



Brief to Redhill Aerodrome Consultative Committee and Local Residents on Flight Procedures, Noise Abatement and Enforcement

All aircraft operating in the UK must comply with the UK Air Navigation Order (ANO), The Rules of Air Regulations and Standardised European Rules of the Air (SERA).

1. SERA.5001 (VMC Visibility and Distance from Cloud Minima) and SERA.5005(a) (Visual Flight Rules)

1.1 The CAA has issued Official Record Series 4 General Exemption E 4073 to permit Visual Flight Rules (VFR) flights to operate in the following conditions:

Fixed-wing - by day only; remaining clear of cloud with the surface in sight and with a flight visibility of at least 5km. If the aircraft flies at an indicated air speed of 140kts or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision.

Helicopters – by day only; remaining clear of cloud with the surface in sight and with a flight visibility of at least 1500m. If the helicopter flies at an indicated air speed of 140kts or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision.

1.2 At night aircraft must be flown clear of cloud and with the surface in sight; at a height not less than 300m (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 150m (500ft) above the ground or water, or 150m (500ft) above the highest obstacle within a radius of 150m (500ft) from the aircraft.

1.3 The pilot is solely responsible for operation of an aircraft and for determining the flight path to comply with VFR.

2. Approaches to Landing or Forced Landing

2.1 The CAA permits under SERA.3105, SERA.5005(f) and SERA.5015(b) an aircraft to fly below 150m above the ground or water if it is flying in accordance with normal aviation practice and:

a) practising approaches to land or procedures at an aerodrome

b) practising approaches to forced landings other than at an aerodrome if it is not flown closer than 150m (500ft) to any person, vessel, vehicle or structure.

3. Minimum Heights

3.1 SERA.3105 Except when necessary for take-off or landing aircraft shall not be flown over congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at a height as will permit, in the event of an emergency arising, a landing to be made without hazard to persons or property on the surface.

3.2 Except for take-offs and landings the minimum height for VFR flights over a congested areas of cities, towns or settlements or over an open-air assembly of persons will be not less than 300m (1,000ft) above the highest obstacle within 600m from the aircraft. Elsewhere it will be 150m (500ft) above the ground or water or 150m (500ft) above the highest obstacle within a radius of 150m (500ft) from the aircraft (SERA.5005(f)).

4. Manoeuvring Helicopters

The CAA permits, under SERA.3105 and SERA.5005(f), a helicopter to fly below 150m (500ft) above the ground or water or closer than 150m (500ft) to any person, vessel, vehicle or structure if it is conducting manoeuvres, in accordance with normal aviation practice, with the boundaries of an aerodrome provided it is no closer than 60m to any persons, vessels, vehicles or structures located outside the aerodrome.

5. Prohibiting Over-flight of Specific Areas within the ATZ

5.1 Redhill Aerodrome Limited has no legal authority to prohibit aircraft from over flying specific areas within the ATZ.

5.2 Pilots may be requested to avoid certain areas whenever possible. If, for whatever reason, they choose not to then, provided they are within the ATZ and flying in accordance with normal aviation practice, they are not breaking any regulations.

5.3 The Aerodrome Licensee publishes circuit diagrams showing a circuit pattern that will minimise the over-flight of built up areas within the ATZ. Whilst the majority of aircraft will normally comply with this there will be occasions when pilots deviate from them. This is not breaching any regulations.

6. Arrival and Departures Routes

6.1 Arrival and departures routes are published to assist pilots in remaining outside Gatwick controlled airspace and minimise the disturbance caused to local residents. The majority of flights will follow these routes. Routings for aircraft operating under VFR cannot be enforced as the pilot may need to deviate to comply with the Standardised European Rules of the Air and/or the conditions of their licence.

7. Circuit Patterns

7.1 **Fixed-wing aircraft** fly a rectangular pattern based on the runway in use. The standard circuit pattern is left hand. When Runway 08/26 is in use fixed-wing fly a rectangular pattern to the north and and Runway 18/36 is in use they a rectangular pattern to the east.

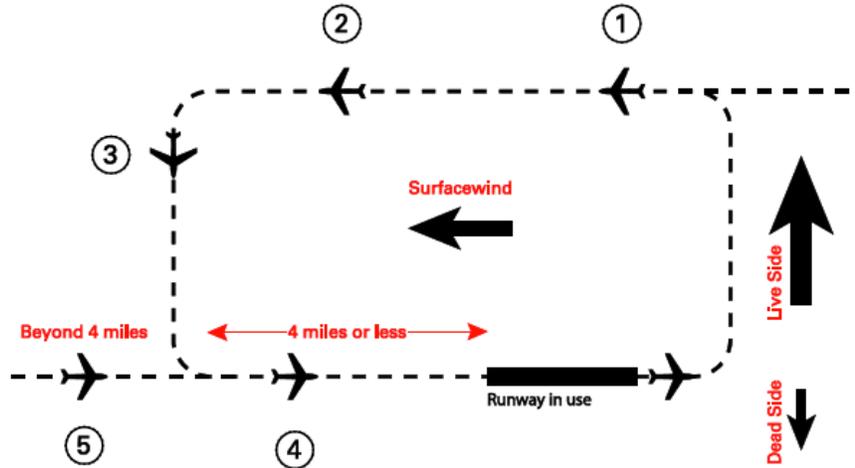


Figure 1 Designated Positions in the Traffic Circuit

- Position 1: Aircraft reports on 'downwind' leg when abeam upwind end of the runway.
- Position 2: Aircraft reports 'late downwind' if it is on the downwind leg, has been unable to report 'Downwind' and has passed the downwind end of the runway.
- Position 3: Aircraft reports 'base' leg (if required).
- Position 4: Aircraft reports 'final'. Clearance to land issued here.
- Position 5: Aircraft reports 'long final' (between 8 and 4 miles) when aircraft is on a straight-in approach.

Note: For light aircraft operations, circuit dimensions may be reduced, but the relative RTF reporting points are maintained.

7.2 At Redhill the circuit pattern will normally be contained within the Aerodrome Traffic Zone (airspace radius 2nm up to 2000ft above aerodrome level).

7.3 Pilots departing from Runway 08 are requested to delay their crosswind turn until passed Henhaw Farm. When departing from Runway 26 pilots are requested to turn crosswind over the centre of Benting Wood. This information is available on our website.

7.4 Some pilots may turn before these points. This may be due to student pilots making an error, visiting pilots misidentifying the locations or the pilot deciding that they need to turn early. They are not breaking any aviation regulation by disregarding our noise abatement procedure. The pilot in command is responsible for the operation of their aircraft.

7.5 To reduce the nuisance and concern caused to those residents underneath the climb-out of Runways 18, 26 and 36 Redhill Aerodrome Limited has prohibited the practicing of engine failure after take-off exercises in the climb-out from these runways.

7.6 **Helicopters** also fly a rectangular circuit pattern parallel to the fixed-wing runway. These circuits are to the south of the runway when Runway 08/26 is in use and to the west of the runway when Runway 18/36 is in use.

7.7 Helicopter circuits are also flown to numerous training areas situated around the Aerodrome. These circuits are generally flown inside the standard circuit and at various altitudes.

7.8 Pilots are requested to avoid overflying South Hale Farm when operating within the 08/26 helicopter circuit, however student pilots do always fly as accurately or react as quickly as a licensed pilot. Helicopters overflying any location within the ATZ are not breaking any aviation regulations. The pilot in command is responsible for the operation of their helicopter.

8. Noise Abatement

8.1 The Aerodrome Licensee publishes certain local procedures or restrictions designed to minimise the nuisance caused to local residents. These include the

- (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 may 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 0600 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.

9. Enforcement

9.1 Neither Redhill Aerodrome Limited nor the ATC Unit is responsible for enforcing the regulations set out in the Air Navigation Order or the Rules of The Air Regulations, if we believe that any regulations have been broken we report the facts to the CAA.

9.2 If an aircraft is believed to be contravening the low flying rules or carrying out aerobatics over an inappropriate location i.e. a built up or congested area then it is the CAA Aviation Enforcement Department that is responsible for investigating the matter.

10. Complaints

10.1 The Redhill ATC Unit does not have staff to deal with complaints directly. The ATCOs are responsible for preventing collisions between aircraft together with expediting and maintaining an orderly flow of air traffic. Non-operational telephone calls are an unnecessary distraction and will be terminated.

10.2 Flying complaints must be made via the dedicated complaints line tel: 01737 888123 or using the email link on our website.

10.3 Complaints relating to the flight path or the manner in which an aircraft is operated will be forwarded to the aircraft operator for them to respond directly to the complainant.

10.4 Complaints about noise on the Aerodrome or flying operations within the ATZ will be dealt with by Aerodrome Management.



Philip WRIGHT
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