

AERONAUTICAL INFORMATION CIRCULAR M 112/2025

UNITED KINGDOM



UK Aeronautical Information Services
NATS Swanwick
Sopwith Way
Southampton
SO31 7AY
aissupervisor@nats.co.uk
http://www.nats.aero/ais
alan.frew@caa.co.uk (Content - CAA SARG)

Date Of Publication

26 Jun 2025

Subject

Airspace Restrictions



RESTRICTION OF FLYING REGULATIONS: ROYAL INTERNATIONAL AIR TATTOO, ROYAL AIR FORCE FAIRFORD, GLOUCESTERSHIRE, 16-21 JULY 2025

1 INTRODUCTION

- 1.1 The Royal International Air Tattoo 2025 (RIAT) will be held at RAF Fairford from **16 to 21 July 2025** inclusive. This flying display will include high-energy flypasts and aerobatic manoeuvres; therefore, The Secretary of State for Transport has decided that it is necessary to introduce Restriction of Flying Regulations under Article 239 of the Air Navigation Order 2016.
- 1.2 The times mentioned in this document are Co-ordinated Universal Time (UTC), which is one hour behind British Summer Time (BST).

2 ARRIVALS, REHEARSALS AND SHOW DATES: 16-20 JULY 2025

- 2.1 The following restrictions are in place for the intense aerial activity associated with the arrival of participating traffic and the rehearsal for, and participation in, flying displays.
- 2.2 Subject to paragraph 3.3, between **0715 hours and 1900 hours** on each day beginning with **16 July 2025 and ending on 20 July 2025** (inclusive), no aircraft is to fly below FL85 within the area:

SFC to FL85		
A	514433N 0020502W	then straight line to
B	514733N 0014405W	then straight line to
C	515006N 0012925W	thence clockwise by the arc of a circle radius 5.5 NM centred on
D	514513N 0013334W	to
E	514737N 0012537W	then straight line to
F	514834N 0011958W	then straight line to
G	514349N 0011753W	then straight line to
H	513621N 0012737W	then straight line to
I	514124N 0021027W	thence clockwise by the arc of a circle radius 4.6 NM centred on
J	514005N 0020322W	to
K	514433N 0020502W	-

- 2.3 Subject to paragraph 3.3, between **0715 hours and 1900 hours** on each day beginning with **16 July 2025 and ending on 20 July 2025** (inclusive), no aircraft is to fly below FL 65 within the area:

SFC to FL65		
A	514124N 0021027W	then straight line to
B	513621N 0012737W	then straight line to
C	513600N 0012800W	then straight line to
D	513500N 0014600W	then straight line to
E	513530N 0020341W	thence clockwise arc of a circle having a radius of 4.6 NM centred on
F	514005N 0020322W	to
G	514124N 0021027W	-

3 DEPARTURES DAY: 21 JULY 2025

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

3.2 Subject to paragraph 3.3, between **0645 hours and 1745 hours on 21 July 2025** no aircraft is to fly below FL 65 within the area:

SFC to FL65		
A	514457N 0015713W	then straight line to
B	514751N 0014134W	then straight line to
C	514420N 0013754W	then straight line to
D	513732N 0013728W	then straight line to
E	513747N 0015652W	then straight line to
F	514457N 0015713W	-

3.3 Paragraphs 2.2,2.3 and 3.2 do not apply to any aircraft flying in accordance with a clearance issued by the Terminal Air Traffic Control Centre (TATCC) South at RAF Brize Norton.

3.4 This restriction also includes any small balloon, any kite weighing not more than 2 KG, any unmanned aircraft and any parachute including a parascending parachute or paramotor.

3.5 Pilots not participating in activities at RAF Fairford are warned that the area surrounding the Restricted Area (Temporary) will be subject to Intense Aerial Activity due to traffic routing around the confines of the restricted airspace. Pilots not wishing to receive an air traffic service from TATCC South at RAF Brize Norton when operating outside of the Brize Norton CTR are strongly advised to select the Brize Norton Frequency Monitoring Code (Listening squawk) of 3727, and maintain a listening watch on channel 124.280 (Brize Radar) <https://airspace-safety.com/listening-squawks/>.

3.6 Furthermore, when routing to the South of the Restricted Area (Temporary), there is likely to be increased aerial activity due to helicopters departing RAF Fairford via:

- a) Blakehill Farm,
- b) Highworth, and
- c) Northleach.

3.7 Aircraft may, under certain circumstances, be given permission to transit through the Restricted Area (Temporary) under a positive clearance from the TATCC South at RAF Brize Norton, however during displays by jet formation teams requests for crossing clearances within 6 NM of RAF Fairford will be refused.

4 ACCESS TO KEMBLE AND OTHER AERODROMES

4.1 No aircraft is permitted to enter or fly within the Restricted Area (Temporary) without prior permission of the TATCC South at RAF Brize Norton. Aircraft that are operating within the Kemble ATZ are to squawk Mode 3A code 7010. Outside of the times 0800 hours and 1600 hours between 16 July and 20 July 2025, Kemble-based operators are able to operate at the aerodrome but are to squawk 3717 and contact Brize Zone on channel 119.005 for a service into/out of the ATZ.

5 KEMBLE AERODROME

5.1 To facilitate flexible, safe and efficient use of airspace during continued flying operations at Kemble Aerodrome, formal procedures have been established during the period **16–21 July 2025**; the Kemble ATZ remains active within the Restricted Area (Temporary) for the continued safe operation of aircraft at that aerodrome; all pilots are to ensure that they comply with The Rules of the Air Regulations 2015 Rule 11, in addition to the requirements of paragraph 11. During this time entry and exit lanes to Kemble Aerodrome have been established for the purpose of coordination of flying activities. All aircraft arriving to, and departing from, Kemble Aerodrome will require permission to transit the Restricted Area (Temporary).

5.2 Aircraft operating in and out of Kemble during normal operating hours must be in receipt of a service from a Kemble FISO. During these hours Kemble AFISO's may operate their circuit traffic and approve aircraft to depart/arrive on desired track within the quadrant bounded by the Yellow (SW) and Blue (NW) entry and exit lanes without the need to gain approval from Brize Zone. Aircraft departing via the Red or Green routes may only do so when the routes are notified as open and must call Brize Zone on channel 119.005 prior to departing the Kemble ATZ.

5.3 The lanes marked on the chart are defined as follows:

- a) Red Route (Southeast): M4 Junction 16 – Kemble.
- b) Yellow Route (Southwest): M4 Junction 17 – Kemble.
- c) Blue Route (Northwest): Dursley - Kemble (Avoid Aston Down Gliding Site).
- d) Green Route (Northeast): Chedworth (Northeast of Cirencester) – Kemble.

5.4 The above routes are to be flown as follows:

- a) Arrivals: Flown at 2500 FT Fairford Clutch QNH (or at 2000 FT Kemble QFE), for a standard overhead join, unless otherwise instructed by the control agency.
- b) Departures: Flown not above 1500 FT Fairford Clutch QNH (or 1000 FT Kemble QFE).
- c) SSR Codes: All aircraft with transponders should squawk Mode 3A 3717 with Mode C if available until cleared en-route or instructed to squawk a discrete code by another agency. Non-transponder equipped aircraft, whether remaining in the Kemble ATZ or departing, are to call the FFD Co-ordinator on 01993 897878 to provide traffic information and duration of their sortie.

5.5 Kemble traffic operating on an Out of Hours Indemnity (when there is no AFIS provided) may operate autonomously within the Kemble ATZ. Pilots are to make all standard Kemble TRAFFIC radio calls and Squawk 7010. Pilots who wish to depart the Kemble ATZ Out of Hours can only depart using the Yellow or Blue route, in accordance with Para 14. Pilots should make all standard Kemble TRAFFIC calls on 118.430 and squawk 3717. When airborne and appropriate, pilots must call Brize Zone 119.005 to gain

permission to transit the RA(T).

- 5.6 Kemble traffic operating on an Out of Hours Indemnity (when there is no AFIS provided) may operate autonomously within the Kemble ATZ. Pilots are to make all standard Kemble TRAFFIC radio calls and Squawk 7010. Pilots who wish to depart the Kemble ATZ Out of Hours can only depart using the Yellow or Blue route, in accordance with Para 14. Pilots should make all standard Kemble TRAFFIC calls on 118.430 and squawk 3717. When airborne and appropriate, pilots must call Brize Zone 119.005 to gain permission to transit the RA(T).
- 5.7 Pilots returning to Kemble out of operational hours must contact Brize Zone 119.005 for re-entry into the RA(T). Pilots must continue to fly inbound routes as defined and remain cognisant of possible departures flying outbound underneath.

6 KEMBLE NON-STANDARD DEPARTURES

- 6.1 Aircraft that depart Kemble Aerodrome to join airways during the established airspace restrictions are unlikely to be able to accept the standard VFR departure lanes defined in paragraph 14 and must consider the following procedures:
- a) Runway 26, departures should not present conflict as aircraft will climb away from the Restricted Area (Temporary) and remain outside any display areas.
 - b) Runway 08, departures should anticipate being issued with instructions, by the Kemble Flight Information Service Officer, to avoid the display at RAF Fairford. It is incumbent on the pilot to determine if they can avoid the display on departure. If the display cannot be avoided, the aircraft must hold on the ground.

7 KEMBLE NON-STANDARD ARRIVALS

- 7.1 Any aircraft routing inbound to Kemble that cannot accept the standard VFR arrivals as defined in Para 14 will be tactically managed by ATC BZN. Details of non-standard arrivals at Kemble should be communicated to the Fairford Coordinator (ATC BZN), Kemble FISO and Fairford Display Director (through ATC BZN) as soon as possible in order to plan effectively. As non-standard approaches to runway 26 could present considerable disruption to the Fairford display programme any such requests should be planned, approved, and executed on a case-by-case basis. Non-standard Runway 08 arrivals should not present any such difficulties to the Fairford display programme.
- 7.2 The routes depicted in the chart below are only to be used by aircraft arriving to, and departing from Kemble Aerodrome. **THESE PROCEDURES DO NOT APPLY TO AIRCRAFT WISHING TO TRANSIT THE RESTRICTED AREA (TEMPORARY) IN THE VICINITY OF KEMBLE AERODROME.**

8 ASTON DOWN GLIDING SITE

- 8.1 Aston Down gliding site are authorised to operate within the Restricted Area (Temporary) up to 3600 FT AMSL in the area bounded by the shaded area in Chart 3 to the Northwest of the Kemble ATZ. Glider pilots are to route into/out of Aston Down via the North and West edges of the Restricted Area (Temporary); pilots operating in the vicinity of Kemble Aerodrome are to comply with Rule 11 of Rules of the Air Regulations 2015.

9 OTHER AERODROMES

- 9.1 Access to other aerodromes located within the Restricted Area (Temporary) are subject to the approval of the TATCC at RAF Brize Norton who will tactically manage any request; pilots are urged to contact their destination airfield for a pre-flight brief.

10 CONTACT DETAILS

- 10.1 Details of Restricted Airspace feature in the daily AIS Information Line message 08085-354802 and 01489-887515 and will be included on the Preflight Information Bulletins (PIB) through the AIS Website at <http://nats.aero/ais>.
- 10.2 Further enquiries can be made to Mr A H Frew, Airspace Regulator, Safety and Airspace Regulation Group, Civil Aviation Authority, at alan.frew@caa.co.uk.

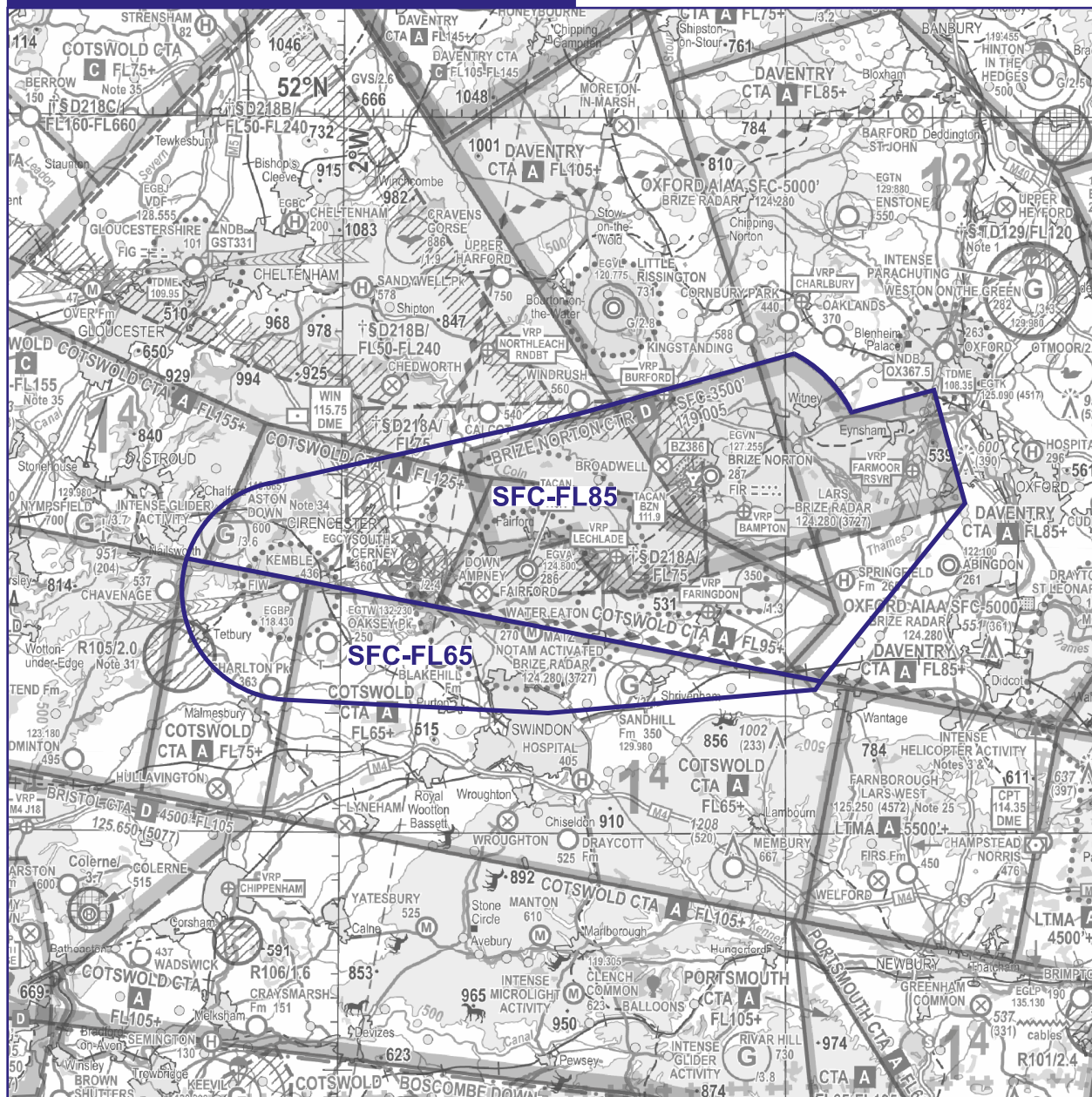
RESTRICTED AREA (TEMPORARY) RIAT FAIRFORD ARRIVALS, REHEARSALS & SHOWS

10 0 10NM

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

NOT FOR OPERATIONAL USE - PLANNING PURPOSES ONLY

SEE FULL DOCUMENT FOR DETAILS,
DATES & ACTIVE TIMES



2025_071_1_CR10057_GRAPHIC DRAWN 07 MAY 25

RESTRICTED AREA (TEMPORARY)

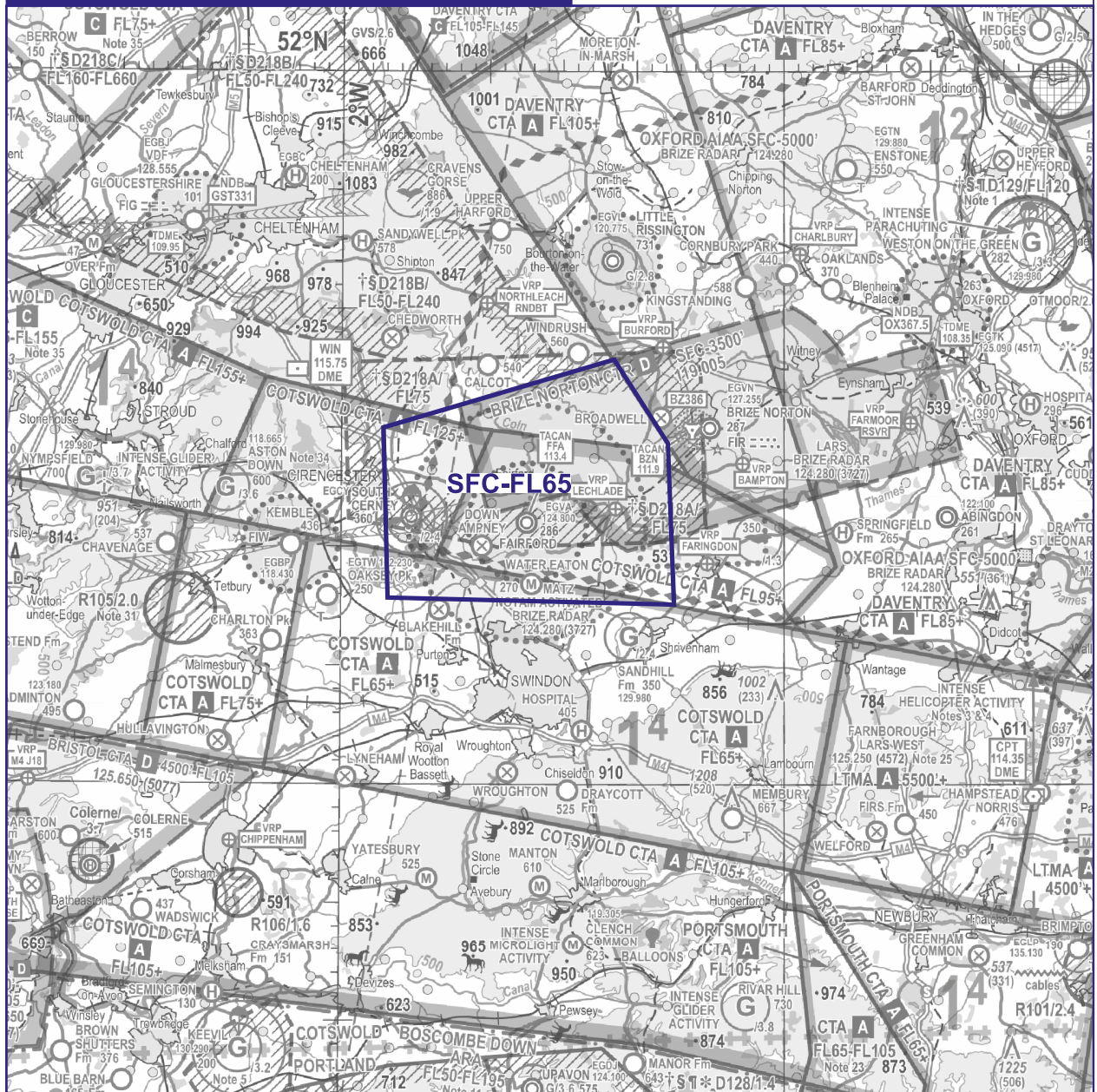
RIAT FAIRFORD DEPARTURES DAY

10 0 10NM

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

NOT FOR OPERATIONAL USE - PLANNING PURPOSES ONLY

SEE FULL DOCUMENT FOR DETAILS,
DATES & ACTIVE TIMES



2025_071_2_CR10057_GRAPHIC DRAWN 07 MAY 25

KEMBLE ARRIVAL & DEPARTURE ROUTES

10 0 10NM

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

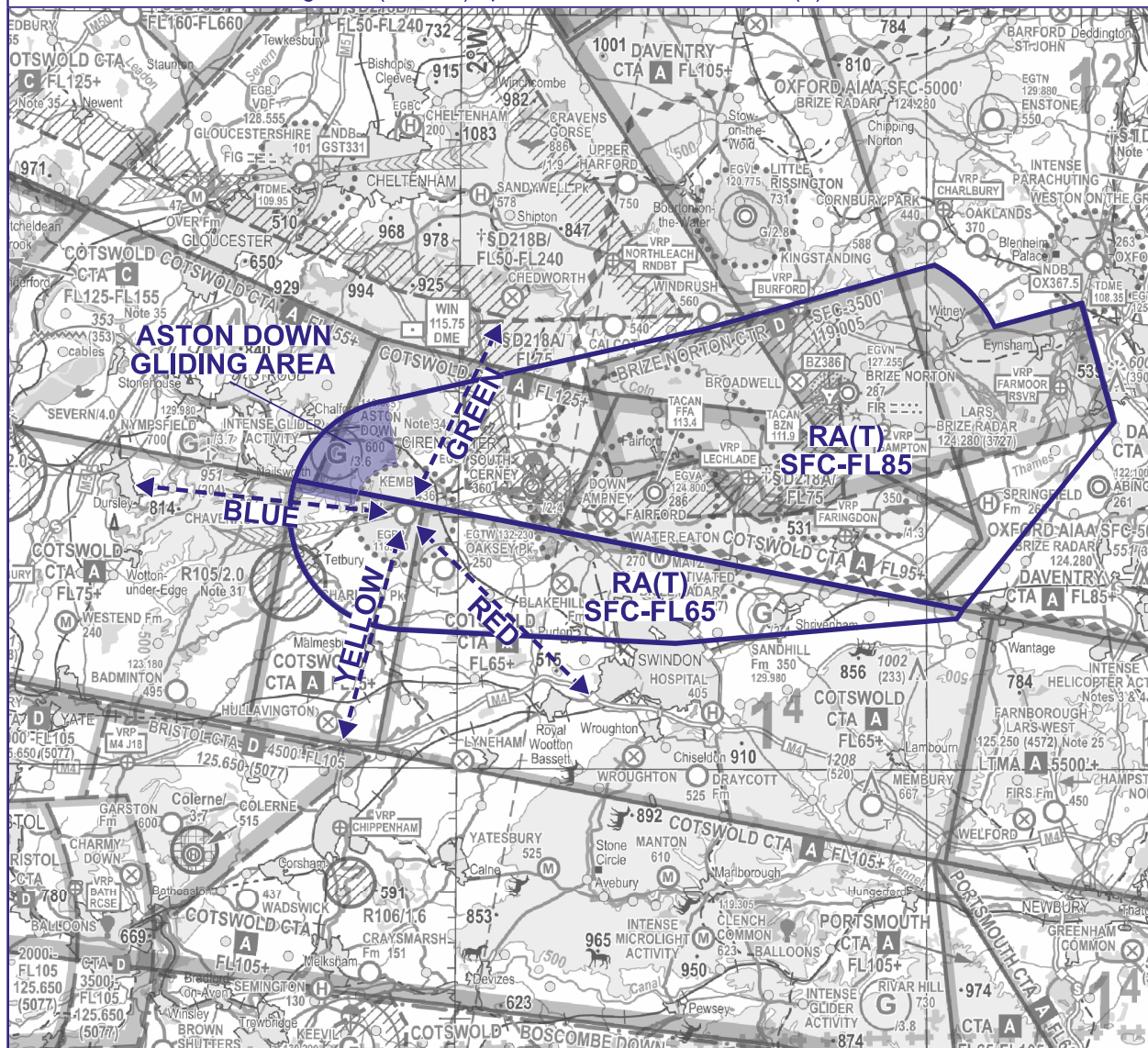
NOT FOR OPERATIONAL USE - PLANNING PURPOSES ONLY

SEE FULL DOCUMENT FOR DETAILS,
DATES & ACTIVE TIMES

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

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

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



2025_071_3_CR10057_GRAPHIC DRAWN 07 MAY 25