

**ENR 1.1 GENERAL RULES (continued)**

- b) Specific exemptions and arrangements for military aircraft operations in 8.33 kHz airspace are detailed separately in the Military AIP and ENR 1.8.

**5.1.5.5 VFR Weather Minima**

- 5.1.5.5.1 Unless pilots' licensing privileges impose more restrictive criteria, pilots are to maintain 1500 M horizontally, and 1000 FT vertically from cloud, and a flight visibility of 8 KM.

**5.1.5.6 TRA Access Requirements****5.1.5.6.1 IFR**

- a) A flight plan must be filed. Abbreviated flight plans are permissible in accordance with AIP ENR 1.10 and CAP 493, MATS Pt 1, Section 1, Chapter 2, Paragraph 10. Abbreviated Flight Plans will only be acceptable for military aircraft operating under the control of a military ATS or ASACS unit.
- b) An ATC clearance must be obtained to fly within the airspace.
- c) Radio contact must be maintained on the appropriate frequency.
- d) The flight must be conducted in accordance with ATC instructions.
- e) Aircraft in IFR transit through a TRA from/to adjacent CAS will be in receipt of an ATC service and will not require to obtain an additional ATC clearance to transit the TRA.
- f) Traffic operating under the IFR shall not be cleared to transit through an activated TRA (G) (except aircraft in emergency or Air Defence Priority Flights). Aircraft in receipt of a Traffic Service or Deconfliction Service will be offered a re-route in these circumstances.

**5.1.5.6.2 VFR**

- a) File a flight plan (when specified an abbreviated flight plan will be acceptable).  
*Note: Not applicable to gliders operating within TRA (G) under LoA conditions.*
- b) Obtain an ATC clearance to enter the TRA.
- c) Select SSR Code A/C as directed by ATC.
- d) Monitor ATC frequency.

**5.1.5.7 Military Autonomous Operations**

- 5.1.5.7.1 Autonomous operations within a TRA are to be conducted under VFR. Pilots of aircraft operating within a TRA are responsible for the avoidance of collision in accordance with SERA and the Rules of the Air Regulations 2015.
- 5.1.5.7.2 Military aircraft operating autonomously within a TRA are to select SSR code 7006 with Mode C prior to entering a TRA. This code is to be retained when vertical profiles result in operations above and below FL 195 until such time as flight within a TRA is complete.
- 5.1.5.7.3 Autonomous operations by aircraft transponding Mode A and C data should aim to operate no closer than 3 NM to the lateral boundary or within 500 FT of the vertical limit of an active TRA where contiguous with Controlled Airspace.
- 5.1.5.7.4 **Military aircraft do not require a clearance to operate autonomously within an active TRA. Autonomous operations are not permitted when BVLOS UAS activity is notified within an active TRA. The Mil AIP ENR 5.1 provides detail of the activity notification process.**

**5.1.5.8 TRA Booking Procedures Outside Promulgated Hours of Activity**

- 5.1.5.8.1 For booking TRAs outside the published operating hours, military pilots are to submit requirements by fax or e-mail to the MAMC - Managed Airspace (except for TRA 005, which is controlled by RAF Spadeadam) by 1100L, D-1 (1100L Friday for Mondays, and by 1100L on the day before a stand-down, to include the whole of the stand-down period and the first day back at work). This requirement is in accordance with the MoDs commitment to FUA.
- 5.1.5.8.2 Bookings are non-exclusive, and there is no limit on the number of bookings accepted for each TRA.
- 5.1.5.8.3 Late notice bookings may be accepted on D-Day, provided that another user has already booked the TRA at D-1.
- 5.1.5.8.4 Outside the promulgated hours of the MAMC - Managed Airspace the Duty Air Traffic Control Officer at nominated military area units will have responsibility for airspace management of the TRA. Full details are in the Military AIP, ENR 5.

**5.2 Hazards to Flight**

- 5.2.1 **Military Training Area (MTA)** - An area of Upper Airspace of defined dimensions within which intense military flying training takes place.
  - 5.2.1.1 In the Upper Airspace, intense military flying training normally takes place in delineated Military Training Areas. Because of the random nature of the activity within these areas it is not possible to provide civil air traffic control service in an MTA during the