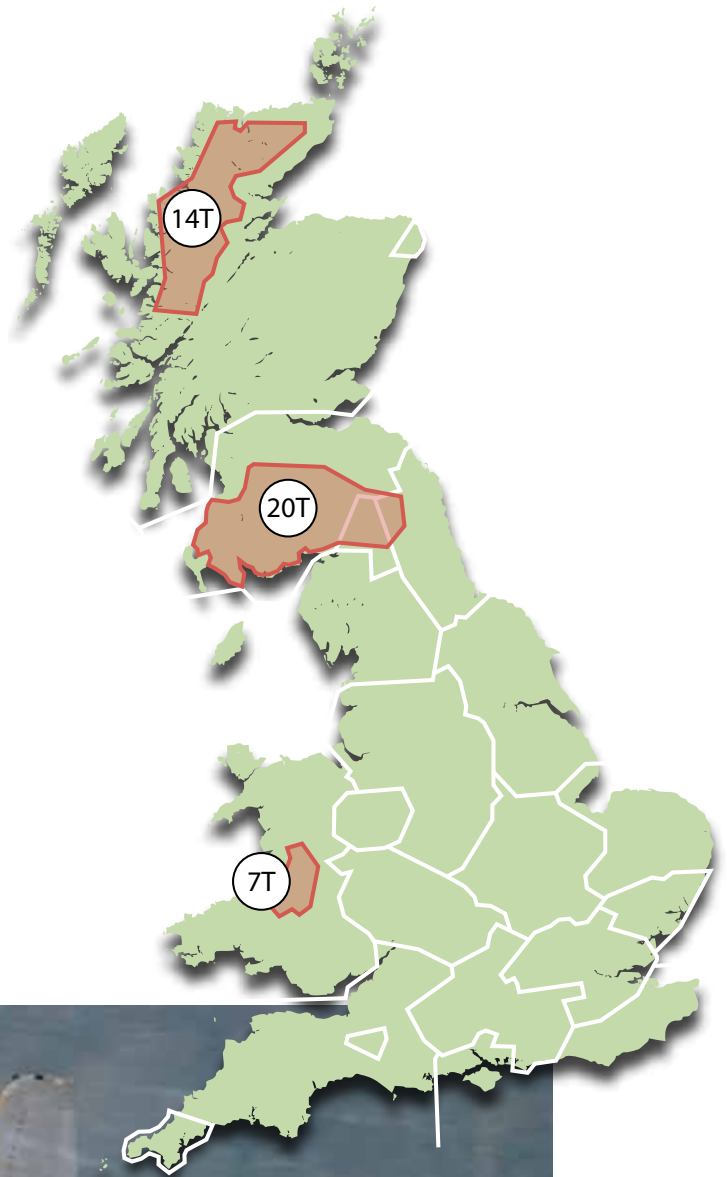
Operational Low Flying by fixed wing aircraft between 250 feet and 100 feet is realistically representative of the altitude at which aircrew would actually fly on operations. Some of this activity is exported overseas but it is not possible to export all Operational Low Flying training. It is envisaged that there will be continued use of three Tactical Training Areas located in Wales, the Borders and Scotland for the foreseeable future. The number of hours Operational Low Flying conducted in each of the Tactical Training Areas is shown in the table below. Operational Low Flying

represents about 0.5% the total low flying training by fixed-wing aircraft conducted during the training year. In keeping with current operational posture, the requirement for Operational Low Flying has reduced by approximately 64% over the last three training years.

LFA 7(T) Wales	LFA 14(T) Scotland	LFA 20(T) Borders	Total Operational Low Flying
15.58 hrs	63.77 hrs	46.9 hrs	126.25 hrs

Operational Low Flying has the potential to cause increased disturbance. The amount of use of each Tactical Training Area is therefore limited in proportion to the relative size of the available airspace. The total number of complaints received about Operational Low Flying activity in training year 2008-2009 was 29, which represents one complaint for every 4.35 hrs of activity. The breakdown of complaints for the three Tactical Training Areas is as follows:

LFA 7(T): 8 LFA 14(T): 6 LFA 20(T): 15



Conclusion

The amount of low flying training taking place across the UK in the training year 2008/2009 showed a small decrease on the preceding year, but this change is probably due to small variations in aircraft and aircrew availability. The requirement for low flying by helicopters and transport aircraft during current operations is well established, as is the continued need for fast-jets to use the low-level environment for certain operational requirements. The pattern of low flying training reflects the Government's approach given within Defence Strategic Guidance to concentrate on success and safety within current operations, and to conduct continuation training for future contingencies. The amount of low flying conducted has remained relatively static over the last three

years and represents the level necessary to maintain operational effectiveness and readiness. If the current operational tempo reduces and aircraft and aircrew return to the UK, the overall level of low flying may increase.

Strict regulation and monitoring are in place to ensure that low flying training is conducted with the minimum level of disturbance possible to the public. The Ministry of Defence continues to work closely with a variety of groups and organisations to reduce the impact of low flying activity, and ensures effective communication of low flying activity to the public through its website and through the wider media.

A report for the training year 2009/2010 will be published next summer.



Annex A - The Amount and Relative Intensity of Low Flying Training by Low Flying Area

The UK Low Flying System is divided into 18 Low Flying Areas which are described in the following pages. Accompanying each description are two tables that provide low flying and complaint statistics for each Low Flying Area for the training year 2008-2009.

on the 18 Low Flying Areas used during the day, with statistics for night low flying being mapped onto the day Low Flying Areas for ease of comparison.

An example of the tables is given below together with an explanation of how to interpret the information.

Although the Night Low Flying System is slightly different than that by day, the statistics are all based

Low Flying Area Number and the total area available for low flying, excluding those areas where low flying does not take place, for example major conurbations, civil airports etc.

There are 18 Low Flying Areas in total. The figures show how each area compares to others, this Area is the 11th most intense for fixed-wing activity; the most intense for helicopter activity, and the most intense area overall.

The amount of low flying conducted during the training year 2008-2009, given in hours, and rounded up or down to the closest whole hour.

LFA 1 6775 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	525	5	11th
Helicopter	8896	79	1th
All Aircraft	9420	84	1st

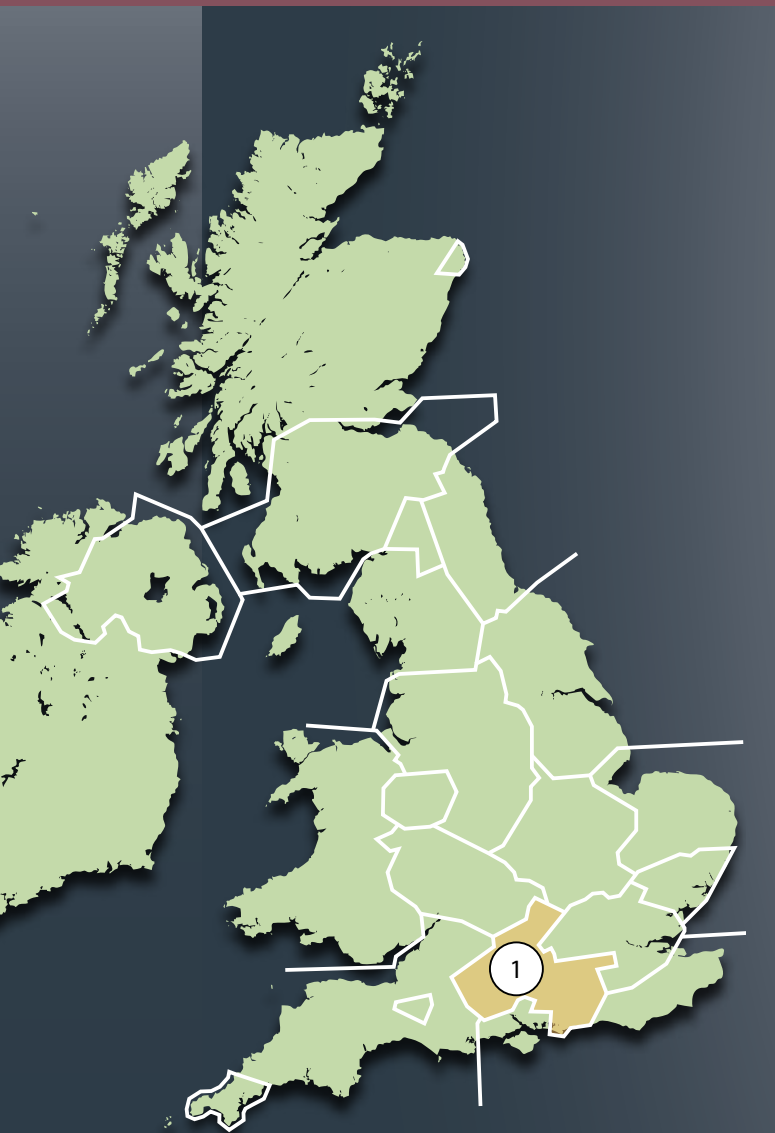
The average amount of low flying conducted in one square kilometre during the training year 2008-2009, given in minutes. One km² is just over 247 acres.

Number of Complaints	Flying Hours per Complaint
520	18.11

This table shows the overall number of complaints for the Low Flying Area during the training year 2008-2009, and also shows how many flying hours are completed within the Low Flying Area for each complaint made. The number of complaints received about Operational Low Flying in Tactical Training Areas is shown in the main body of the report.



1 Low Flying Area 1



Low Flying Area 1 is located in southern England and is an area of intense helicopter activity for Joint Helicopter Command Units based at RAF Benson and RAF Odiham, together with the School of Army Aviation at Middle Wallop. This Area also contains the Salisbury Plain Defence Training Estate which is the UK's largest training area and of great importance to both air and ground forces. The majority of low flying traffic is therefore helicopters, frequently operating with ground forces to conduct troop insertion and collections, together with re-supply and support that may require under-slung loads to be carried. This Area is also used by C-130 transport aircraft based at RAF Lyneham who also conduct much of their work with ground forces during air-dropping and air-landing operations. In addition, the Area is also used by Test and Evaluation aircraft based at Boscombe Down. Low Flying Area 1 represents 3.43% of the total useable overland area of the UK Low Flying System.

LFA 1 6775 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	557	5	11th
Helicopter	8962	79	1st
All Aircraft	9519	84	1st

Number of Complaints	Flying Hours per Complaint
520	18.11



Low Flying Area 2 includes Devon, Dorset, Somerset, east Cornwall, southwest Gloucestershire and northwest Wiltshire. Major military units within this Area include RNAS Yeovilton and RAF Lyneham as well as RAF St Mawgan, RAF Fairford, the Royal Naval Dockyard of Devonport, the Royal Marines barracks at Chivenor and Lympstone, and the Army training area on Dartmoor are situated in the area. Helicopters have a comparatively short range and this tends to restrict aircrew low flying training on RN Lynx and Sea King helicopters based at RNAS Yeovilton to areas close to the airfield. Additionally, Yeovilton-based aircraft need to transit out and back overland to train over the sea. A significant number of RAF and Army Air Corps (AAC) helicopters train over Dartmoor, and Sea King helicopters routinely support RM training at Lympstone and Chivenor. Hercules transport aircraft from RAF Lyneham are a major user of this area because a number of drop zones are maintained on Exmoor, Dartmoor and in the area surrounding RAF Lyneham itself. Low Flying Area 2 represents 7.98% of the total useable overland area of the UK Low Flying System.

LFA 2 15783 km2	Total Low Flying Hours	Annual Average Minutes per km2	Relative Intensity Rating
Fixed-Wing	1387	5	6th
Helicopter	4692	18	10th
All Aircraft	6079	23	6th

Number of Complaints	Flying Hours per Complaint
360	16.88

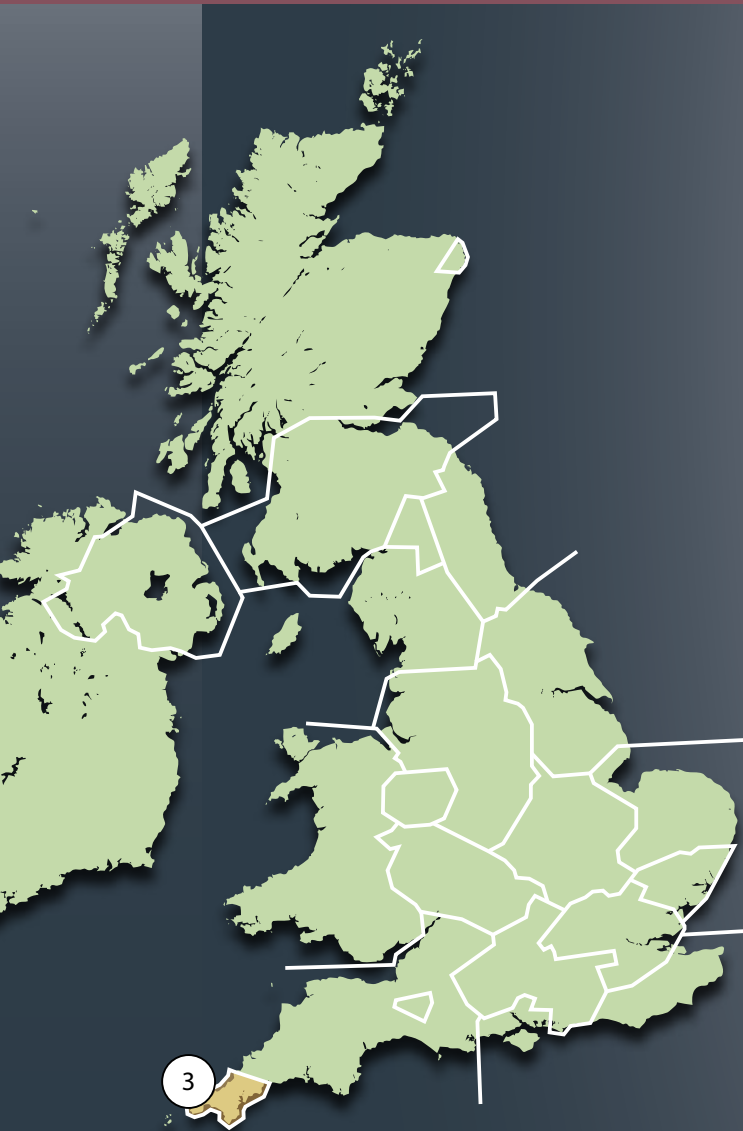
Low Flying Area 2

2





3 Low Flying Area 3



Low Flying Area 3 is situated in at the tip of southwest England, and is the Dedicated User Area for flying units based at RNAS Culdrose. RNAS Culdrose is host to both helicopter and fixed-wing training units that train pilots, observers and crewmen, as well as being a permanent base for operational helicopter squadrons that divide their time between their home unit and embarked service on RN warships worldwide. RNAS Culdrose is therefore a diverse main operating base and is one of the busiest flying stations in the UK. This Area represents just 0.47% of the total useable overland area of the UK Low Flying System, and this small geographic area is the main reason for a high relative intensity of low flying activity. Despite a high relative intensity, much Royal Navy flying takes place over the sea, resulting in a very low level of complaints.

LFA 3 921 km2	Total Low Flying Hours	Annual Average Minutes per km2	Relative Intensity Rating
Fixed-Wing	418	27	1st
Helicopter	832	54	2nd
All Aircraft	1250	81	2nd

Number of Complaints	Flying Hours per Complaint
10	125



Low Flying Area 4 includes Herefordshire, Worcestershire, Gloucestershire, south Shropshire, southwest Warwickshire and west Oxfordshire. RAF Brize Norton is the only major flying station in the area; other service establishments are RAF Weston-on-the-Green, home to parachute training, and the Army establishment at Hereford. This Area is predominantly used by fixed wing aircraft to transit to and from Wales and the South-West, and by helicopters in transit to Sennybridge training area and the Brecon Beacons. This Area represents 4.18% of the total useable overland area of the UK Low Flying System.

Low Flying Area 4

4

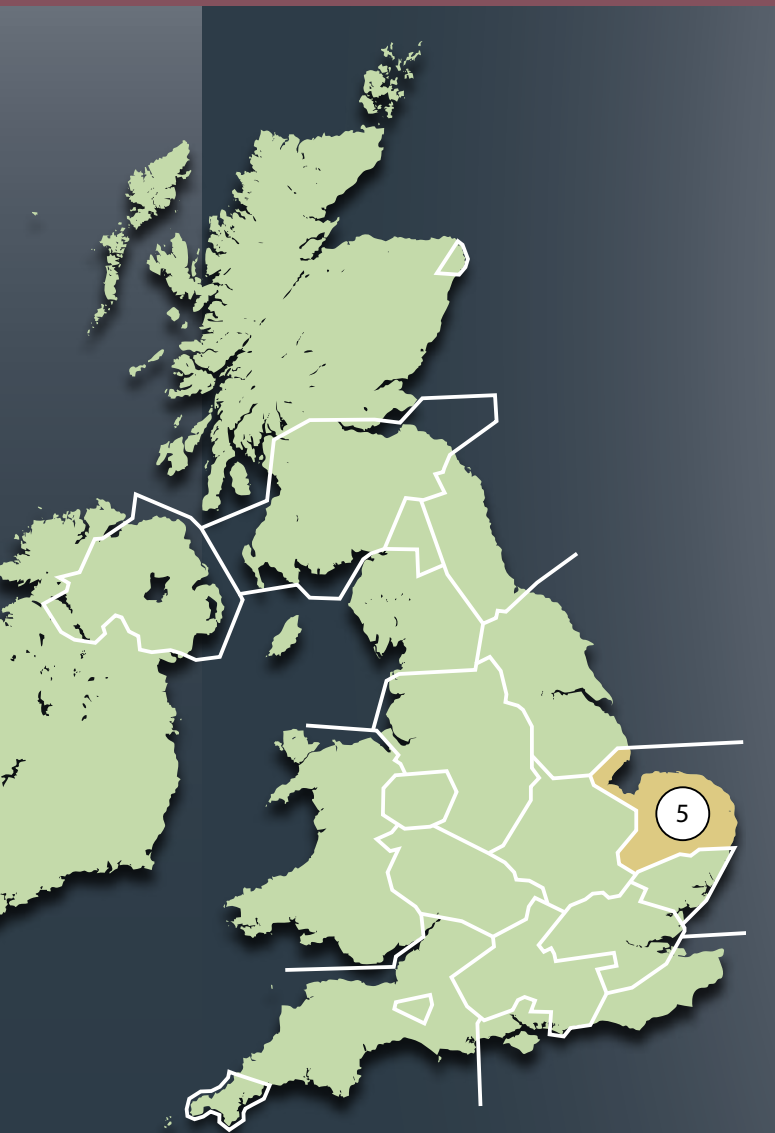
LFA 4 8264 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	1137	8	7th
Helicopter	1123	8	9th
All Aircraft	2260	16	10th

Number of Complaints	Flying Hours per Complaint
293	7.71





5 Low Flying Area 5



Low Flying Area 5 includes Norfolk, north Suffolk and most of Cambridgeshire. Major flying units within this Area are RAF Marham, RAF Mildenhall and RAF Lakenheath, together with the Air Weapons Ranges at RAF Holbeach and RAF Wainfleet. For ground training, the Army training centre at Stanford Training Area is of considerable significance. This is a relatively small area. Fixed-wing aircraft use the area to transit to the Air Weapons Ranges. Helicopter activity is generally associated with combined air and ground training activity on the Stanford Training Area. This Area represents 2.93% of the total useable overland area of the UK Low Flying System.

LFA 5 5785 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	1199	12	3rd
Helicopter	1801	19	5th
All Aircraft	3000	31	4th

Number of Complaints	Flying Hours per Complaint
393	7.63



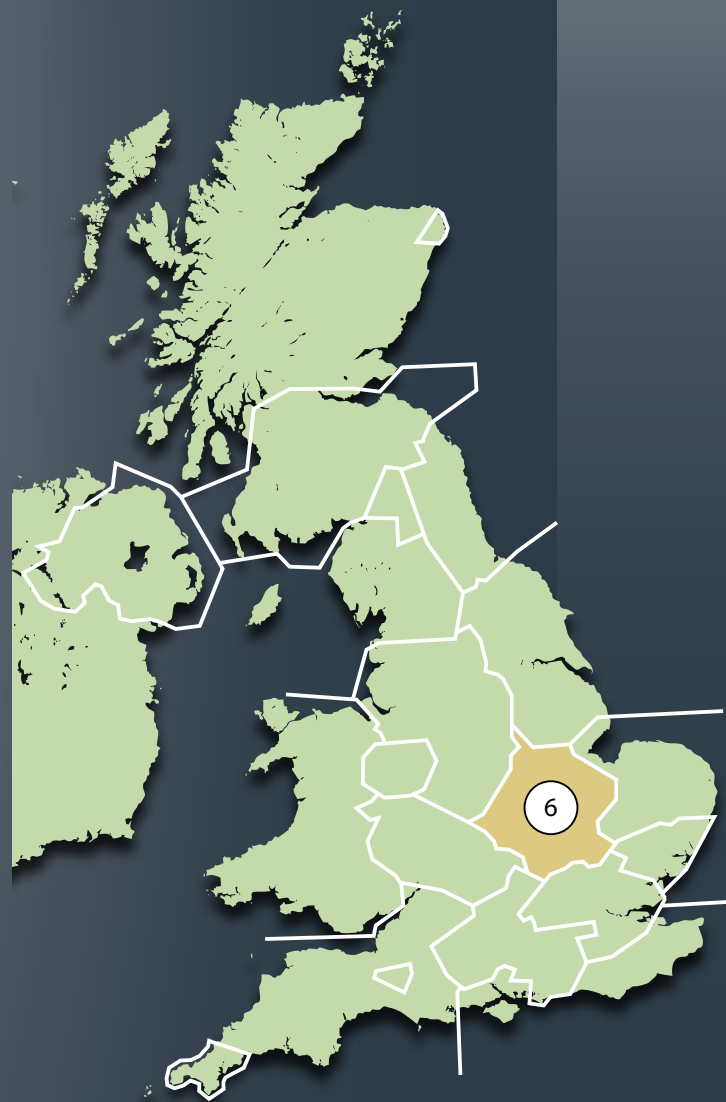
Low Flying Area 6 includes Northamptonshire, Bedfordshire, Rutland and parts of Leicestershire, Lincolnshire, Cambridgeshire, Buckinghamshire and Hertfordshire. The two Harrier bases at RAF Wittering and RAF Cottesmore; support facilities at RAF Henlow, RAF Brampton and RAF Wyton, and Army units at Bassingbourn Barracks are located in the area. Much of the low flying activity in this Area involves aircraft transiting to and from their operating bases to the Air Weapons Ranges on the east coast. This Area is also used extensively by training aircraft based in Lincolnshire and Yorkshire, and represents 4.71% of the total useable overland area of the UK Low Flying System.

LFA 6 9308 km2	Total Low Flying Hours	Annual Average Minutes per km2	Relative Intensity Rating
Fixed-Wing	738	6	12th
Helicopter	756	11	13th
All Aircraft	1494	17	14th

Number of Complaints	Flying Hours per Complaint
216	6.91

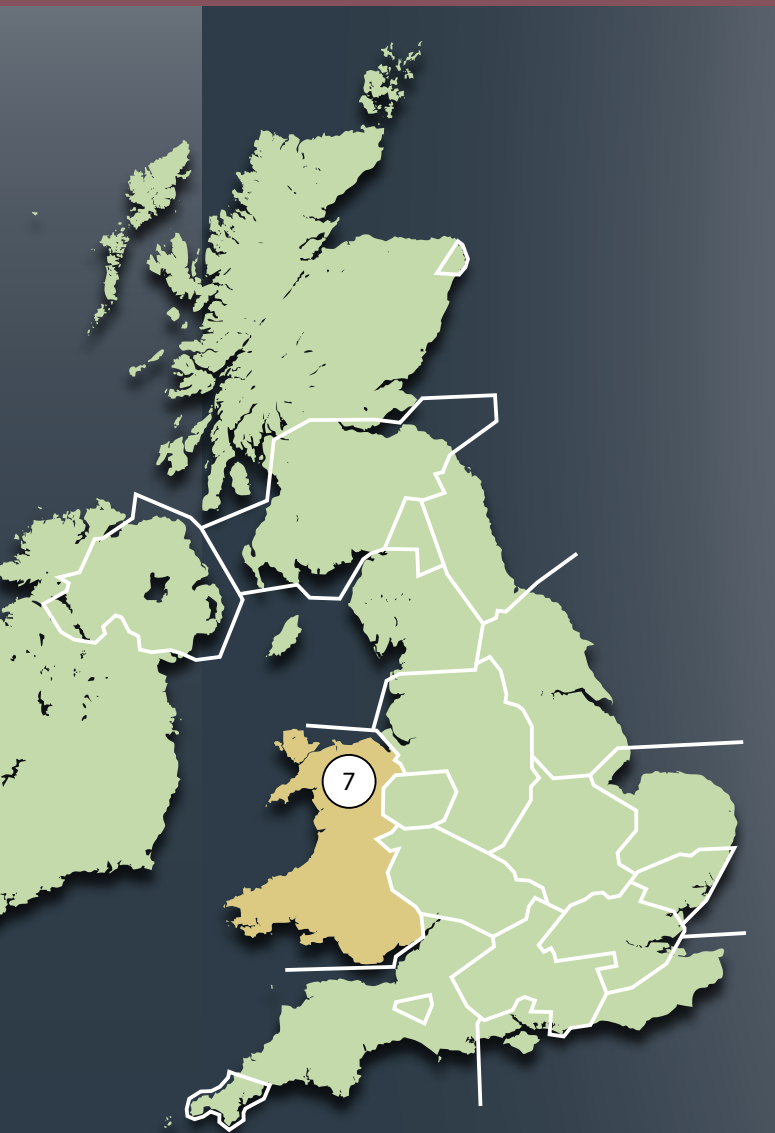
Low Flying Area 6

6





7 Low Flying Area 7



Low Flying Area 7 includes most of Wales except for the northeast of Powys. Military units in this Area include RAF Valley, MOD St Athan and the Air Weapons Range at Pembrey Sands; the Army Barracks at Brawdy and Field Training centres at Castlemartin and Sennybridge, together with the Royal Artillery range at Manorbier. The range at Manorbier, near Tenby, is frequently used for joint air and ground forces training activity. The Welsh landscape and the lack of controlled airspace that provides increased flexibility for military aircraft to enter or leave the lower airspace, combine to make Low Flying Area 7 important for military low flying training. RAF advanced fast-jet pilot training is carried out at RAF Valley using Hawk aircraft, and aircraft range limitations generally mean that most of the associated flying activity needs to be carried out locally, some of it using the Pembrey Range. Much of the helicopter activity is associated with Castlemartin and Sennybridge, RAF Search & Rescue training at RAF Valley, Support Helicopter and AAC aircrew pre-deployment training for overseas operations and the Defence Helicopter Flying School at RAF Shawbury in the adjacent Low Flying Area 9. This Area represents 9.57% of the total useable overland area of the UK Low Flying System.

LFA 7 18909 km2	Total Low Flying Hours	Annual Average Minutes per km2	Relative Intensity Rating
Fixed-Wing	3430	11	5th
Helicopter	1904	6	12th
All Aircraft	5334	17	9th

Number of Complaints	Flying Hours per Complaint
252	21.16



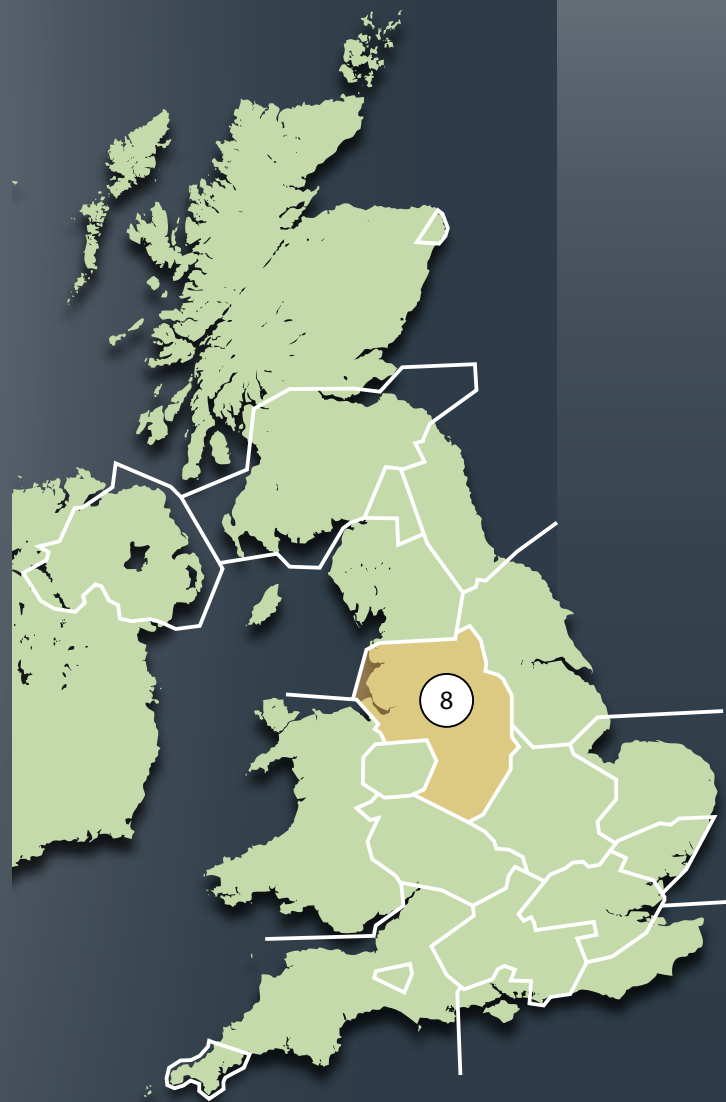
Stretching from the Ribble Valley and Forest Moor in the north, to Warwick in the south, and from the Wirral in the west to Doncaster and Nottingham in the east, Low Flying Area 8 has no major flying stations but is home to RAF Stafford and RAF Woodvale. Low Flying Area 8 contains the large avoidance areas of Liverpool/Manchester, Blackpool/Blackburn, Leeds/Bradford, Derby/Nottingham and the West Midlands conurbation. In addition, there is controlled airspace immediately above the Area for civil air routes into the Region's international airports. Furthermore, the high moors of the Pennines are often subject to low cloud and mist. As a result, this Area is the least-used on the UK Mainland. This Area represents 4.41% of the total useable overland area of the UK Low Flying System.

LFA 8 8718 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	220	1.5	15th
Helicopter	535	3.5	16th
All Aircraft	755	5	17th

Number of Complaints	Flying Hours per Complaint
77	9.81

Low Flying Area 8

8

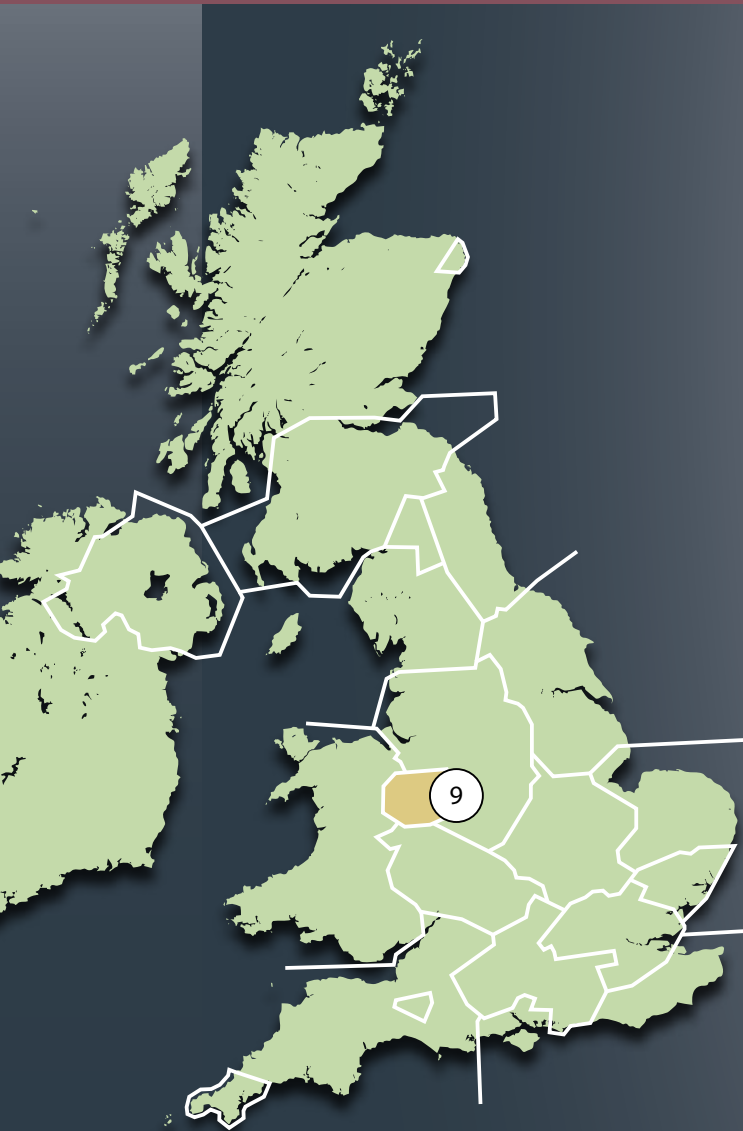




9

Low Flying Area 9

Low Flying Area 9 is located primarily in Shropshire, but also extends into Powys, Clwyd and Staffordshire, and is a Dedicated User Area for helicopters of the Defence Helicopter Flying School based at RAF Shawbury. Most of the activity in this area is therefore helicopter flying training using Squirrel and Griffin helicopters, but RAF Shawbury is also home to the Central Air Traffic Control School that trains air traffic controllers and flight operations specialists. Also within this Area are DCAE Cosford and RAF Ternhill, that are used as Relief Landing Grounds by helicopters from RAF Shawbury. The Army Training Area at Nescliffe is also used to provide advanced helicopter training. This Area represents 1.78% of the total useable overland area of the UK Low Flying System.



LFA 9 3525 km2	Total Low Flying Hours	Annual Average Minutes per km2	Relative Intensity Rating
Fixed-Wing	9	0.1	17th
Helicopter	2806	48	3rd
All Aircraft	2815	48	3rd

Number of Complaints	Flying Hours per Complaint
289	9.74



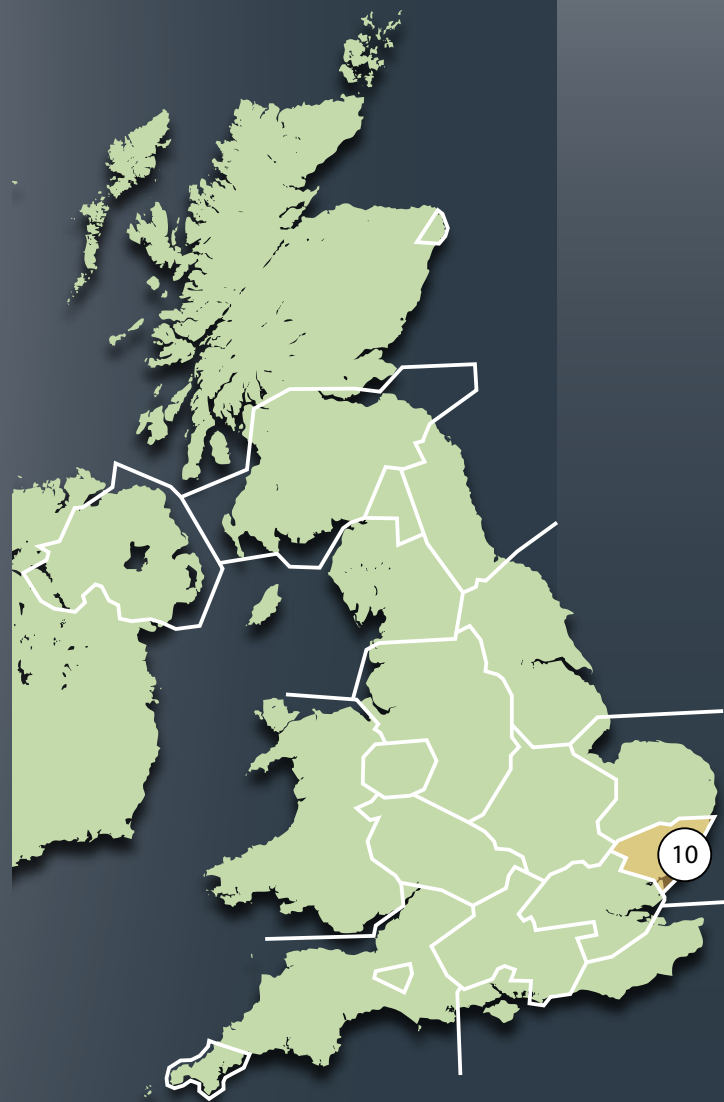
Low Flying Area 10 is located in Essex and Suffolk and is a Dedicated User Area for helicopters of the Army Air Corps based at Wattisham. Wattisham airfield is the main centre of Army Air Corps operational activity and home of the AH-64 Apache attack helicopter that is assigned to support 16 Air Assault Brigade based at Colchester. Almost all of the low flying activity within this Area is helicopter with just a small amount of fixed-wing flying, often by C-130 Hercules, taking place. This Area represents 1.78% of the total useable overland area of the UK Low Flying System.

LFA 10 2900 km2	Total Low Flying Hours	Annual Average Minutes per km2	Relative Intensity Rating
Fixed-Wing	44	1	16th
Helicopter	1194	25	4th
All Aircraft	1238	26	5th

Number of Complaints	Flying Hours per Complaint
83	14.91

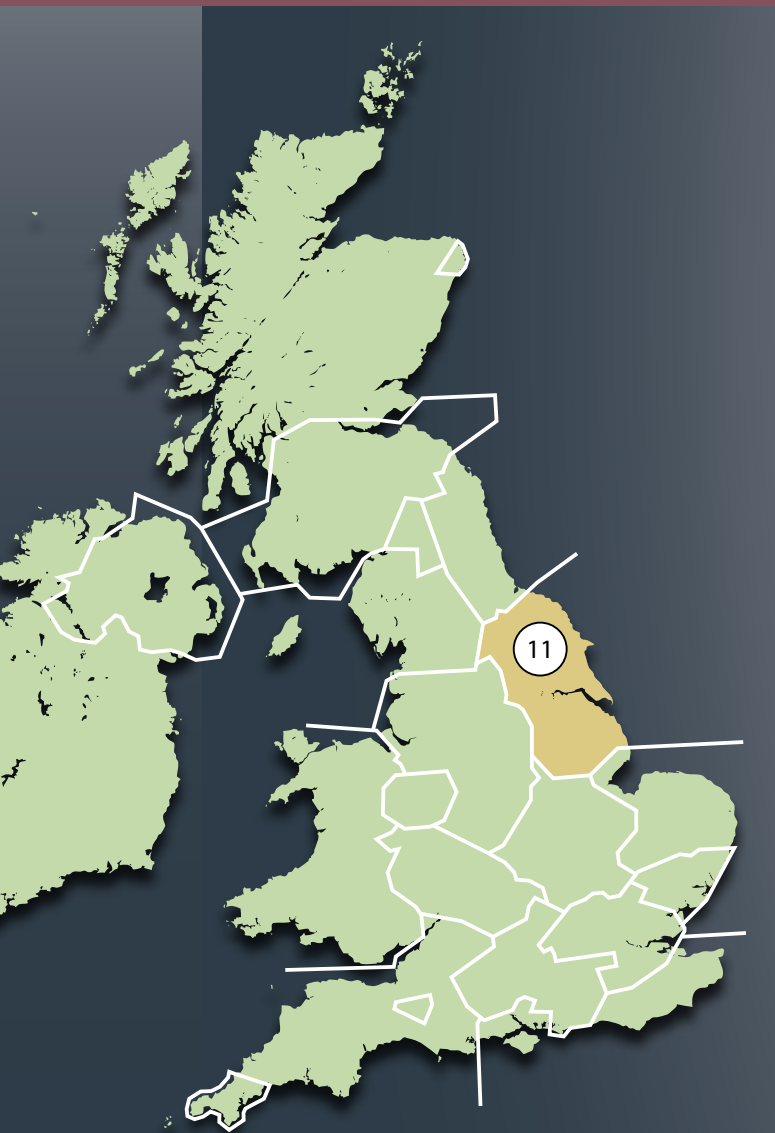
Low Flying Area 10

10





11 Low Flying Area 11



Low Flying Area 11 includes northeast Lincolnshire, northeast Nottinghamshire and east Yorkshire. This Area includes a diverse range of flying units at RAF Barkston Heath, RAF Coningsby, RAF Cranwell, RAF Leeming, RAF Linton-on-Ouse, RAF Waddington, and AAC Dishforth. There are in addition Relief Landing Grounds at RAF Church Fenton and RAF Topcliffe that are used by Tucano and other training aircraft. The busy Air Weapons Range at Donna Nook is also situated in this Area. Historically, Lincolnshire and Yorkshire have been home to a large number of RAF stations but now only six major flying stations remain. The principal role for RAF Cranwell, RAF Barkston Heath and RAF Linton-on-Ouse, is flying training and their aircraft generally train locally. This Area is also used regularly by aircraft to and from the RAF Air Weapons Ranges on the Wash, and it is the home to the Royal Air Force Aerobatic Team, the Red Arrows. This Area represents 6.05% of the total useable overland area of the UK Low Flying System.

LFA 11 11960 km2	Total Low Flying Hours	Annual Average Minutes per km2	Relative Intensity Rating
Fixed-Wing	1989	10	6th
Helicopter	1652	8	8th
All Aircraft	3641	18	8th

Number of Complaints	Flying Hours per Complaint
179	19.33



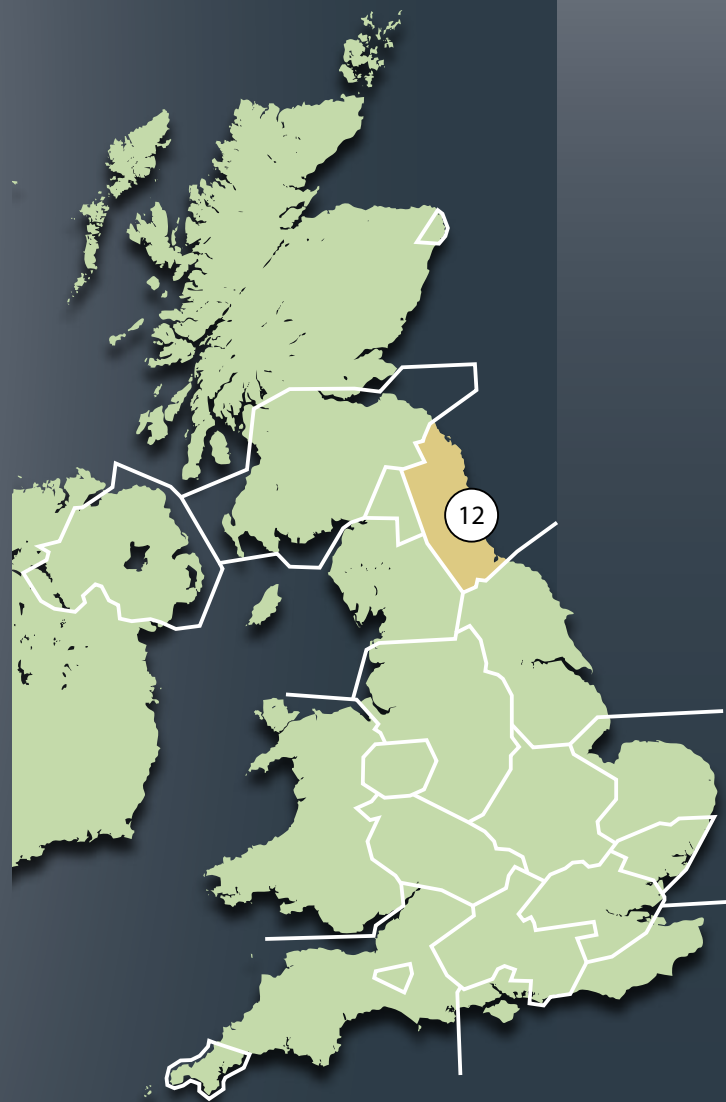
Low Flying Area 12 covers Northumberland, Durham and northeast North Yorkshire. Although there are no major flying stations in the area, other service establishments include the Army Field Training Centre at Otterburn, Albemarle Barracks at Ouston and RAF Air Defence Radar sites at Boulmer (which also houses an RAF Search & Rescue detachment) and Brunton. This Area is ideal for military low flying training. It contains some of the most challenging terrain for aircrew, has more unrestricted airspace above 2,000ft (giving increased flexibility to military aircraft to enter or leave lower airspace) than many other areas, is sparsely populated and generally experiences better weather than the west of the country. Aircraft using this Area will frequently also train at Otterburn Range or the Electronic Warfare Training Range at RAF Spadeadam. This Area represents 3.04% of the total useable overland area of the UK Low Flying System.

LFA 12 6012 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	1355	14	2nd
Helicopter	863	8	7th
All Aircraft	2218	22	7th

Number of Complaints	Flying Hours per Complaint
97	22.88

Low Flying Area 12

12





13 Low Flying Area 13

Low Flying Area 13 includes the south Borders Region, west Northumberland and northeast Cumbria. The Area is a Dedicated User Area solely for the use of aircraft using the RAF Spadeadam Electronic Warfare Training Range. This important facility provides an excellent standard of Electronic Warfare training for both fixed-wing aircraft and helicopters, and is also used during exercises by NATO and Allied air forces. This Area represents 1.03% of the total useable overland area of the UK Low Flying System.



LFA 13 2035 km2	Total Low Flying Hours	Annual Average Minutes per km2	Relative Intensity Rating
Fixed-Wing	256	7.5	8th
Helicopter	222	6.5	11th
All Aircraft	478	14	12th

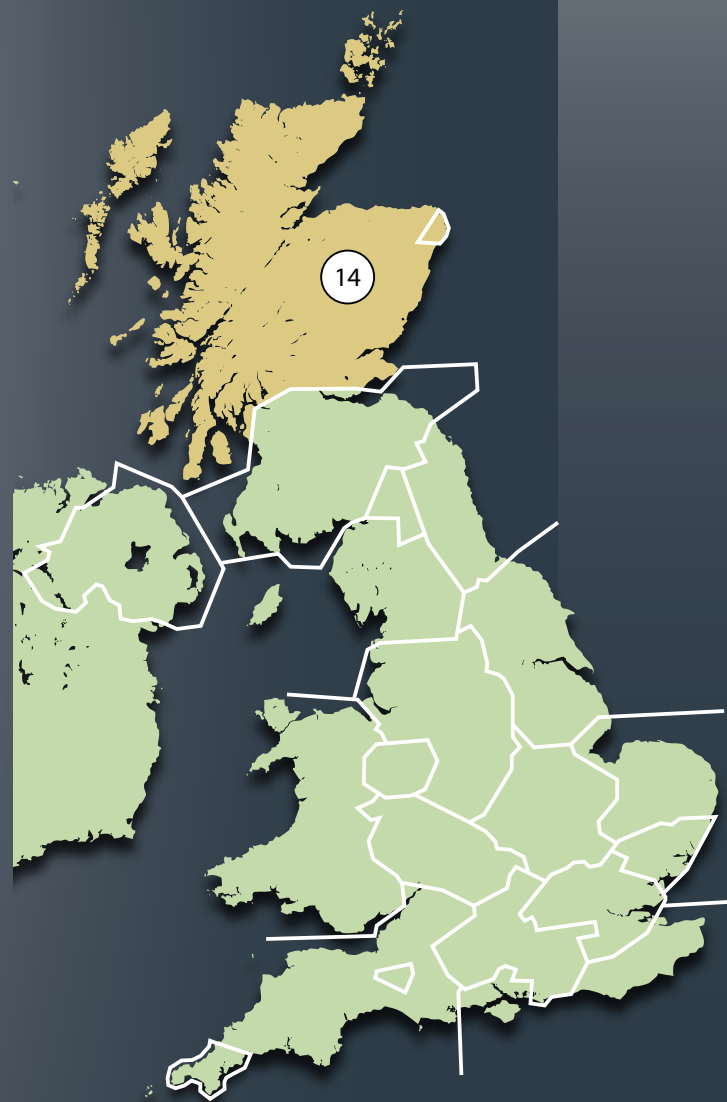
Number of Complaints	Flying Hours per Complaint
21	22.76



Low Flying Area 14

14

The largest in the UK, Low Flying Area 14 covers mainland Scotland north of the Central Region, the Western Isles, Orkney and Shetland. Within this Area are the major flying units at RAF Lossiemouth, RAF Kinloss and RAF Leuchars and the Air Weapons Range at Tain. In addition, there are Army Training Areas at Barry Buddon, Benbecula, Garelochhead and Inverness, the Royal Marines Barracks at Arbroath, and RN training areas at Cape Wrath and Loch Ewe. The use of this Area for low flying training depends on a number of operational, geographical and climatic factors. These include aircraft basing and transit distances; prevailing weather conditions; the location of military training areas, and the incidence of restricted airspace and built-up areas. Because of the size of this Area, training activity is well distributed. This Area represents 29.14% of the total useable overland area of the UK Low Flying System.

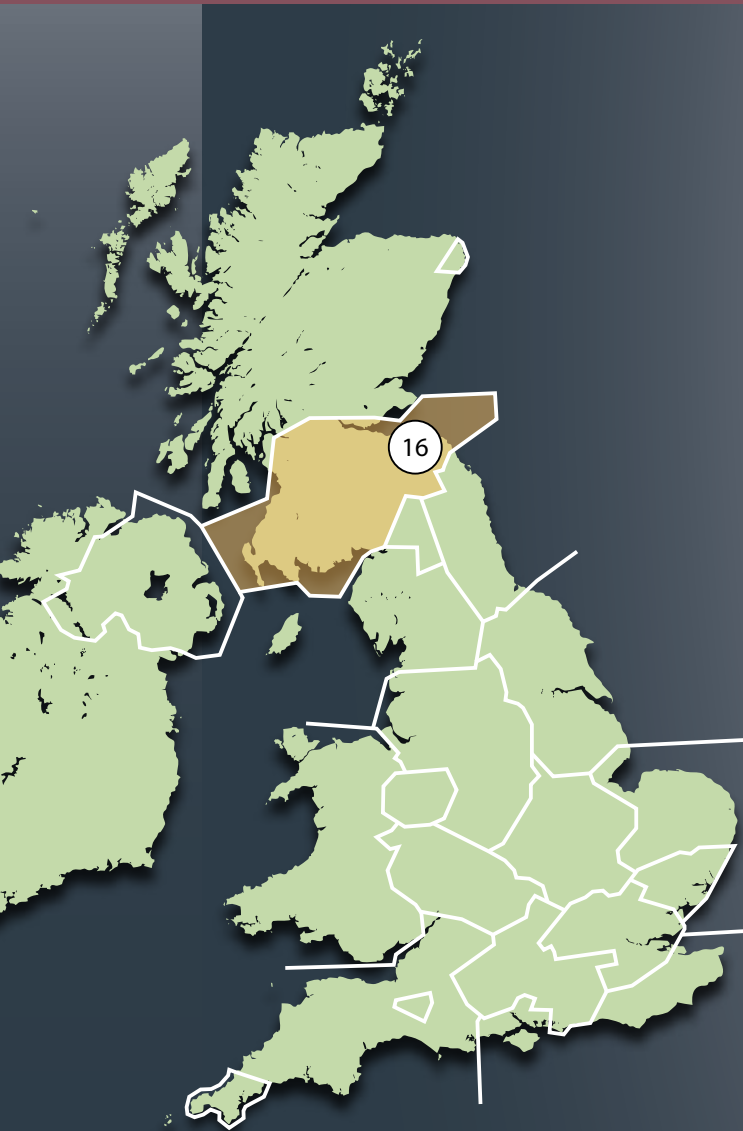


LFA 14 57604 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	3488	4	14th
Helicopter	1990	2	17th
All Aircraft	5478	6	16th

Number of Complaints	Flying Hours per Complaint
283	19.36



16 Low Flying Area 16



Low Flying Area 16 includes the Borders Region of Southern Scotland, Dumfries and Galloway and other counties up to and including those within the central belt. The RN helicopter base at Prestwick, the QinetiQ range facilities at West Freugh, and the Army training area at Kirkcudbright are located in the area. This is a good Area for low flying training. It has challenging terrain which, for the most part, is sparsely populated, a high incidence of unrestricted airspace above 2,000ft (giving increased flexibility to military aircraft to enter or leave the lower airspace) and better than average weather conditions. Additionally, the Area is close to the Army Field Training Centre at Otterburn, and it borders on the Electronic Warfare Tactics range at RAF Spadeadam. This Area represents 8.17% of the total useable overland area of the UK Low Flying System.

LFA 16 16142 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	1710	6.5	9th
Helicopter	338	1	18th
All Aircraft	2048	7.5	15th

Number of Complaints	Flying Hours per Complaint
114	17.96



Low Flying Area 17 includes Cumbria, east North Yorkshire, and north Lancashire. Army Field Training Centres at Catterick and Warcop, along with QinetiQ range facilities at Eskmeals in the west of the Lake District are also located within this Area. The terrain in this Area is valuable in terms of flying training practice, particularly for fast jet aircrew as the area is relatively free from large urban areas. RAF Spadeadam's Electronic Warfare and Tactics Range is located in adjoining Low Flying Area 13. In addition, this Area is used by Tucanos from RAF Linton-on-Ouse for flying training purpose. This Area represents 5.71% of the total useable overland area of the UK Low Flying System.

LFA 17 11295 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	2244	12	4th
Helicopter	837	4	14th
All Aircraft	3081	16	11th

Number of Complaints	Flying Hours per Complaint
112	27.51

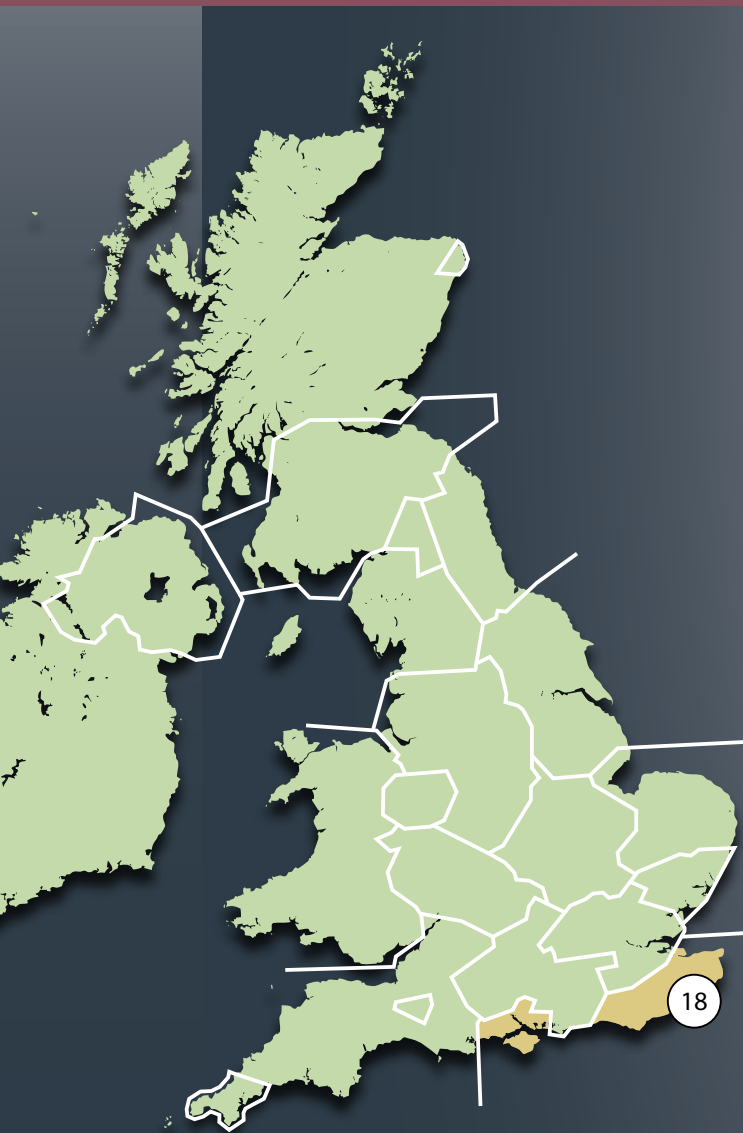
Low Flying Area 17

17





18 Low Flying Area 18



Low Flying Area 18 includes Kent, East Sussex and southeast West Sussex together with the Isle of Wight, and parts of Hampshire and Dorset. Military facilities in the area include the Royal Naval Dockyard at Portsmouth, the Royal Marine Base at Poole and the Army's Cinque Ports Field Training Centre. This Area is cut off from the rest of the UKLFS by the Thames Valley Avoidance Area situated over Greater London and contains some of the busiest controlled airspace in the world in addition to a relatively large number of built-up areas and high levels of light aircraft traffic. These factors make it difficult for military aircraft, particularly fast jets, to use this area. This Area represents 1.72% of the total useable overland area of the UK Low Flying System.

LFA 18 3390 km2	Total Low Flying Hours	Annual Average Minutes per km2	Relative Intensity Rating
Fixed-Wing	263	5	13th
Helicopter	403	7	10th
All Aircraft	666	12	13th

Number of Complaints	Flying Hours per Complaint
99	6.72



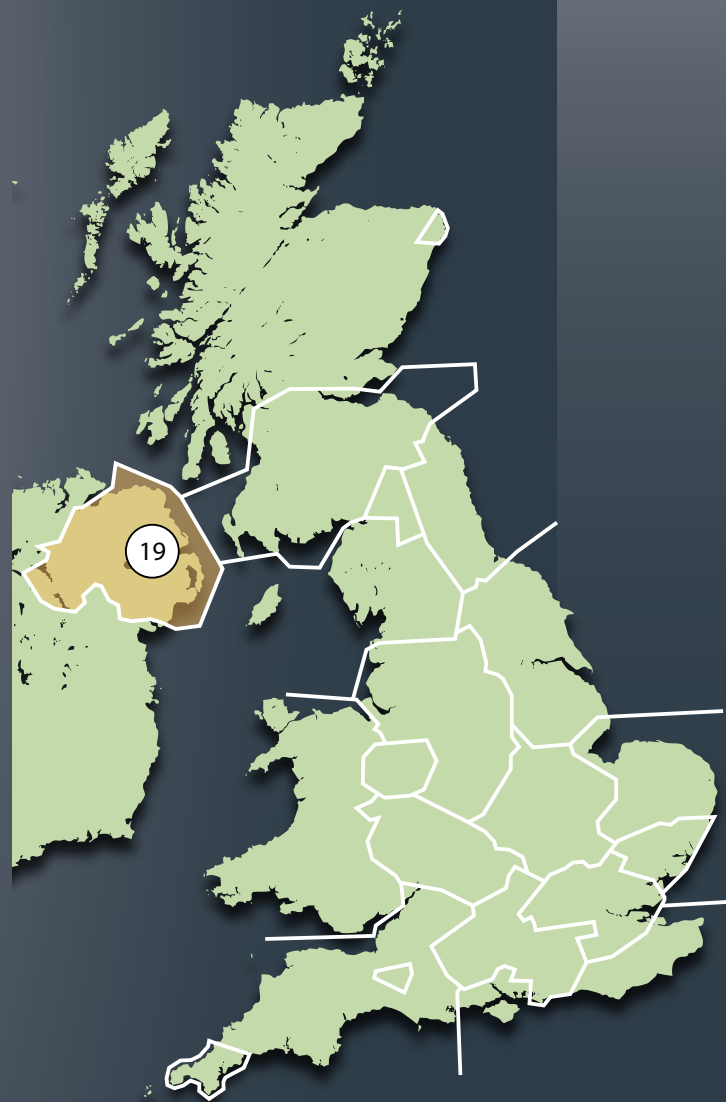
Low Flying Area 19 is wholly located in Northern Ireland and is a Dedicated User Area for helicopters based at RAF Aldergrove. Following the cessation of Operation BANNER, this Area was brought into the UK Low Flying System and statistical recording is now conducted on the same basis as other Areas. This Area represents 4.22% of the total useable overland area of the UK Low Flying System.

LFA 19 8337 km ²	Total Low Flying Hours	Annual Average Minutes per km ²	Relative Intensity Rating
Fixed-Wing	0	0	18th
Helicopter	535	4	15th
All Aircraft	535	4	18th

Number of Complaints	Flying Hours per Complaint
105	5.10

Low Flying Area 19

19



Annex B – Useful Contacts

Information about Military Low Flying, planned exercises and planned use of Tactical Training Areas is available from the MOD Low Flying website at the following link:

<http://www.mod.uk/DefenceInternet/AboutDefence/WhatWeDo/AirSafetyandAviation/LowFlying/>

Information about planned Low Flying activity on a daily basis can also be obtained from the free-phone telephone advisory service on 0800 51 55 44.

For further information about Low Flying, complaints and requests for permanent and temporary avoidance status contact:

Ministry of Defence Complaints and Enquiries Unit

Air Staff
Level 5, Zone H
Main Building
Whitehall
Tel: 020 7218 6020
Fax: 020 7218 2680
London SW1A 2HB
e-mail: lowflying@mod.uk

Three Regional Community Relations Officers can assist with more local information and complaints, and can be contacted as follows:

Cumbria and Tynedale:

Regional Community Relations Officer (Cumbria & Tynedale)
Inglewood Road
Penrith
Cumbria
CA 11 8QN
Tel/Fax: 01768 891 391

Southern Scotland Regional Community Relations Officer (Southern Scotland)

Irvine House
Canonbie
Dumfries & Galloway
DG 14 OXF
Tel: 01387 381156
Fax: 01387 380904

Wales

Royal Air Force Community Relations Officer (Wales)
The Barracks
Brecon
Powys
LD3 7EA
Tel: 01874 613 889
Fax: 01874 613 897
e-mail: raf.cro.wales@de.mod.uk
website: www.raf.mod.co.uk/crowales

Complaints about Low Flying activity in Northern Ireland can be made to:

Northern Ireland

G9 Policy
HQ NI and 38(Irish) Bde
Thiepval Barracks
BFPO 825
Tel: 028 92263498
e-mail: NI38X-ERU-MAILBOX (MULTIUSER)@mod.uk

For claims against the Ministry of Defence resulting from military Low Flying:

Ministry of Defence

SSDCD
Common Law Claims and Policy Division
7th Floor, Zone A
St George's Court
2-12 Bloomsbury Way
London WC1A 2SH
Tel: 020 7305 3208

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