



Fixed-wing Operations v10

1. Introduction

1.1 The Redhill Aerodrome Traffic Zone (ATZ) is divided into two sections (i) the helicopter circuit and (ii) the fixed-wing circuit area. The dividing line is orientated according to the runway in use and extends to the boundary of the ATZ. Except in an emergency, or to practice bad weather circuits on Runway 08/26, fixed-wing aircraft shall not fly in the helicopter circuit area.

1.2 All procedures are based on the QNH. The QFE will only be provided if it requested by a pilot.

1.3 All aircraft must have a serviceable transponder or obtain an exemption from the Aerodrome Manager. Note: Aircraft operating with an exemption are prohibited from using Runway 18/36.

1.4 Operations will normally be conducted under Visual Flight Rules (VFR) and observe the minima applicable to Class D airspace below 3000ft AMSL and less than 140kts IAS (surface in sight, visibility 5000m and/or cloud ceiling (BKN) 1500ft or above). When the weather conditions observed by Redhill ATC are below these values Special VFR operations may take place. see paragraph 16.

1.5 At night aircraft must be flown clear of cloud and with the surface in sight; at a height not less than 1000ft above the highest obstacle within a radius of 600m from the aircraft when over the congested areas of cities, towns or settlements or over an open-air assembly of persons: and

Elsewhere than specified above, at a height of more than 500ft above the ground or water, or 500ft above the highest obstacle within a radius of 500ft from the aircraft. SERA.5001, SERA.5005(a) and applicable CAA ORS General Exemptions refer.

1.6 An Air Traffic Control Service, callsign Redhill Tower, is provided between the hours notified in the UK IAIP and at other times as required by the Aerodrome Licensee.

2. Taxiing

2.1 Fixed-wing taxiing is restricted to paved taxiways and the grass areas north of Runway 08R/26L and east of the H18/H36. Pilots must exercise caution when taxiing on the grass, especially west of Runway 18/36 where the surface is uneven. (UK IAIP EGKR AD 2.20 para 2 refers.) Grass areas, including the unlit runways, are only available between sunrise and sunset.

2.2 Fixed-wing aircraft must not vacate a runway until instructed to by so ATC. (UK IAIP EGKR AD 2.20 para 4 (c) refers.)

2.3 Specific clearances to cross a runway that is not in use will only be issued where the taxi route crosses the runway between the marked thresholds.

Note: for ATC and licensing purposes Runways 08L/26R and 08R/26L are treated as one; they cannot be used contemporaneously. A specific clearance to cross Runway 08L/26R will only be issued when it is in use as a runway.

2.4 Fixed-wing aircraft taxiing must cross Runway 18 south of the displaced threshold.

- 2.5 Fixed-wing aircraft are to enter/exit Taxiway E south of the entrance road to the Terminal Building.
- 2.6 Rwy 18 – when the grass is serviceable all departures will be from Hold G3. Pilots requiring the full length must inform ATC. Full length departures will enter via G3, back track and line-up. Aircraft requiring the full length may expect a delay.

Note: Holding Points H1 and H2 will not be available when the grass is serviceable to minimise interaction between fixed-wing aircraft, helicopters and motor vehicles.

- 2.7 Rwy 36 – From Hgr 9, 8 or 6 taxi to G3 when instructed cross the runway and then join Taxiway E south of the entrance road to the Terminal Building then continue to C1 or as instructed by ATC.

From Redhill Aviation, Harvard or Falcon taxi to D1 via Taxiway D. Caution helicopters arriving and departing via H36.

- 2.8 Taxi instructions issued by ATC will comply with paragraphs 2.6 and 2.7.
- 2.9 When taxiing on the grass remain well away from the AAKSS Hangar (Hgr 10) due to possible helicopter downwash.



- 2.10 When positioning for refuelling on Taxiway F, unless ATC have specified an entry point (FS or FN), always position into wind. This ensures any spillages/fumes are blown away from the fueller.

3. Hand-swinging Aircraft

- 3.1 Unless procedures have been agreed with the Aerodrome Manager pilots are not permitted to start an aircraft, anywhere on the Aerodrome, by hand-swinging the propeller without a competent person, suitably briefed, either at the controls or swinging the propeller.
- 3.2 Pilots must comply with the guidance issued by the CAA in [Safety Sense Leaflet 1e](#) (2013) paragraph 19 – **NEVER** attempt to hand swing a propeller unless you know the proper, safe procedure and there is a suitably briefed person at the controls, the brakes are ON and the wheels chocked. Failure to comply with this will result in permission to use the Aerodrome being withdrawn.

4. Circuit Procedures

4.1 Fixed-wing aircraft shall fly the following circuit patterns, remaining south of the A25:

Runways 36 and 26 Right-hand circuit
Runways 08 and 18 Left-hand circuit.

4.2 Runway 08 - Avoid overflying Henhaw Farm. See Appendix 2.

4.2.1 Runway 26 - fly the crosswind/base-leg over the middle of Benting Wood and between the M23 and the Outwood Road, as appropriate. See appendix 2.

4.3 Runway 36 - the base-leg turn must be made immediately on passing Burstow Park Farm.

4.4 Runway 18 - the crosswind turn must be made no later than crossing Axes Lane. The crosswind/base-legs must be flown parallel with 08/26.

4.5 There is **NO DEADSIDE** - helicopters fly a circuit pattern opposite to that used by fixed-wing aircraft. The fixed-wing circuit altitude is 1,200ft. QNH. See Appendix 3 & 4.

4.5.1 In the event of a go-around remain within the fixed-wing circuit area i.e. north of Runway 08R/26L or east of Runway 18/36.

4.6 The maximum number of fixed-wing aircraft permitted to fly circuits at any one time is restricted as follows: Runways 08, 18 and 26 - 4, Runway 36 – 3.

4.7 The fixed-wing circuit will be closed if the reported meteorological visibility is less than 5000m and/or the cloud ceiling (BKN) is below 1,300 ft (1,500ft QNH). ATC may also restrict the numbers of aircraft in the circuit if they cannot maintain visual contact with aircraft throughout the circuit pattern.

4.8 Flapless and glide approaches must be requested and are subject to ATC approval.

4.9 Practice fan-stops are permitted in the climb out from Runway 08 however; these are restricted to 3 per detail per aircraft. Pilots are to call the R/T prior to commencing the exercise, this call will be acknowledged by ATC with the instruction to report climbing. From all other runways the exercise will be simulated by the instructor initiating a go-around on final approach and completing the exercise over the Aerodrome. *[When these exercises are conducted outside the Aerodrome boundary pilots are required to conform to SERA.5005(f) as amended by CAA Official Record Series General Permissions.]*

4.10 If required to carry out an orbit in the circuit this will be made in the circuit direction i.e. righthand in a righthand circuit.

5. Visual Reference Points (VRPs)

ATC will require all aircraft to route via one of the following VRPs depending on the runway in use:

Visual Reference Point	Lat/Long (WGS84)
Junction (junction of M25/M23 motorways)	511550N 0000741W
Godstone (junction of A25 and B2236 roads)	511450N 0000401W
South Godstone Station (Godstone Railway Station)	511305N 0000304W
Buckland (Buckland Lake)	511424N 0001445W

6. Departures

6.1 In order to de-conflict departing fixed-wing aircraft and helicopters, fixed-wing departing VFR must climb to 1400ft QNH and remain outside controlled airspace.

6.2 The following VFR routings will be issued by ATC to departing fixed-wing aircraft:

Runway 08	Outbound Routing
East – South Godstone Station VRP	Track the extended centre-line remaining <u>south of Henhaw Farm</u> to join the Redhill/Tonbridge railway line follow to South Godstone Station.
West & North – Junction VRP	Track the extended centre-line cross the M23 remaining <u>south and east of Henhaw Farm</u> then turn north to the M23/M25 junction.
Runway 26	Outbound Routing
East – Godstone VRP	Track the extended centre-line to <u>Benting Wood</u> (See Appendix 2) then make a right turn to follow the circuit pattern remaining <u>south</u> of the A25 to Godstone
West & North – Buckland VRP	Track the extended centre-line until <u>Benting Wood</u> then commence a right turn to Buckland avoid the built up areas.
Runway 18	Outbound Routing
West & North – Junction VRP	Make a left turn at Axes Lane/Green Lane to track parallel with Rwy 08 then turn north east-side of the M23 and <u>east of Henhaw Farm</u> to the M23/M25 Junction. Note: avoid turning too early and overflying South Hale Farm.
East – South Godstone Station VRP	Make an left turn at Axes Lane/Green Lane to track parallel with Rwy 08 on crossing the M23 a slight right turn to join the Redhill/Tonbridge railway line and follow it to Godstone Station. Note: avoid turning too early and overflying South Hale Farm.
Runway 36	Outbound Routing
West – North of Reigate	Track the extended centre-line until crossing A25 road, then commence a left turn to route north of Reigate.
East – Godstone VRP	Track the extended centre-line; make a right turn to follow the <u>south-side</u> of the A25 to Godstone.

6.3 ATC will issue the outbound routing together with an altitude restriction to the aircraft at the holding point prior to issuing of a take-off clearance. This must be read back. Aircraft unable to comply with these routings must inform ATC prior to departure.

7. Arrivals

7.1 Inbound fixed-wing aircraft are to monitor the ATIS (125.305MHz) prior to establishing contact with Redhill ATC on 119.605MHz at least 5 minutes before their ETA at the appropriate VRP. This enables ATC to pass traffic information and plan the join.

7.2 The standard VFR routings are:

Runway 08	Inbound Routing
East – Godstone VRP	Follow the A25, remaining south-side, descend to 1200ft QNH prior to the M23 and join left hand downwind.
West & North – Buckland VRP	Enter the ATZ at 1400ft QNH routing west and south of Reigate then remain north and parallel with 08L (Overhead Join). When instructed descend to 1200ft QNH and join the left hand circuit pattern.
Runway 26	Inbound Routing
East – South Godstone Station VRP	Enter the ATZ at 1400ft QNH remaining north and parallel with 26R (Overhead Join). When instructed descend to 1200ft QNH and join the right hand circuit pattern.
West & North – Junction VRP	Join right hand base-leg, descending to 1200ft QNH by the A25, remaining <u>east</u> of M23 and <u>east</u> of Henhaw Farm.
Runway 18	Inbound Routing
West & North – North of Reigate	Enter the ATZ remaining east and parallel to 18 (Overhead Join). When instructed descend to 1200ft QNH and join the left hand circuit pattern.
East – Godstone VRP	Follow the A25, remaining south side of the road, descending to 1200ft QNH by the M23 and join on to left base leg.
Runway 36	Inbound Routing
West & North – Junction VRP	Join right hand downwind, descending to 1200ft QNH by the A25, remaining <u>east</u> of M23 and <u>east</u> of Henhaw Farm.
East – South Godstone Station VRP	Join on to right base leg, remaining within the ATZ, descending as required.

7.3 Fixed-wing aircraft operated by based Flying Training Organisations will not be given a straight-in approach unless specifically requested by the pilot in command.

Useful tip: Overhead Joins – enter the ATZ parallel with the runway in use aiming to fly directly over the Tower.

8. Holding Outside the ATZ

Contrary to MATS Part 1 Section 3 Chapter 1 Redhill ATC may require an aircraft to hold (or orbit) at a VRP before entering the ATZ. Normally only one aircraft should be held at a VRP however, if it is necessary to hold more than one aircraft at a particular VRP traffic information will be passed to all pilots concerned.

9. Practice Fan-Stops – Fixed-wing

Practice fan-stops are permitted in the climb out from Runway 08 however; these are restricted to 3 per detail per aircraft. Pilots are to call the R/T prior to commencing the exercise, this call will be acknowledged by ATC with the instruction to report climbing. From all other runways the exercise will be simulated by the instructor initiating a go-around on final approach and completing the exercise over the Aerodrome.

10. Redhill SSR Codes

10.1 Pilots must not select an SSR code until instructed to do so by ATC.

10.2 Redhill ATC provides a service within 10nm of the Aerodrome. Pilots local flying outside this area should inform ATC on passing 10nm when they will be instructed to select A7000.

10.3 When operating from the Aerodrome outside ATC hours pilots must select A7012 and monitor Gatwick Director 126.825MHz.

11. Automatic Terminal Information Service (ATIS)

11.1 The ATIS provides pilots with weather and aerodrome information. Each broadcast has a code letter and pilots are required to monitor the ATIS; acknowledge the information received on first contact with ATC and include the QNH.

11.2 Pilots must listen the ATIS on frequency 125.305 MHz or via telephone 01737 822947 before contacting ATC.

11.3 Outside ATC hours the information is compiled automatically and therefore not checked for accuracy. The broadcast states "This is Redhill Automatic Information (code letter) time _____", the runway in use is omitted from the broadcast. **Pilots using the ATIS outside ATC hours must be aware of the limitations of automatic meteorological observing equipment.**

12. Use of Unlicensed Runway 07/25

12.1 A section of taxiway on the south-side of the Aerodrome has been marked as an unlicensed runway.

12.2 Fixed-wing aircraft may only use this unlicensed runway when the grass runways have been withdrawn from use due to surface conditions.

12.3 The unlicensed runway, 498m x 10m, is marked on a 14m wide taxiway.

12.4 The following operating restrictions apply to the use of this unlicensed runway:

- i) The runway is only available between sunrise and official night.
- ii) ATC will ensure that any Group 1 helicopter is no closer than 60m and any Group 2 helicopter is at least 120m to the edge of the taxiway.
- iii) Any helicopter in the Eastern Hover Square must remain on the ground whilst a fixed-wing is departing on Runway 07 landing on Runway 25.
- iv) Any helicopter in the Western Hover Square must remain on the ground whilst a fixed-wing is landing on 07.

13. RTF Procedures

It greatly assists ATC if pilots adopt the following, modified, RTF procedures:

13.1 First call outbound: "Redhill Tower (callsign) outbound Information ___ QNH ___"
This is the only information required.

13.2 When ATC say 'Pass your message' give the following details:
“(callsign)
(registration if different to callsign)
(type)
(POB)
(parking area)
request taxi for (local east or west/destination/circuits*)” *as appropriate.
DO NOT include SSR code, wait for ATC to issue it.

13.3 Fuel - Initial contact: "Redhill Tower (callsign) request taxi fuel."

13.4 Initial contact at least 5 minutes prior to a VRP (inbound from another aerodrome):
"Redhill Tower (callsign) inbound Information ___ QNH ___."

13.5 Re-joining from local flying: "Redhill Tower (callsign) re-joining from (direction) Information ___ QNH ___." This transmission shall be made 5 minutes prior to the inbound VRP.

13.6 Please ensure that you read back mandatory instructions/information. At Redhill these will usually be:

- (i) taxi instructions
- (ii) altitude instructions
- (iii) runway in use
- (iv) clearance to enter, land, take-off, backtrack, cross or hold short of any active runway
- (v) altimeter settings
- (vi) frequency changes
- (vii) route clearances (Gatwick CTR)
- (viii) SSR code.

A full list is set out in CAP413 Radiotelephony Manual.

13.6.1 ATC are required to ensure that pilots read back these items. When pilots do not comply ATC have to make additional transmissions until a read back of all the applicable items has been obtained.

14. Noise Abatement Procedures

14.1 The Aerodrome Licensee publishes certain local procedures or restrictions designed to minimise the nuisance caused to local residents. These are:

- (a) Pilots are to operate their aircraft in a manner that will minimise the disturbance caused to local residents.
- (b) Aerobatic manoeuvres are prohibited within the Redhill ATZ.
- (c) Runway 08R/26L is the preferential runway.
- (d) Fixed-wing aircraft departing Runway 08L/R must climb straight ahead, tracking the extended centre-line, until passed Henhaw Farm before turning on track.
- (e) Fixed-wing aircraft departing Runway 26L/R must climb straight ahead, tracking the extended centre-line, until reaching the centre of Benting Wood before turning on track.
- (f) Multi-engine fixed-wing aircraft may only use Runway 18/36 when the surface wind precludes the safe use of Runway 08R/26L.
- (g) Circuit training by multi-engine fixed-wing aircraft is not permitted on Runway 18/36.
- (h) Circuit training by multi-engine fixed-wing aircraft, except night flying, is not permitted after 1830 hours local time or at any time on a Sunday.
- (i) Helicopter night flying training within the ATZ is not permitted after 2359 hours local time Monday to Friday.
- (j) Helicopter night flying training within the ATZ is prohibited on Saturday and Sunday.
- (k) During ATC hours all ground running of helicopters for maintenance purposes is subject to ATC approval. Except for Police and Air Ambulance helicopters ground runs shall not take place prior to 0800 hours or after 2100 hours local time.
- (l) Except for Police, Air Ambulance and based news gathering helicopters flights are not normally permitted during 0001 hours to 0700 hours Monday to Saturday or during the periods of 0001 hours to 0800 hours and 2200 hours to 2359 hours on a Sunday. All times are Local.
- (m) Helicopters departing from the Runway 18 displaced threshold markings to the north are to use their best angle of climb speed.
- (n) Except for Category A or B flights (MATS Part 1 Section 1 Chapter 4) helicopter departures or arrivals via the Runway 18 displaced threshold markings are not permitted below the circuit altitude.
- (o) Helicopter departures or arrivals via the Runway 18 displaced threshold markings are not permitted if the tail wind component exceeds 10kts.

15. Helicopter Operations

15.1 Helicopter operations by single engine piston/turbine and medium/heavy multi-engine turbine helicopters take place at Redhill - **caution wake turbulence**.

15.2 Care must be taken on approach and departure from all runways not to drift into the helicopter circuit area.

15.3 Air taxiing helicopters direct a forceful blast of air downwards which rolls out in all directions. Also, when a helicopter's weight is transferred from the landing gear to the rotor a strong downwash is created. Fixed-wing aircraft must not be parked close to helicopter aprons or stands.

15.3.1 Fixed-wing pilots operating from EBG Sales and Maintenance (Hgr6) must pay particular attention to where they park their aircraft. Fixed-wing flying controls are easily damaged by helicopter downwash.

15.4 ICAO divides helicopters into groups according to their MAUW. The helicopter groups, their wake turbulence classification together with the dimensions of the largest helicopter in each group is set out below.

ICAO Helicopter Groups/Wake Turbulence Categories

Group 1	Wake Turbulence Category
Max overall length: 13m	Light
Group 2	Wake Turbulence Category
Max overall length: 17m	Light
Group 3	Wake Turbulence Category
Max overall length: 23m	Small

15.4.1 Fixed-wing pilots should maintain a distance of at least 3 x the rotor diameter from a helicopter. The maximum overall length in the table is based on the largest helicopter in each category; pilots may use this information as a guide to the distance required between themselves and a helicopter.

16. Special VFR (SVFR) Operations

16.1 When the weather conditions reported by Redhill ATC are below those set out in paragraph 1.4 fixed-wing and helicopters will offered SVFR clearances with the ATZ.

16.2 The minimum weather limits for SVFR at Redhill are:

	Visibility	Cloud Ceiling
Fixed-wing	3000m	BKN007
Helicopter	1500m	BKN007

A General Exemption permits Police, Helimed, Rescue, Electricity, Grid, Powerline, Rail Track or Pipeline callsigns to operate SVFR below the minima set out above.

16.3 ATC is required to provide standard separation between SVFR flights and between VFR flights and IFR flights; it is important that pilots inbound to the Aerodrome contact ATC at least 5 minutes prior to any VRP.

16.3.1 ATC will normally achieve separation by either maintaining visual contact with each aircraft or by asking each aircraft if they are visual with each other. If pilots report visual and are able to accept visual separation they become responsible for ensuring they remain clear of each other.

16.3.2 If either pilot is not visual then aircraft will be held until ATC can ensure they are separated.

16.4 Pilots must follow the routings depicted in Appendix 3 and 4. Pilots must inform ATC if they are unable to comply with these routings.

16.5 Pilots requesting to use the Aerodrome when the weather is below VFR limits will be assumed to be able to operate SVFR.

16.6 A pilot operating SVFR:

- 1) must comply with ATC instructions
- 2) is responsible for ensuring that the flight conditions enable them to remain clear of cloud, determine their flight path with reference to the surface and keep clear of obstructions
- 3) ensure they fly at an indicated airspeed of 140kts or less in order to provide adequate opportunity to observe any obstacles in time to avoid a collision. SERA.5010(b)(3) refers
- 4) is responsible for ensuring they fly within the limitations of their licence
- 5) is responsible for complying with the Rules of the Air Regulations low flying restrictions (other than the 1000ft rule)
- 6) is responsible for remaining outside an ATZ unless prior permission to enter has been obtained from an ATC Unit. CAP 493 MATS Part 1 Section 1 Chapter 2 refers.

16.7 Redhill ATC will issue a specific clearance for each flight flying within the ATZ/LFA.

Outbound: "(callsign) after departure leave via (VRP) not above (altitude) SVFR."

Inbound from VRP: "(callsign) clear to enter the Redhill ATZ not above (altitude) SVFR report (circuit position)."

16.8 The minimum cloud ceiling for SVFR fixed-wing circuits is 1000ft.

16.9 Arriving and departing aircraft shall take priority over circuit traffic.

16.10 When the meteorological visibility consists of two values, the lower of the two values shall be used when determining if a SVFR clearance can be issued. (MATS Part 1 Section 1 Chapter 2 Flight Rules refers).

17. Fixed-wing Operations Outside the Published Aerodrome Hours

17.1 Use of Redhill Aerodrome outside the hours published in the UK AIP AD 2 - EGKR - 1 - 1 section AD 2.3 is restricted to operators who have obtained prior permission from the Aerodrome Manager, have a valid Out of Hours Permit and comply with the conditions stated within the Permit.

17.1.1 Due to uncontrolled works (grass cutting and sweeping) that take place prior to ATC opening fixed-wing Out of Hours Permits are only valid after 1900 hours for the period 1900 – 2200 hours (summer only). UK IAIP EGKR AD 2.20 para 1 (d) refers.

17.1.2 If you require to depart prior to 0900 hours local contact ATC who will advise if this will be possible.

17.2 Inbound pilots should carry out an overhead in order to satisfy themselves that that runway and taxiways are not obstructed.

17.3 The Aerodrome will not provide ATC nor RFFS facilities as required under the Air Navigation Order 2009 Article 211 (7) Schedule 12.

17.4 With the exception of NPAS, AAKSS and BBC News/Sky News movements are not normally permitted before 0600 hours or after 2359 hours Monday – Saturday or before 0800 hours or after 2200 hours on Sundays. All times local.

17.5 Prior notification must be given to Redhill ATC via email: oooh@redhillaerodrome.com of the intention to operate outside ATC hours. Details must include registration, POB destination or point of departure and ETA/ETD. A second email must be sent once the flight has been completed with ATA/ATD.

17.6 Except for NPAS or AAKSS flights that have obtained specific permission from the Aerodrome Licensee training, circuit flying or maintenance flights are not permitted.

17.7 The pilot/operator agrees that no claim will be made against Redhill Aerodrome Limited or any group/company or any of their respective servants or agents, in respect of any loss or damage to property that may be suffered whilst using the aerodrome facilities outside the published hours of availability.

17.8 No waiver of claim or indemnity is sought in respect of personnel injury or death but Redhill Aerodrome Limited wishes to make it clear that it will seek to defend itself against claims for personnel injury or death arising out of use of the aerodrome outside the published hours of availability.

17.9 A surcharge will be applied to departures and arrivals prior to the published ATC hours. Where the same flight departs and arrives during these times only one surcharge will be charged.

Note: (a) Redhill Aerodrome Limited reserves the right to require an ATC service to be provided and to charge operators accordingly.

(b) Surrey Police dog units and other personnel may be operating on the Aerodrome outside ATC hours.

18. Out of Hours Arrival and Departure Procedures

18.1 All departures and arrivals are to be flown so as to remain within the Redhill ATZ which is designated as active H24. Rules applicable to Class D airspace apply. Permission to fly within the ATZ is granted when the permission to operate outside ATC hours is granted.

18.2 Inbound pilots should carry out an overhead join in order to satisfy themselves that that runway and taxiways are not obstructed.

18.3 Flights must not enter the Gatwick CTR/CTA unless a positive clearance has been obtained from Gatwick ATC. Specific procedures apply for NPAS/AAKSS operations.

18.4 Outside ATC hours the ATIS operates in automatic mode. Pilots must obtain the meteorological information prior to selecting the runway to be used. Pilots must be aware of the limitations of automatic meteorological observing systems.

18.5 Pilots must make standard inbound and outbound broadcasts of their intentions on 119.605MHz including changing frequency. This information must include the runway they are using. CAP413 page 61 refers.

18.6 Pilot Activated Lighting (PAL) is available. This activates the Runway 08R/26L runway edge, threshold, stop end lights, PAPI, 26L Approach lights and taxiway A and E edge lights. The PAL may be activated by AAKSS or NPAS via TETRA radio or by commercial/private operators via VHF (1 long click and 4 short clicks within 5 seconds). The lighting operates for 15 minutes after activation. A new 15 minute period is started after any transmission on the Tower frequency.

18.7 At night helicopters arrivals and departures should normally use Runway 08R/26L or the H08/H26 unless the surface wind dictates use of another direction.

18.8 Unless there is an overriding flight safety or operational requirement pilots must comply with the standard arrival and departure routes.

18.9 Unless operating on a discrete SSR code pilots must select **SSR code 7012** and monitor Gatwick Approach 126.825MHz.

18.10 Helicopters use the Aerodrome H24. Fixed-wing pilots are to ensure they comply with standard arrival/departure procedures at all times. The Air Ambulances, callsign **Helimed 60A and Helimed 21A**, together with the NPAS helicopter, callsign **Police 37**, must be afforded priority over arriving or departing fixed-wing.

19. Hi-Visibility Clothing

19.1 This is only required to be worn during daylight hours by persons, on foot, on the runways/taxiways, **excluding aprons**, and pilots/ops staff engaged in helicopter rotors-running or fixed-wing engine running crew/passenger change overs.

19.2 At night all pilots/ops staff on foot must wear high visibility clothing on taxiways, runways and aprons.

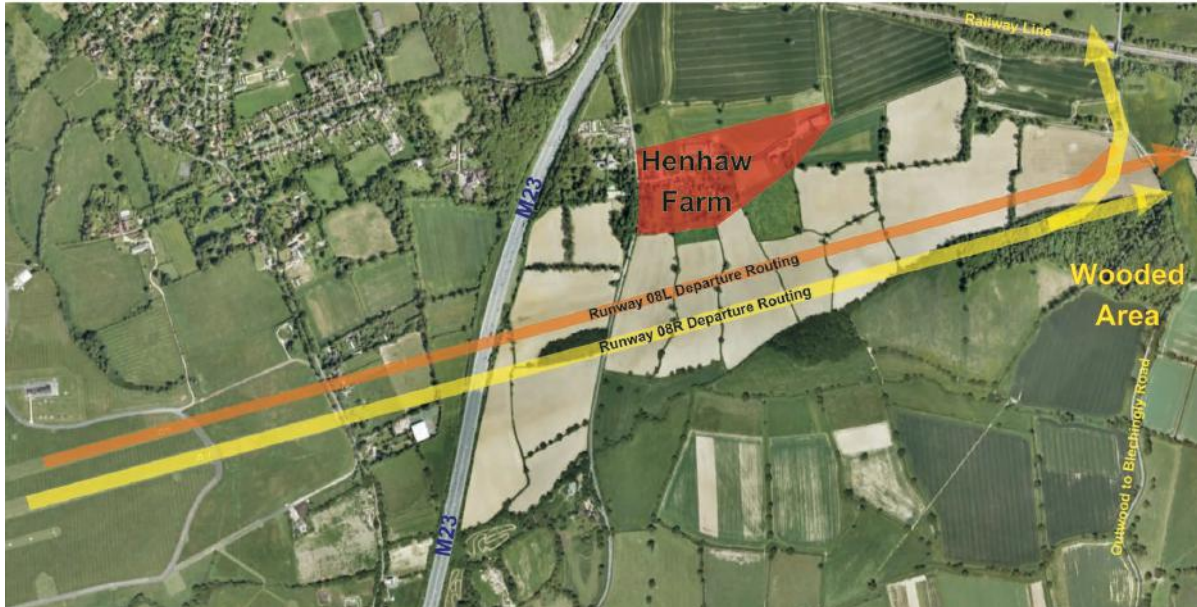


Philip Wright
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27.02.2020

Appendix 2 – Runway 08/26 Initial Routings

Runway 08L & 08R Departure Routings

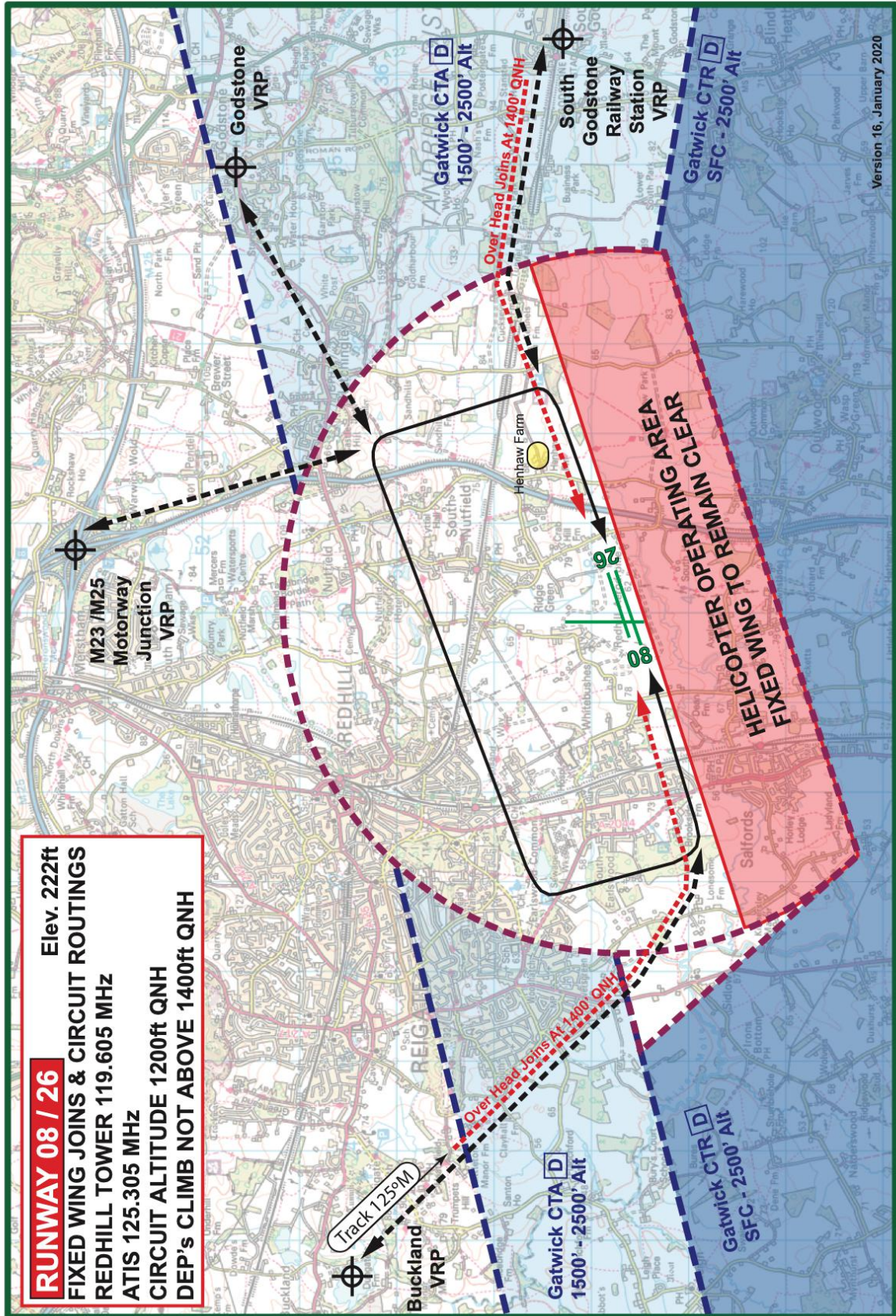


Runway 26L & 26R Departure Routings

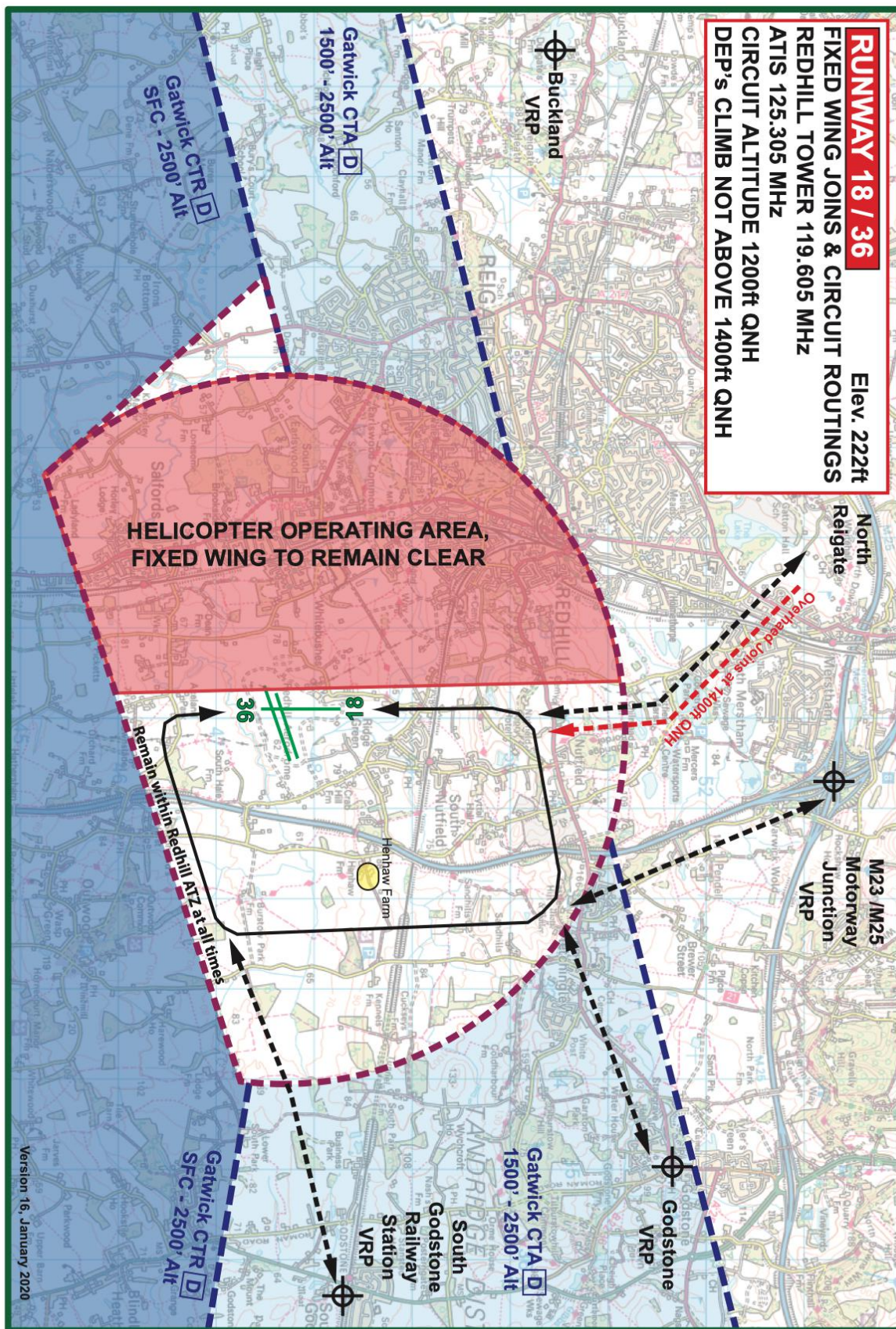


Do not turn until passed the areas shaded on the charts

Appendix 3 – Runway 08/26 Arrival/Departure Routes



Appendix 4 – Runway 18/36 Arrival/Departure Routings



Appendix 5 – Diagram showing Areas for Pre-Departure Checks and Helicopter Training Areas

