



Operators' Memo 5.1/2017

Redhill VFR Weather Minima

Introduction

Redhill Aerodrome and the associated ATZ is located partly within the Gatwick CTR that is designated as Class D airspace. Redhill ATC is required to operate in accordance with a Letter of Agreement with NATS London Control. NATS is authorised by the CAA to create and operate segregated airspace in controlled airspace for the purposes of complying with EU 923/2012 Standardised European Rules of the Air (SERA).

Flights within the ATZ are required to operate VFR as NATS will not permit SVFR or IFR flights.
Note: NATS will not permit SVFR flights within the Gatwick ATZ.

Weather Minima

SERA.5001 VMC minima for flight within Class D airspace requires a flight visibility of 5000m with a distance from cloud of 1000ft vertically and 1500ft horizontally.

SERA.5005 Visual Flight Rules states that VFR flights shall not take-off, land, enter the ATZ or enter the aerodrome traffic circuit of an aerodrome within a control zone when the reported meteorological conditions at that aerodrome are below the following minima:

- (1) Ground visibility less than 5000m
- (2) Cloud ceiling less than 1500ft.

The CAA have issued an exemption to the general Class D VMC minima (OSR4 No 1195 General Exemption E4312) to permit fixed-wing and helicopters to transit clear of cloud and with the surface in sight however this does not apply within an ATZ.

Whenever the reported visibility is less than 5000m or the cloud ceiling (BKN) below 1500ft flights will not be permitted within any part of the Aerodrome and ATZ lying with the Gatwick CTR i.e. south of Runway 08L/26R.

Helicopter Operations

Subject to a maximum tailwind component of 10KT helicopters may be permitted to arrive and depart via the Runway 18 displaced threshold markings operating to Class G VFR minima (visibility 1500m, clear of cloud with the surface in sight).

NPAS and Air Ambulance Flights

These flights are exempt from the standard VFR weather minima.

Discussions with CAA

I have been in discussions with the CAA for several months in an attempt to get OSR4 No 1195 General Exemption E4312 applied to ATZs, so far without success.

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