



Operators' Memo 2018/4

Procedures to Assist Pilots in Avoiding Infringement of the Gatwick CTA

Introduction

Aircraft operating to and from the east are faced with flying beneath the Gatwick CTA (base 1500ft) until approximately 10nm from the Aerodrome at Bough Beech Reservoir. There has been a longstanding problem with some transponders of aircraft flying at 1400ft QNH indicating 1600ft or higher especially in the area 5nm to 10nm from Redhill. Some of these vertical infringements have occurred when aircraft have been operating well outside 10nm from Redhill, still displaying the Redhill SSR code but not listening to the TWR frequency meaning that ATC are unable to verify the altitude.

The procedures set out in this memo are intended to assist pilots in remaining beneath the CTA, reducing Controlled Airspace Infringement Alerts (CAIT) alerts at TC Gatwick thereby reducing disruption the Gatwick IFR operations.

Departures via Godstone or Godstone Railway Station VRPs

Pilots departing to the east will be issued with departure instructions to fly not above altitude 1400ft to the appropriate VRP. Pilots must inform ATC if they are not able to maintain 1400ft within the ATZ (this is required in order to deconflict from aircraft joining the visual circuit at altitude 1200ft).

When a pilot reports passing the appropriate VRP ATC will place the aircraft under a Basic Service and remind the pilot to remain outside controlled. Subject to workload ATC may add "suggest not above 1300ft whilst beneath the CTA." Even if ATC do not include this suggestion it is strongly recommended that pilots do not fly above 1300ft whilst transiting beneath the Gatwick CTA in order to provide them with a suitable buffer from the base of 1500ft. This may be particularly useful to aircraft with an MAUW below 1000kgs especially on days when there are thermals or strong gusty winds.

VFR Operations Close to the Gatwick CTR/CTA

Pilots intending to operate beyond 10nm from the Aerodrome are recommended to make use of Farnborough LARS (E) 123.225 MHz or, if an ATC service is not require select 7012 and monitor Gatwick Director 126.825 MHz Whenever operating close to controlled airspace please keep a good listening watch with ATC agency you are working.

Operation of SSR Equipment

Pilots are required to operate their transponder at all times with attitude reporting (when fitted). Further to Operators Memo 2018/3 Use of Transponders please ensure that ALT is selected. If you are not sure about how to correctly operate your particular transponder please seek advice from and instructor or check pilot.

The guidance in this memo will be included in the next update to Guide to VFR Operations at Redhill.

Issued by: Philip Wright Aerodrome Manager/SATCO

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