

Downloading an Airspace File

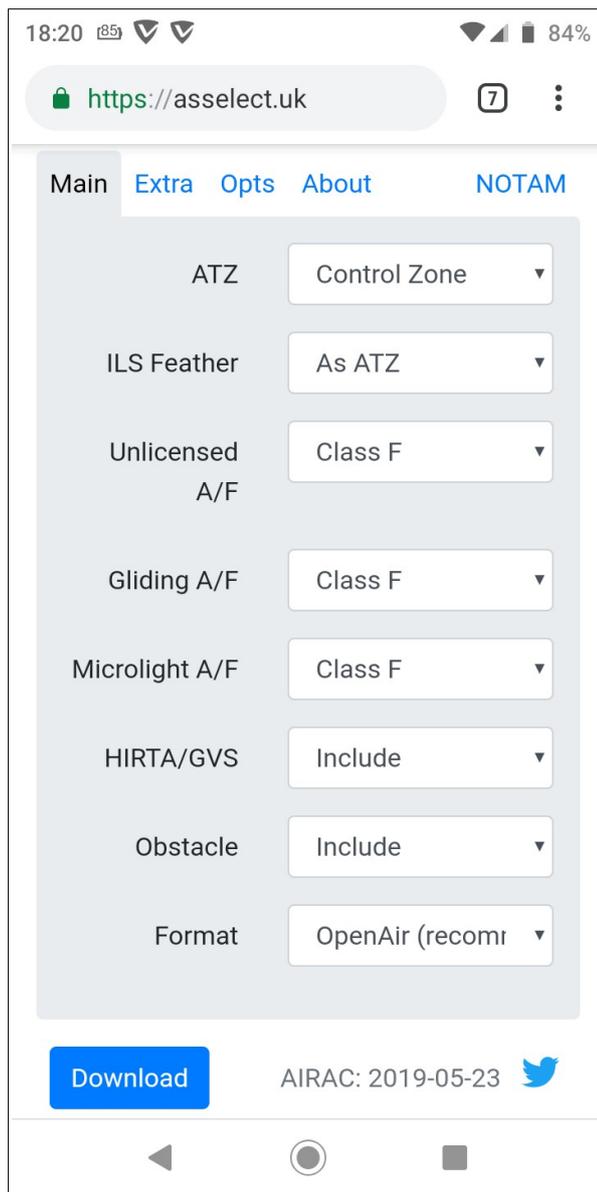
You can get an up to date airspace file for your moving map software from <https://asselect.uk/>.

The standard download format is OpenAir, and moving map software like XCSOAR and SeeYou can load this. For details on loading into XCSOAR see [XCSOAR and Airspace](#).

You can configure the download file using the tabs at the top of the <https://asselect.uk/> screen.

“Main” tab

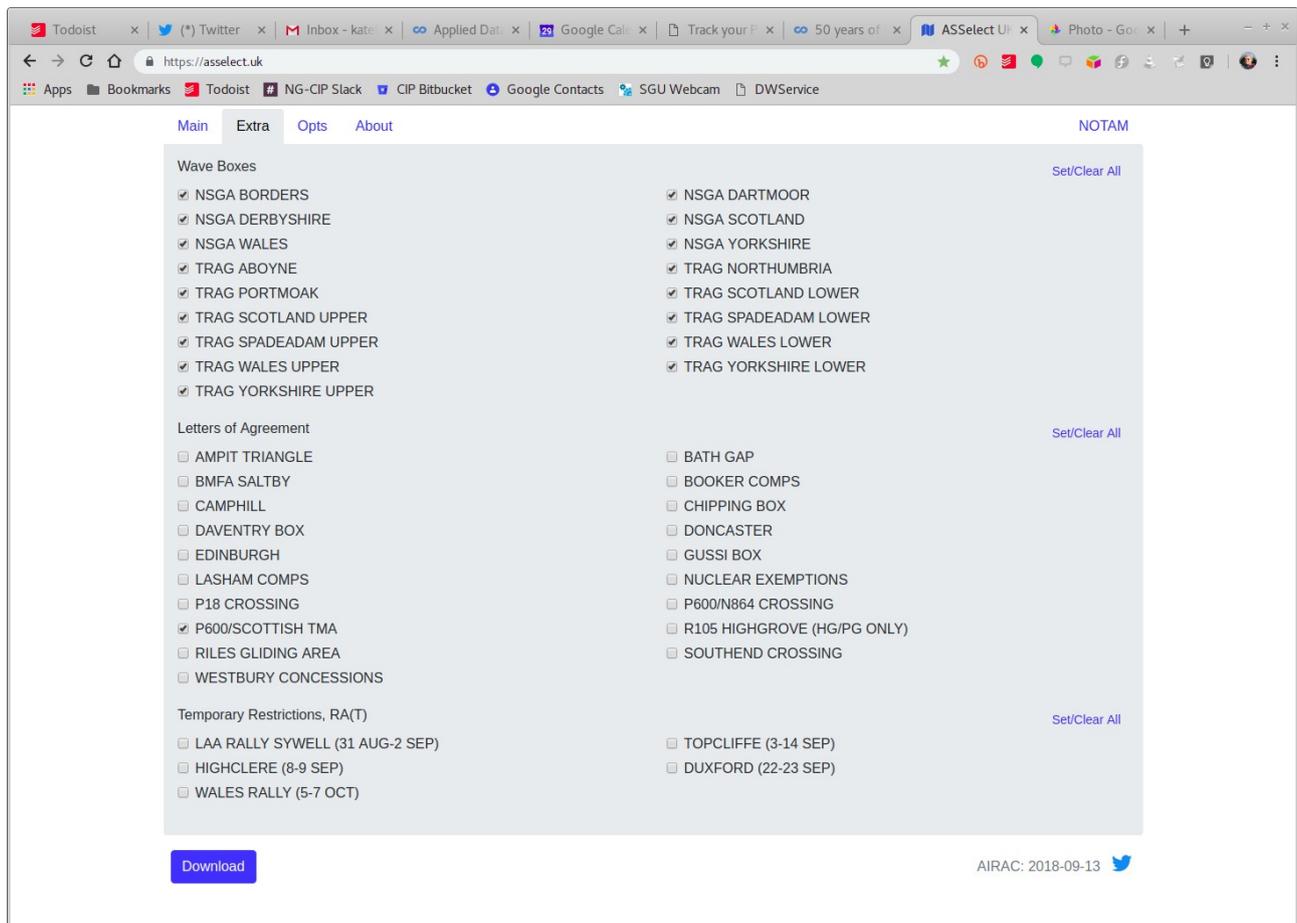
This is the most important tab. A suggested selection of options is shown below.



The unlicensed airfields without ATZs, gliding sites and microlight airfields do not have statutory airspace but it's good airmanship to avoid them, or talk to them by radio if you need to fly close. Marking them as Class F means they will show up on your moving map, and Class F is chosen because there is currently no genuine Class F in the UK, so they won't be confused with any other airspace.

“Extra” tab

The second tab lets you choose whether to include wave boxes, Letters of Agreement, and RA(T)s. A suggested configuration is shown below.



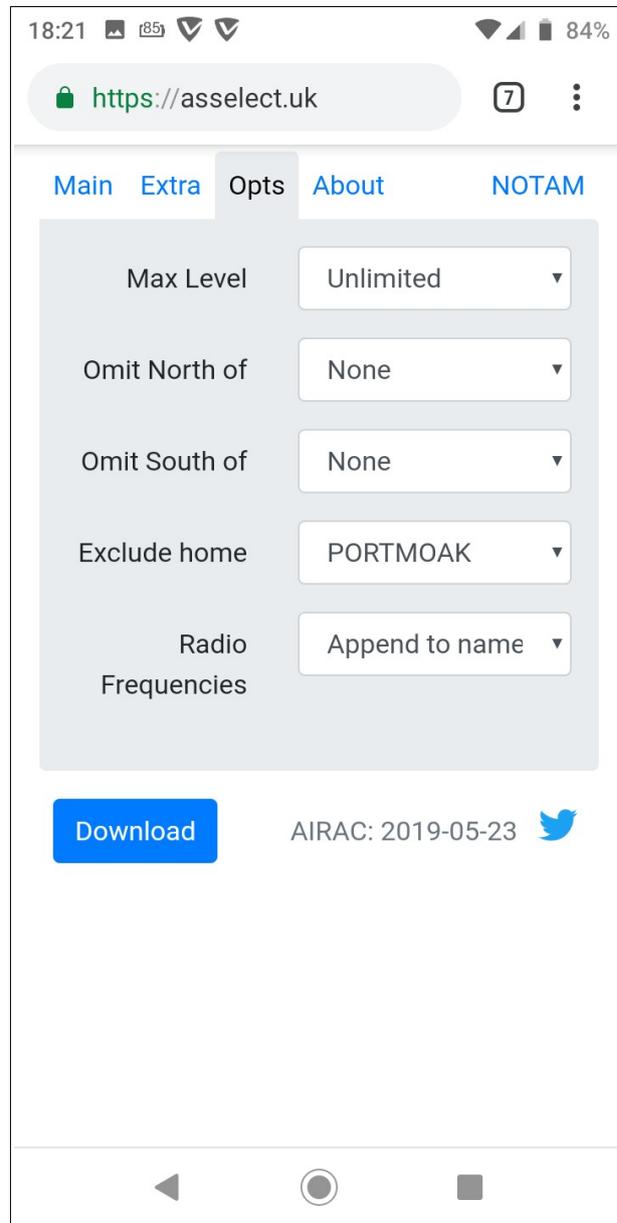
Including the wave boxes makes them show up on your moving map – where they are, and at what flight levels. Remember that by default they are not available to you; they must be opened first.

The Letters of Agreement cover special local arrangements and it is suggested that you do not take these unless you are quite sure you understand the LoA. The one we commonly use is “P600/SCOTTISH TMA”, which is the area that may be opened at weekends if we request it. Of course you need to be sure this area is open before you fly in it. The “P600/N864 CROSSING” is for experts; you **must** read and understand the LoA before trying to use it.

The RA(T)s are the part of the airspace file that varies most, as RA(T)s come and go, especially during the summer in the south of England. You should take any that could apply where and when you are flying. Note that if you take these, they will appear on your moving map even if they are not currently active; you need to check the dates in the label. If you routinely load notams into your moving map, the active RA(T)s will be included that way anyway.

“Opts” tab

The Opts tab lets you specify limits on the area covered by the airspace file and, importantly, to exclude airspace warnings for the airfield you fly from. A suggested configuration is shown below.



There is also a **NOTAM** tab that will download a pdf summary of the notams. I prefer to load them directly into XCSoar using Spine, as described in [XCSoar and Airspace](#) that was mentioned earlier.

Disclaimer

The configuration illustrated here is a suggestion only, and this document is intended to provide helpful guidance. It remains the responsibility of the pilot to ensure valid airspace information is used when flying. If you are uncertain about any of this, please talk to an instructor before flying cross country.