

Low flying freephone service

A forecast of daily activities is available for most areas of the UK by calling free-phone 0800 515544. When pre-planned exercises and other events are scheduled, they are notified on our website and in local media.

For further information on low flying visit:
<http://www.gov.uk/low-flying-in-your-area/>

RAF Safety Centre

RAF Safety Centre, Lancaster Block, RAF High Wycombe
Buckinghamshire, HP14 4UE

Email: Air-SafetyCtr-WgCdrSpry@mod.uk

British Horse Society (BHS)

<https://www.bhs.org.uk/>
<https://www.horseaccidents.org.uk/>
email: safety@bhs.org.uk



- 4.3 million people have ridden a horse in the UK
- The BHS is the UK's largest and most influential equestrian charity that campaigns tirelessly for welfare, safety, access, training and education and riding school and livery yard approval
- 85000 members
- 900 approved riding establishments

The BHS is a registered charity, no's 210504 and SC038516

Further information

Ministry of Defence
Ministry of Defence Air Staff
Complaints and Enquiries Unit
Low Flying Operations Squadron
RAF Wittering
Peterborough
PE8 6HB

Tel: **01780 417558**
Email: cas-lowflying@mod.uk

MOD Common Law Claims and Policy Division
Tel: **0207 218 3545**

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The British Horse Society

Be Seen Be Safer

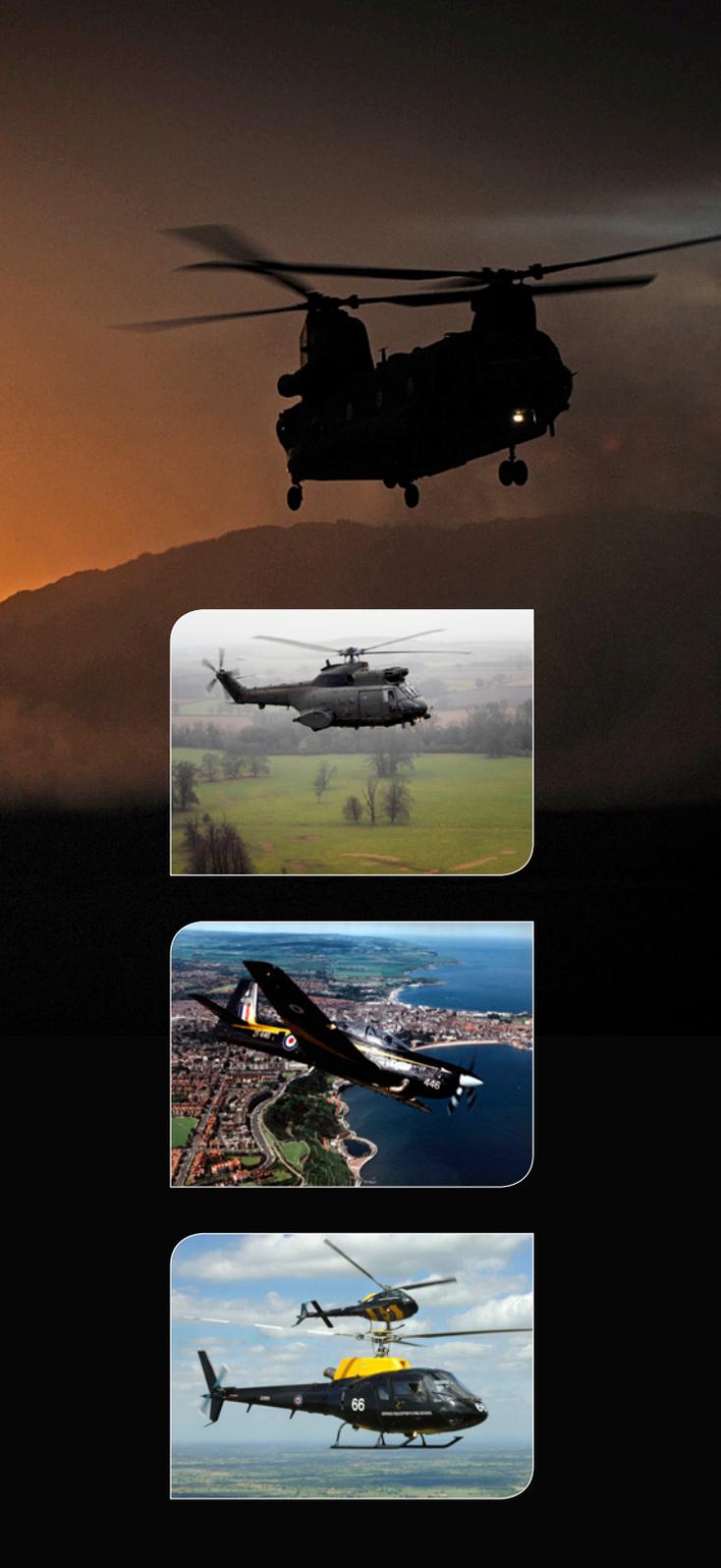
Do you ride horses or drive carriages?

If so, then this leaflet is essential
reading for you



RAF Air Command
in partnership with

The
British
Horse
Society



As part of a sustained effort to mitigate the problems caused when horses are spooked by aircraft, the MOD, in conjunction with the BHS has created this safety leaflet for horse-riders.



Photos courtesy of RAF Shawbury Photographic Section

Be Seen - Be Safer

MOD flight trails have shown that high-visibility clothing significantly improves the detection range of riders in open countryside.

Whilst high-visibility clothing may not prevent an over-flight (there may be other safety considerations), it does provide a considerable, cost-effective improvement to rider safety. Riders should ensure that high visibility clothing is certified to **ISO EN20471:2013**, further details on this can be found at: www.beta-uk.org

Military low flying

The ability to operate effectively at low-level by day and night is essential for all military aircraft as they support forces on the ground. Effective training at low-level in the UK is therefore an essential aspect of preparation for war-fighting, peace-support or peace-keeping operations. Some low-level training is conducted overseas, but most is conducted in the UK, and is distributed as widely as possible throughout the country.



Photo courtesy of RAF Shawbury Photographic Section

Avoiding horse riders

Military aircraft will avoid over-flying horse riders if they can be identified in sufficient time, and if it is safe to do so. In particular, aircrew are trained to identify and avoid potential conflicts. However, conducting violent avoiding manoeuvres when close to riders significantly increases the potential for disturbance. So, if riders are seen late, military aircraft will usually over-fly without manoeuvring as this is the safest option.

Frequently asked questions

Q. What heights do military aircraft fly down to?

A. Fixed-wing aircraft routinely fly down to 250 feet, but occasionally operate down to 100 feet in three designated tactical training areas shown on our website. Helicopters routinely operate down to 100 feet, but may operate down to ground level for certain tasks.

Q. Can low flying aircraft permanently avoid over-flying horses and stables?

A. Some more vulnerable groups of riders, for example RDA sessions, are given avoidance status. However, the very large number of horses in the UK means that avoiding every area where there are horses would significantly reduce the area available for training. Instead, we distribute low flying as widely as possible to reduce the amount in any particular area.

Q. Is it possible to gain temporary avoidance for specific events?

A. In most circumstances the answer is yes. We already work with a variety of equestrian organisations to minimise potential disturbances to major events and are usually able to grant temporary avoidance to organised events where large numbers of horses and riders are gathered. Please visit our website for more information on how to apply for temporary avoidance.

BHS safety advice for riders

As most experienced riders know, horses have a highly developed sense of hearing and extremely mobile ears that allow sound from all directions to be detected. Horses can also hear sounds that are inaudible to humans, and can detect faint noises up to 4 km away. The horse's ears prick up and turn towards the sound, and this 'Prayer Reflex' can show where the horse's attention is focussed. If a sound is unusual, eye movement and head movement may follow to try and identify the sound, providing a good warning signal for rider.

Why do horses spook?

Originally, horses were grazing herd animals, and their hearing was a primary defence against predators. Even today, the horse's basic instinct has not changed, and in response to real or imagined danger, the horse will run away, particularly when faced by something unfamiliar. The horse is also very sensitive to any insecurity or lack of confidence in the rider, and will respond accordingly.

What can I do as a rider?

The horse is likely to hear an aircraft before the rider, and the 'Prayer Reflex' may indicate the horse senses danger, and where the danger is coming from.

Horses can distinguish specific words and become familiar with a riders voice, so it is very important to talk to horses to calm them. Running a hand along the horse's neck can also have a calming influence.

If the horse is frightened, it is vital that the rider remains calm, keeping their legs in contact with the saddle but not clamping them on the horse's sides, as this may be interpreted as rider fright, and will also urge the horse to go forward. Sit deep in the saddle, relax and try to keep the horse listening to you until the aircraft has passed.

