

EGKR — REDHILL**EGKR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGKR — REDHILL

EGKR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511249N Long: 0000819W Mid point of Runway 08R/26L.
2	Direction and distance from city	1.5 NM SE of Redhill.
3	Elevation / Reference temperature	222 FT / 20 °C
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	0.12°W (2019) / 0.15°E
6	AD Administration Address Telephone Telefax E-mail address	REDHILL AERODROME LTD Terminal Building, Redhill Aerodrome, Surrey, RH1 5YP. 01737-821801 (Administration) 01737-821802 (ATC) 01737-821805 (Fuel) 01737-822947 (ATIS available H24) accounts@redhillaerodrome.com (Administration) atc@redhillaerodrome.com (ATC) arffs@redhillaerodrome.com (ARFFS/Fuel)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	ATC telephone calls are recorded.

EGKR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1800).
2	Customs and immigration	Available by arrangement. Submit GAR form via www.submit-general-aviation-report.service.gov.uk 4 hours notice required for inbound flights. Flights within the UK Common Travel Area require 24hrs notice to Surrey Police.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	0845-1715 (0745-1815).
8	Fuelling	0900-1645 (0800-1745); and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGKR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (with AL48), AVGAS 100LL W80, W100
3	Fuelling facilities/capacity	AVTUR JET A-1 fixed installation 60,000 lt. Bowser 12,000 lt. AVGAS 100LL fixed installation 25,000 lt.
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGKR AD 2.5 PASSENGER FACILITIES

INTENTIONALLY BLANK

EGKR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFFS Category A2/H2.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGKR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	
2	Clearance priorities	
3	Remarks	

EGKR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	
2	Taxiway width, surface and strength	<p>Taxiway A: 10 M Surface: Asphalt</p> <p>Taxiway B: 10 M Surface: Asphalt</p> <p>Taxiway C: 10 M Surface: Asphalt Taxiway C has a width of 10 M, except section marked as unlicensed Runway 07/25, which has a width of 14 M.</p> <p>Taxiway D: 10 M Surface: Asphalt</p> <p>Taxiway E: 10 M Surface: Asphalt</p> <p>Taxiway F: 7.5 M Surface: Concrete</p> <p>Taxiway G: Surface: Grass</p> <p>Taxiway H: 10 M Surface: Asphalt</p>
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGKR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Taxiway marking aid(s): Painted centre-line and hold markings on Taxiways A, B, C, D, E, F and H.

		Taxiway light(s): Runway Guard Lights at Holding Points A1 and B1.
3	Stop bars	
4	Remarks	

EGKR AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
18/APPROACH 36/TAKE-OFF	Tree	511408.01N 0000823.31W	518 FT		No	
18/APPROACH 36/TAKE-OFF	Tree	511407.65N 0000819.70W	536 FT		No	
18/APPROACH 36/TAKE-OFF	Tree	511356.43N 0000821.25W	472 FT		No	
18/APPROACH 36/TAKE-OFF	Tree	511320.85N 0000829.82W	276 FT		No	
36/APPROACH 18/TAKE-OFF	Tree	511252.69N 0000735.14W	261 FT		No	
36/APPROACH 18/TAKE-OFF	Tree	511236.19N 0000828.97W	216 FT		No	
36/APPROACH 18/TAKE-OFF	Tree	511235.54N 0000825.19W	225 FT		No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
	TV Mast	511517.02N 0001204.10W	1014 FT		Yes	
	Crane	511423.01N 0001000.30W	730 FT	316 FT	Yes	Expected duration until 31 Dec 2019.

EGKR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

INTENTIONALLY BLANK

EGKR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08L	074.30°	683 x 23 M	RWY surface: Grass	511248.83N 0000835.69W	THR 211 FT	
26R	254.30°	683 x 23 M	RWY surface: Grass	511254.76N 0000801.79W	THR 199 FT	
08R	074.20°	897 x 30 M	RWY surface: Grass	511245.06N 0000841.49W	THR 222 FT	
26L	254.20°	897 x 30 M	RWY surface: Grass	511252.76N 0000756.94W	THR 197 FT	
18	181.60°	851 x 25 M	RWY surface: Grass	511303.35N 0000826.40W	THR 206 FT	
36	001.60°	851 x 25 M	RWY surface: Grass	511240.72N 0000827.04W	THR 200 FT	

30 Jan 2020

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 08L
						RWY 26R
						RWY 08R
						RWY 26L
						RWY 18 Threshold displaced by 151 M. Pilots are warned that it is dangerous to attempt to land short of the marked displaced threshold.
						RWY 36

EGKR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08R	897 M	897 M	897 M	897 M	
26L	897 M	897 M	897 M	897 M	
18	851 M	851 M	851 M	700 M	
36	851 M	851 M	851 M	851 M	
08L	683 M	683 M	683 M	683 M	
26R	683 M	683 M	683 M	683 M	

EGKR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08R		Light intensity high Green wingbars.	APAPI Left/ 4.25° 20 FT			Elev bi-directional with omni-directional component 897 M 59 M spacing. White Light intensity high	Red Light intensity high		Approach: Pilot Activated Lighting available.
26L	Centre-line Simple Bar, with one cross bar at 300 M. 420 M Light intensity high	Light intensity high Green wingbars.	PAPI Left/3.5° 20 FT			Elev bi-directional with omni-directional component 897 M 59 M spacing. White Light intensity high	Red Light intensity high		Approach: Pilot Activated Lighting available.

EGKR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 511301N 0000837W Flashing White/Green HN
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	EDGE: Twy A and E Blue edge lights.
4	Secondary power supply/switch-over time	Generator/5 seconds.
5	Remarks	

EGKR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	FATO H08/H26: DIR H08: 511245.20N 0000824.82W 149 FT FATO H08/H26: DIR H26: 511246.69N 0000816.19W 149 FT FATO H18/H36: DIR H18: 511247.71N 0000845.10W 149 FT FATO H18/H36: DIR H36: 511242.50N 0000844.57W 149 FT
2	TLOF and/or FATO elevation	FATO H08/H26: DIR H08: 202 FT FATO H08/H26: DIR H26: 204 FT FATO H18/H36: DIR H18: 224 FT FATO H18/H36: DIR H36: 219 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO H08/H26: 170 M x 20 M FATO surface: Grass flush concrete markings FATO H18/H36: 160 M x 20 M FATO surface: Grass flush concrete markings
4	True BRG of FATO	FATO H08/H26: DIR H08: 074.63° FATO H08/H26: DIR H26: 254.63° FATO H18/H36: DIR H18: 176.34° FATO H18/H36: DIR H36: 356.34°
5	Declared distance available	
6	APP and FATO lighting	FATO H08/H26: DIR H08: Lighting: Edge HI Fixed flush edge lights. FATO H18/H36: DIR H18: Lighting: Other location Portable LED lights available.
7	RMK	H08/H26: Pilot Activated Lighting available.

EGKR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
REDHILL ATZ A circle, 2 NM radius, centred at 511249N 0000819W on longest notified runway (08R/26L), except that part of the circle south of a straight line joining 511134N 0001048W and 511230N 0000511W.	Upper limit: 2000 FT Lower limit: SFC	D	REDHILL TOWER English	6000 FT		In the event of being unable to establish 2-way communications with Redhill Tower on 119.605 MHz, pilots wishing to transit the ATZ should contact Gatwick Director on 126.825 MHz. Partly within the London Gatwick CTR and CTA and also partly below Controlled Airspace. Special procedures apply in the Redhill Local Flying Area. Note: Airspace Classification: D and G Refer to Section ENR 1.4 for Notifications.

EGKR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	REDHILL TOWER	119.605 MHz DOC 10 NM/ 3000 FT.			0845-1715 (0745-1815).	ATZ hours H24.
ATIS	REDHILL INFORMATION	125.305 MHz DOC 20 NM/ 3000 FT.			H24	Automated observations outside ATC hours.

EGKR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

INTENTIONALLY BLANK

EGKR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) The Aerodrome is not available to flex-wing microlight aircraft.
- b) Aerodrome not available to aircraft unable to communicate by radio.
- c) All pilots and persons operating on the manoeuvring area are required to wear high visibility clothing at all times. Pilots or operations staff wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft.
- d) Use of the Aerodrome outside ATC hours is restricted to operators who have obtained prior approval from the Aerodrome Manager or SATCO. Specific procedures apply, details will be provided when approval is given.
- e) Use of Aerodrome by aircraft not equipped with a serviceable transponder is subject to prior approval from the Aerodrome Licensee.
- f) Details of arrival, departure and circuit patterns are available via www.redhillaerodrome.com.

2 GROUND MOVEMENT

- a) Fixed-wing aircraft operations are confined to the marked runways and taxiways and to the grass areas north of Runway 08R/26L. Unmarked taxiways should not be used without ATC permission.
- b) Pilots of fixed-wing aircraft must exercise caution when taxiing on the grass, especially west of Runway 18/36 where the surface is uneven in places.
- c) Hangar Apron - a dashed yellow advisory centre-line is marked to assist pilots in avoiding obstacles located adjacent to the apron. This centre-line is based on aircraft with a wing span of up to but not including 11 M. A red safety line is marked on the eastern edge of the paved apron, aircraft must be parked behind this line. Pilots unsure about their wing tip clearance should either obtain the services of a competent "wing-walker" or request assistance from the ARFFS via ATC.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) The aerodrome is subject to waterlogging.
- b) The surface slopes up 10 FT from the centre to the West boundary.
- c) Intensive helicopter operations (Caution wake turbulence): Care must be taken on approach and departure from all runways not to drift into the helicopter circuit area. Do not vacate any runway until instructed to by ATC.
- d) 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 should not be parked close to helicopter aprons.
- e) Helicopters may not comply with standard RTF procedures.
- f) When Runway 18/36 is in use it is not possible to provide separation between the runway and air-taxiing helicopters. Consequently, delays may occur to both helicopters and fixed-wing aircraft.
- g) Operations by Police and Air Ambulance helicopters take place H24.
- h) Ridge running east - west 545 FT AMSL 1.3 NM north of the aerodrome.

5 HELICOPTER OPERATIONS

- a) Two grass heli-strips (H08/H26 and H18/H36) are marked on the Aerodrome with standard ICAO markings and are available for helicopters up to and including 13 M overall length. Larger helicopters will operate from the marked hover squares or the fixed-wing runways.
- b) The helicopter operating areas (heli-strips, confined areas and sloping ground) are separated from the fixed-wing runways and procedures are in place that permit independent and simultaneous helicopter/fixed-wing operations. Special procedures apply to A139 helicopters or larger. Helicopters will only be parked on marked grass or concrete pads. Non based helicopters will be directed by ATC to an appropriate pad.
- c) Night Operations
 - i. Helicopters are not permitted to arrive and depart via unlit areas of the Aerodrome unless operators have procedures, agreed with the Aerodrome Licensee, published in their Operations Manual.
 - ii. At night helicopters will operate to/from H08/H26 (equipped with flush green edge lights) or Runway 08R/26L.
 - iii. Additionally a lighted concrete helipad, equipped with green FATO LED edge lights, blue LED taxi area lights and red LED stop line lights, is available adjacent to the Air Ambulance Kent Surrey Sussex (AAKSS) hangar. Use of this pad is PPR through AAKSS Ops.
- d) Helicopters operating in the visual circuit must remain east of the Redhill-Brighton Railway Line.

6 USE OF RUNWAYS

- a) Runway 08R/26L is the preferential runway.
- b) Runway 08L/26R is primarily used as a taxiway, it is only available as a runway when Runway 08R/26L is NOTAM out of service.
- c) The aerodrome is equipped with Pilot Activated Lighting, pre-set to 10% intensity. Details from Aerodrome Licensee.
- d) An unlicensed paved runway 07/25 is available for use by fixed-wing aircraft when the licensed grass runways are unserviceable. Helicopters equipped with wheeled undercarriage may be directed to use this facility when the grass areas are soft. Details on this runway are available on the aerodrome website www.redhillaerodrome.com
- e) Runway 18/36 is not available to aircraft that are not equipped with a serviceable transponder.

7 TRAINING

- a) Training is restricted to based operators and approved helicopter operations.

EGKR AD 2.21 NOISE ABATEMENT PROCEDURES

- 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 is not permitted on a Sunday.
- i) Helicopter night flying training within the ATZ is not permitted Mon-Fri after 2359 (2300).
- 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 may not take place prior to 0800 (0700) hours or after 2100 (2000) hours.
- l) Except for Police, Air Ambulance and based news gathering helicopters flights are not normally permitted during 0001-0700 (2301-0600) Mon-Sat or during the periods of 0001-0800 (2301-0700) and 2200-2359 (2100-2300) on a Sunday.

30 Jan 2020

- 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 below the circuit altitude are not permitted.
- o) Helicopter departures or arrivals via the Runway 18 displaced threshold markings are not permitted if the tail wind component exceeds 10 KTS.

EGKR AD 2.22 FLIGHT PROCEDURES

1 GENERAL

- a) All procedures are based on Redhill QNH. ATC will provide QFE when requested by pilots.
- b) Variable circuits, no dead-side, helicopters will fly a circuit pattern opposite to that used by fixed-wing aircraft. Circuit height: Fixed-wing and Helicopters 1200 FT QNH.
- c) All inbound aircraft must establish contact with Redhill ATC at least 5 minutes prior to their ETA.
- d) Runway 18 departing aircraft must complete their left turn within 0.5 NM of the Southern Aerodrome Boundary and track 080°(M) on the crosswind leg.
- e) Runway 36 aircraft must turn right base at Burstow Park Farm and track 260°(M) to turn on to final approach at a range not greater than 0.5 NM. Report FINAL, on baseleg, on crossing the M23 motorway.

2 VFR ARRIVAL AND DEPARTURE PROCEDURES

- a) ATC will require all VFR/SVFR aircraft to enter and leave the ATZ by routeing via one of the VRPs (listed in paragraph 4) as follows:
 - i. Fixed-wing aircraft:
 - 1. Join at 1400 FT QNH. If required to join overhead - enter the ATZ on the runway QDM remaining within the fixed-wing circuit area. When instructed, descend to circuit height and join the visual circuit pattern. Note: overhead join is not available when Runway 36 is in use or on other runways when operating SVFR.
 - 2. Departures are to fly not above 1400 FT QNH until passed the appropriate VRP.
 - ii. Helicopters:
 - 1. Join at 1200 FT QNH and enter the circuit pattern via the appropriate VRP or outside the Gatwick CTA.

Note: When Runway 18/36 is in operation helicopters joining from the east may be instructed to route from Godstone Railway Station to the eastern aerodrome boundary at 700 FT QNH.
 - 2. Departures are fly between 700 FT and 1200 FT QNH until passed the appropriate VRP or until outside the Gatwick CTA.

3 REDHILL LOCAL FLYING AREA (LFA) AND PROCEDURES

- a) The southern half of Redhill aerodrome lies within the Gatwick CTR and the northern half lies beneath the Gatwick CTA. During the hours of watch of Redhill ATC, subject to the restrictions listed in paragraph (b), VFR and SVFR flights without reference to Gatwick ATC may be made within a LFA which is bounded by the following positions:

511405N 0001047W - 511437N 0000656W thence south by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W - 511248N 0001240W - 511258N 0001129W thence north by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511405N 0001047W.
- b) The following restrictions apply within that part of the Redhill LFA that lies within the Gatwick CTR (Area A) (i.e. south of a line joining positions 511258N 0001129W - 511234N 0000510W):
 - i. Aircraft are to remain clear of cloud and with the surface in sight;
 - ii. Maximum altitude — 1400 FT QNH;
 - iii. VFR weather minima: Minimum meteorological visibility 5000 M and/or cloud ceiling (BKN) 1500 FT.
 - iv. SVFR weather minima: Fixed-wing minimum meteorological visibility 3000 M and/or cloud ceiling (BKN) 700 FT. Helicopter minimum meteorological visibility 1500 M and/or cloud ceiling (BKN) 700 FT.
 - v. Limits of circuit:
 - Middle of Benting Wood to the west;
 - Redhill — Bletchingley Road (A25) to the north;
 - Outwood — Bletchingley road to the east;
 - Picketts and Brownslade farms to the south.
- c) Within that part of the Redhill Local Flying Area that lies outside the Gatwick CTR (Area B) the maximum altitude is 1400 FT QNH.
- d) Aircraft joining or leaving Redhill Local Flying Area must do so at a point north of the Gatwick CTR. Joining procedures and Visual Reference Points are as detailed.
- e) The LFA is depicted at AD 2-EGKR-4-1.
- f) Refer to Section ENR 1.4 for Notifications.

Note 1: Aircraft that are in communication with Gatwick ATC and intend either to land or overfly adjacent to Redhill aerodrome must not assume that clearance has been issued to penetrate the Redhill LFA. Pilots must obtain prior permission from Redhill by RTF. Gatwick ATC will, whenever possible, permit an aircraft to leave the frequency temporarily to obtain such clearance.

Note 2: Aircraft following the Redhill - Tonbridge railway line, London - Brighton railway line and the M23 Motorway are reminded that these routes traverse the Redhill LFA.

4 SPECIAL VFR (SVFR) OPERATIONS

- a) When the weather conditions reported at Redhill do not allow VFR operations, SVFR flights will be permitted (subject to a clearance from Redhill ATC) within the ATZ/LFA. The minimum weather limits for SVFR flights at Redhill are:
- i. Helicopters - meteorological visibility 1500 M and/or cloud ceiling 700 FT;
 - ii. Fixed-wing - meteorological visibility 3000 M and/or cloud ceiling 700 FT.
- b) Radar separation will not be provided by London Terminal Control between aircraft operating within or outside the Redhill ATZ/LFA however, traffic information may be passed to those aircraft operating outside the Redhill ATZ/LFA on those observed to be operating within the Redhill ATZ/LFA.

5 VISUAL REFERENCE POINTS (VRP)

- a) Visual Reference Points are established for use by aerodrome and en-route traffic as follows.

VRP	VOR/DME
Buckland 511424N 0001445W	OCK R117/D9 BIG R243/D12
Godstone (Junction of A25 and B2236 roads) 511450N 0000401W	OCK R103/D15 BIG R218/D6
Godstone Railway Station 511305N 0000304W	OCK R109/D16 BIG R206/D7
Junction 7 M25/Junction 8 M23 511550N 0000741W	OCK R101/D12 BIG R237/D7

EGKR AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGKR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGKR-2-1

LOCAL FLYING AREA

AD 2.EGKR-4-1

INTENTIONALLY BLANK

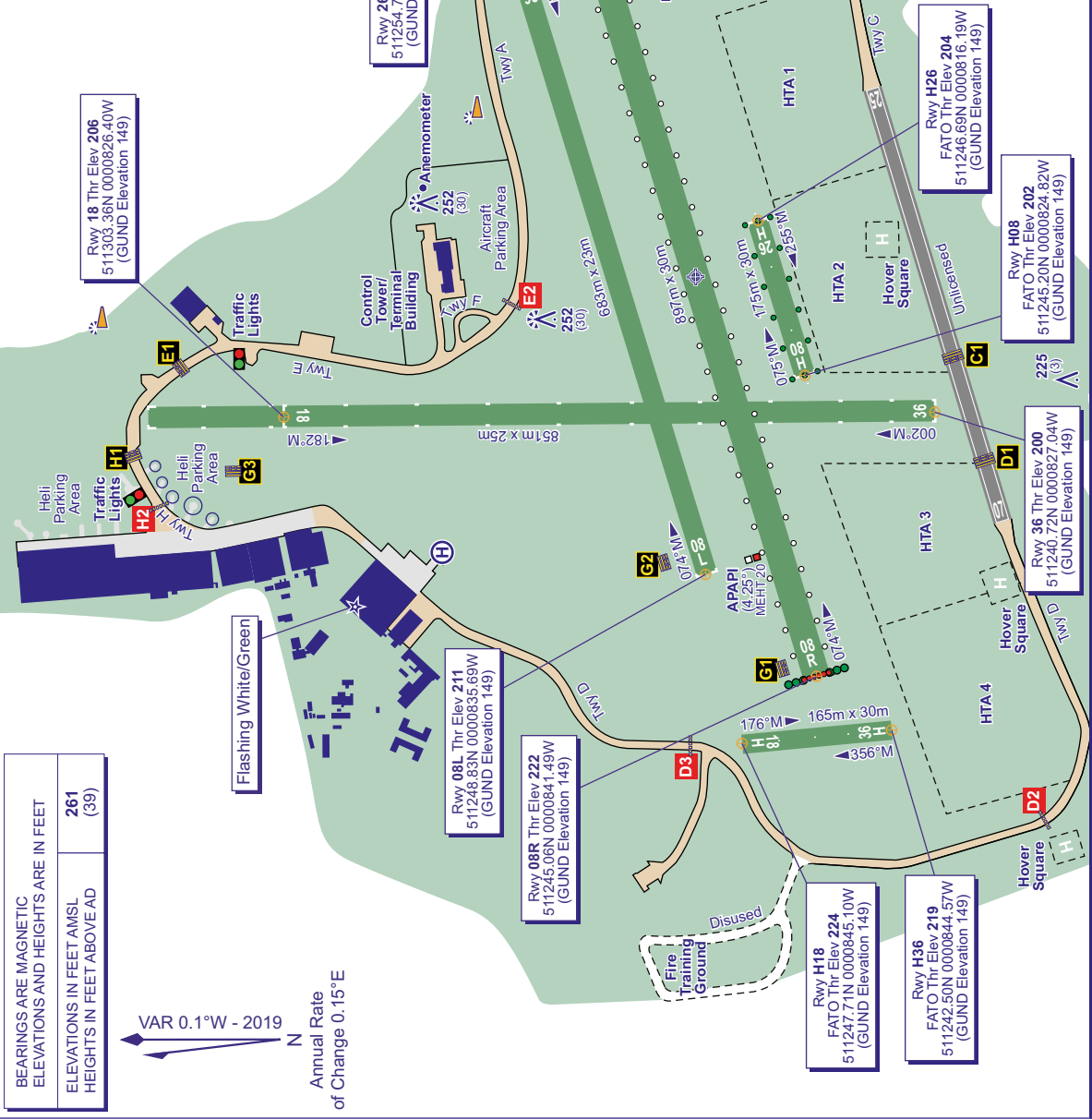
**REDHILL
EGKR**

AD ELEV 222FT

ARP 511249N 0000819W

**AERODROME
CHART - ICAO**

RUNWAY/TAXIWAY/APRON	PHYSICAL CHARACTERISTICS	BEARING STRENGTH
APRON 08L/26R	Grass	-
RWY 08R/26L	Grass	-
RWY 18/36	Grass	-
RWY H08/H26	Grass	-
RWY H18/H36	Grass	-
Taxiways A/B/C/D/E/H	Asphalt	-
Taxiway F	Concrete	-
Taxiway G	Grass	-



BEARINGS ARE MAGNETIC	261 (39)
ELEVATIONS IN FEET AMSL	
HEIGHTS IN FEET ABOVE AD	

AERO INFO DATE 13 NOV 18

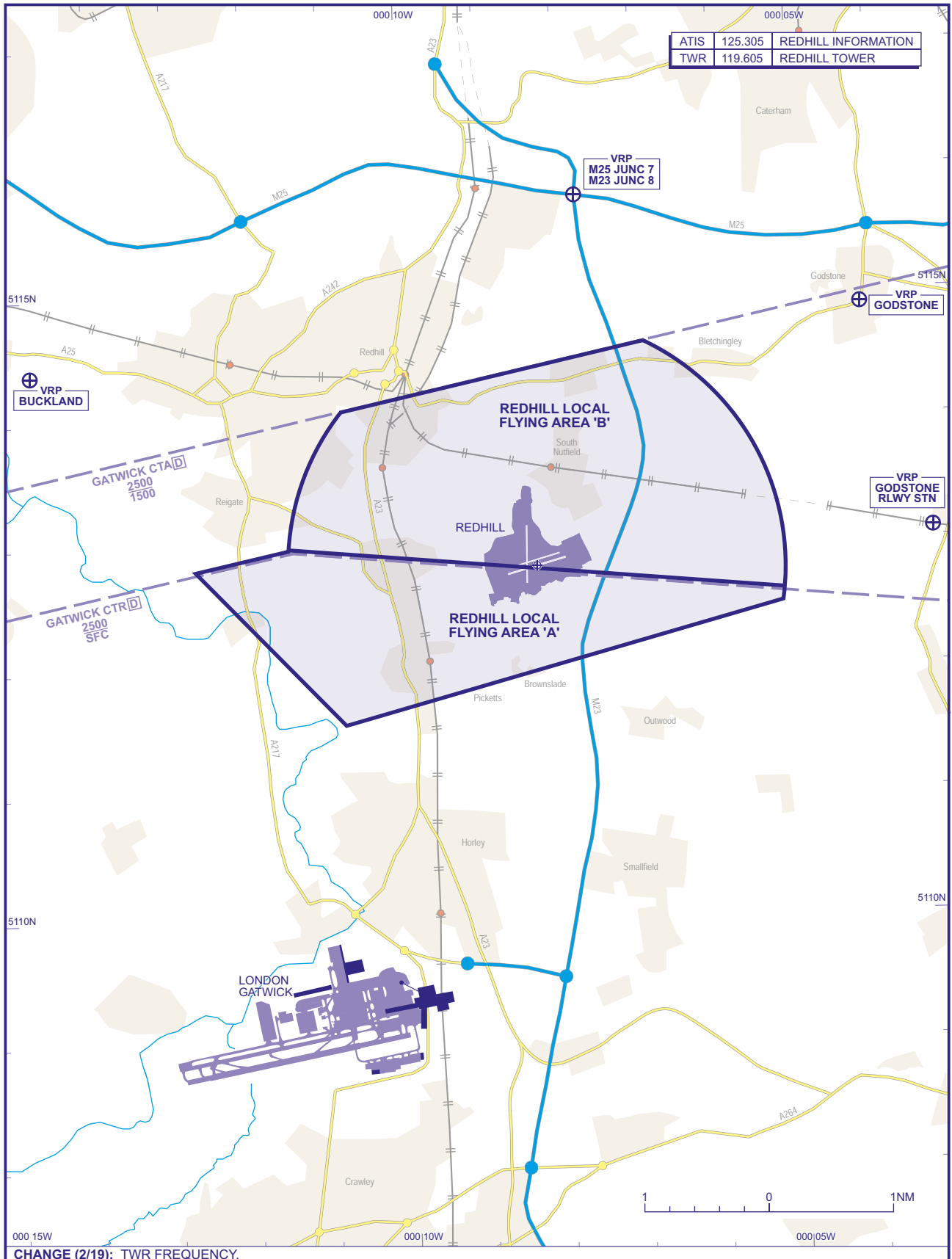
COM	REDHILL TOWER	REDHILL INFORMATION
TWR	119.605	
ATIS	125.305	
LIGHTING		
APCH 26L	HI 420m C/L with crossbar	
THR 08R/26L	HI Green W bars.	
RWY 08R/26L	Elev bi-d with omni-d component (59m spacing). End lights HI red.	
TWY	Blue edge Twy A/E. Rwy guard lights at A 1/B 1.	

CHANGE (2/20): RWY GUARD LIGHTS REMOVED FROM HOLD A2.

AD 2-EGKR-2-1

INTENTIONALLY BLANK

REDHILL LOCAL FLYING AREA



CHANGE (2/19): TWR FREQUENCY.
AERO INFO DATE 02 NOV 18

AD 2-EGKR-4-1

INTENTIONALLY BLANK