

# POOLEYS FLIGHT GUIDE

Elstree Aerodrome, Elstree

Hertfordshire WD6 3AW.

Tel: 020 8207 3749.

E-mail: editor@pooleys.com

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AMENDMENT- AIRNOTE 1

AIRAC 01/2022 - 27th January 2022

## Replacement/Additional Pages

3-6.....	Classification of UK Airspace
137-138 (6 pages).....	Bodmin (New circuit diagrams)
257-258.....	Earls Colne
357-358.....	Hawarden
563-564.....	Oxford
621-622.....	Sandy

## AIRNOTES

Airnotes provide a comprehensive listing of all changes applicable to the current Flight Guide. These are updated every 28 days in line with the AIRAC cycle and are available via the Pooleys Website.

Changes notified since the last issue of Airnotes are identified by a 'bullet' in the left-hand margin.

To obviate the necessity of incorporating lengthy manuscript amendments, it is suggested that pages which are subject to amendment be suitably annotated, and then refer to the Airnotes, as required, for details of the changes.

**POOLEYS FLIGHT GUIDE**  
**AIRNOTES**  
**AIRAC 01/2022 - (27th January 2022)**

**UK Flight Information Regions**

Nil

**CLASSIFICATION OF UK AIRSPACE**

- 1-6** Description of Class B airspace added.  
VMC Minima comments amended for Classes D, F & G.  
Page 4, changes to align content with SERA, specifically AMC1 SERA.6001.  
For information go to, [www.pooleys.com/pooleys-uk-flight-guide-amendments/](http://www.pooleys.com/pooleys-uk-flight-guide-amendments/)

**LOWER AIRSPACE RADAR SERVICE (LARS)**

- 25** Newcastle radius corrected to 40 nm on diagram.

**RADAR SERVICE - FL100 AND ABOVE (OUTSIDE CAS)**

- 28** Western Radar Op hours amended to 0645-2015 and contact numbers replaced by 01489 585511.

**MILITARY AERODROME TRAFFIC ZONES (MATZ)**

Nil

**FREQUENCY MONITORING CODES**

- 32** Birmingham Monitoring Frequency Callsign amended from Birmingham Approach to Birmingham Radar.  
**33** Paragraph 5, Scottish Centre renamed to London Centre.

**DACS and DAAIS**

- 45** R156 Windsor Castle Limits SFC-2500ft Alt

**AERODROMES**

- 67 ABBOTS BROMLEY** Amend to, Op hrs: Strictly PPR. SR-SS. (PPR essential by telephone, leave text message if no reply)
- 108 BENBECULA** Runway Dimensions:  
On graphic amend 06/24 to 1837m & 17/35 to 1208m.
- 137 BODMIN** New circuit diagrams added.  
For information go to, [www.pooleys.com/pooleys-uk-flight-guide-amendments/](http://www.pooleys.com/pooleys-uk-flight-guide-amendments/)
- 167 BUTE** Op hrs: Amend to Strictly PPR. Daylight hours only.
- 173 CAMPBELTOWN** Runway Dimensions and declared distances amended to:
- | Rwy   | Dim(m)  | TORA(m)    | LDA(m)     |
|-------|---------|------------|------------|
| 11/29 | 1412x30 | 11/29-1412 | 11/29-1412 |
- Op hrs: Amend Sun hrs to 1650-1800.
- 174 CARDIFF** Com/Nav: Amend TWR frequency to 133•105.
- 208 COMPTON ABBAS** Delete Melbury Abbas avoid.
- 218 CRANFIELD** Restaurant: Replace with, "Various catering facilities on Cranfield University Campus available." Fuel: Delete Air BP.  
Contact details: Delete Admin and Ops, phone & fax numbers.
- 255 DUXFORD** Cambridge Gas Venting site added:-  
0.25nm radius centred on N52 04 51, E000 09 51. Limits: SFC - 2700ft ALT.

- 257 EARLS COLNE** Northern taxiway added, Hot Spots 1 & 2 added. Hold 06 renamed hold A, hold 24 renamed hold B, new hold C added NE end of new taxiway. Caution: Add, Helicopter circuit and approach pattern different to fixed wing circuit and approach pattern. Remove "during strong southerly winds" from windshear statement. See amended chart at [www.pooleys.com/pooleys-uk-flight-guide-amendments/](http://www.pooleys.com/pooleys-uk-flight-guide-amendments/)
- 321 FINNINGLEY VILLAGE** Com/Nav: Amend Doncaster App frequency to 126\*225.
- 330 GLASGOW** Taxiway C closed and Hold C removed.
- 343 GRASSTHORPE GRANGE** Com/Nav: Amend Doncaster App frequency to 126\*225.
- 357 HAWARDEN** Radio Mandatory Zone paragraph note 2, amend to the following.  
2. Display the Hawarden Monitoring \*4607 with Mode C as detailed below and in ENR 1.6 paragraph 2.6, UK SSR Code Allocation Plan, and monitor Hawarden Radar 120\*055 prior to entering and whilst inside the RMZ. Pilots must maintain a listening watch and establish 2-way RTF communication, if directed, whilst operating inside the RMZ. Selection of the FMC does not imply receipt of an ATC service and pilots remain responsible for navigation, separation, terrain clearance, and are expected to remain outside of Controlled Airspace at all times.  
When a pilot leaves the RMZ they should deselect the FMC.
- 403 LAND'S END** Hold X renamed Hold Z.
- 424 LEICESTER** Remarks: Replace para 6 (Helicopter joins...) with the following Helicopter circuits at 700ft QFE, LH on Rwy 04, 06, 15, 16 and 28; RH on Rwy 10, 22, 24, 33 and 34. No overhead helicopter joins. Helicopters should join the helicopter circuit at 700ft QFE remaining clear of the fixed wing circuit.
- 425 LERWICK/Tingwall** Op hrs: Amend to: PPR. Mon-Fri 0900-1700; Mon (Feb-Oct) 0730-1700, Sat (May-Oct) 1100-1330, and by arrangement.  
Website: Amend to: <https://www.shetland.gov.uk/transport/tingwall-airport>
- 506 NETHERTHORPE** Com/Nav: and Remarks:  
Amend Doncaster App frequency to 126\*225.
- 538 NORWICH** Op hrs: amend to, Strictly PPR. Mon 0715-1815; Tue-Wed 0745-1800; Thu-Fri 0745-2015; Sat 0800-1800; Sun 0800-2000.
- 564 OXFORD** Heli Hold Points N, S, E & W added.  
For information go to, [www.pooleys.com/pooleys-uk-flight-guide-amendments/](http://www.pooleys.com/pooleys-uk-flight-guide-amendments/)
- 621 SANDY** Rwy 09/27, add text, Not available to visiting Pilots.  
Op hrs: amend to 0800-SS (Sundays 0930-SS).  
Remarks: Remove from circuits text, "27 & 09".  
Warnings: Amend to.  
Considerable road traffic crosses Rwy 35 short final using A603. Rwy 35/17 Downwind follows a local road The Ridgeway-No flying to the west of this ground feature in circuit. Rwy 35/17, 20ft trees on final both ends, in close proximity to thlds. 80ft trees adjacent to lake on short final Rwy 27. 4ft hedge close to Rwy 09 Thld. Sandy TV mast 972ft amsl (790ft agl) 2.5 nm east of AD. Shuttleworth AD 2.5 nm SSW of AD has regular air displays during the summer weekends, please note when RA(T) active, no visiting pilots. No Fly Zone to the East of aerodrome. Do not overfly local villages below 2000ft, particularly Moggerhanger immediately to the west.
- 678 SWANSEA** The 2 helipads on Taxiway A have moved south towards Hold B1.
- 702 TURWESTON** Remarks: Add, 3 axis Fixed-wing microlights are permitted.
- 735 WILLOW FARM** Com/Nav: Amend Doncaster Sheffield frequency to 126\*225.

### UK HELIPADS & HELIPORTS

- 796 LONDON HELIPORT** London Heliport LFA paragraph. Amend first line to:-  
"Pilots must remain outside Restricted Areas R156 (Windsor Castle) & R157.."

### HELICOPTER ROUTES IN THE LONDON CTR AND LONDON CITY CTR

- 817** Restricted Area R156 (Windsor Castle) added to diagram.



## International Dawn to Dusk Competition

The Dawn to Dusk Competition, now in its **fifty ninth year**, provides a unique aeronautical challenge participating in a day's flying using an aircraft of the competitor's choice. The competition is an opportunity to further your flying, to expand your horizons and to give you the excuse you need to have the flying adventure you have always wanted.

The Objective of Dawn to Dusk is to encourage the most interesting employment of a Flying Machine within the limits of competent airmanship and to demonstrate the capabilities of pilot and machine in a day's flying, in the hours between Dawn and Dusk, whilst undertaking an original and praiseworthy objective.

All that is required is for the competitor to set themselves a challenging goal with a theme and fly it. You then need to write up a detailed log of your preparations and flight.

Over the past 50+ years winning and highly placed entries have been submitted from more than 14 countries including Australia, New Zealand, Scandinavia, Canada, United States and of course from across Europe.

If you are interested in entering the competition, please click on the '**How to Enter**' tab on our website: [www.pooleys.com/dawn-to-dusk/](http://www.pooleys.com/dawn-to-dusk/). If you have any questions, please email [enquiries@pooleysdawntodusk.com](mailto:enquiries@pooleysdawntodusk.com) and we will come back to you.

**CLASSIFICATION OF UNITED KINGDOM AIRSPACE (continued)**  
**CLASS D**

The following Sections of Airways (continued):

- l. P620 outwith the airspace defined by the Strangford CTA;
- m. T256 OSMEG to NORBO;
- n. Y96 HAVEN to NORBO;
- o. Y904 within the Aberdeen CTR/CTA;
- p. Y905 within the Aberdeen CTR/CTA.

**CLASS E**

The following airspace below FL195 is notified as Class E Airspace:

- a. Parts of the Scottish TMA below 6000 ft;
- b. Parts of the Farnborough CTA;
- c. Doncaster Sheffield CTA 13;
- d. Holyhead CTA areas 15 & 16;
- e. part of Airway L602 (between Glasgow GOW and Tiree VOR TIR);
- f. part of Airway N560 (between Glasgow GOW and KOKAL);
- g. part of Airway N562 (between Turnberry VOR TRN and Machrihanish DME MAC);
- h. part of Airway P600 (between Aberdeen VOR ADN and BUDON);
- i. Airway Y904 (between Aberdeen VOR ADN and Wick VOR WIK);
- j. Airway Y905 (between Aberdeen VOR ADN and Sumburgh VOR SUM);
- k. Airway Y906 (between RIMOL and Stornoway VOR STN);
- l. Airway Y958 (between BRUCE and TOMBO).

Notes: for paras b-l

Additionally notified as Transponder Mandatory Zone airspace for the purpose of the Air Navigation Order.

Notes: for para c

Additionally notified as Transponder Mandatory Zone and a Radio Mandatory Zone.

Pilots of VFR flights who wish to operate without receiving an ATS within class E airspace in an acft with a serviceable transponder, or within class E airspace additionally notified as TMZ must display either:

- a. The VFR conspicuity code Mode A700, with altitude reporting; or
- b. The frequency monitoring code defined as VFR conspicuity with altitude reporting established for use in that airspace.

## CLASSIFICATION OF UNITED KINGDOM AIRSPACE (continued)

### CLASS F

No UK Airspace is currently designated Class F.

### CLASS G

'Open' Flight Information Region (FIR)

**Aerodrome Traffic Zones (ATZs)** — are not allocated a specific class of airspace as they adopt the class of airspace within which they are located.

Flights within ATZs are subject to the specific provisions of Rule 11 of the Rules of the Air Regulations 2015.

Where the requirements of a particular class of airspace are more stringent than Rule 11 then these must be complied with. Thus, in Class G airspace Rule 11 will apply but in Class A airspace the requirements of Class A take precedence.

**ATZs at Government Aerodromes** — It should be noted that the vast majority of these ATZs are active H24, as annotated under the particular aerodrome entry.

### UK ATS AIRSPACE CLASSIFICATION

Within the UK FIR and UIR, Airspace is classified as A, C, D, E, F and G in accordance with Standardised European Rules of the Air, subject to the Differences notified in the UK Civil AIP at GEN 1.7.

1.1 Where controlled airspace is vertically adjoined by Class G airspace, aircraft operating at the base (lower limit) of a control area or at the upper limit of a control zone or control area should comply with the requirements of Class G airspace. With the exception of VFR flights operating into or out of Class E airspace and where appropriate, complying with any applicable TMZ requirement, flights without an ATC clearance that are observed operating immediately above the base (lower limit) of a control area or immediately below the upper limit of a control zone or control area will be considered to have infringed controlled airspace.

1.2 When considering the vertical profile of a flight within Class G airspace, pilots are reminded to select a level that is compliant with SERA.5025(a) and ORS4 No 1423. In order to mitigate the risk of infringing controlled airspace, pilots are recommended to plan their flights to operate:

- not closer than 2 nm from the boundary of controlled airspace.
- at least 200ft above the upper limit of Control Zones, Control Areas including TMAs.
- at least 200ft below the lower limit of a Control Area, including TMAs.

1.3 When operating proximate to control areas in turbulent, or in ascending or descending air masses, as part of effective Threat and Error Management, when able to, pilots may wish to consider increasing the 200ft recommended spacing to mitigate inadvertent vertical deviations that could result in an infringement.

1.4 Pilots are further reminded that, when operating within Class G airspace within 500ft of the base of controlled airspace, they should consider the risk of encountering wake turbulence generated by aircraft operating at the lowest available level within the controlled airspace above.

1.5 Pilots operating in Class G airspace are encouraged to obtain an appropriate air traffic service (see page 20, Basic Service and Traffic Service) or CAP 774 – UK Flight Information Service) from the designated air traffic service unit. Pilots who operate within Class G airspace, especially those who operate proximate to the boundary of controlled airspace, and have chosen not to obtain a suitable ATS in an aircraft fitted with a serviceable transponder are reminded to:

- monitor the appropriate ATS frequency whilst displaying the corresponding frequency monitoring code; or
- display the appropriate conspicuity code.

## UK ATS AIRSPACE DESCRIPTIONS

Airspace	Separation	Services	VMC Minima	Speed Limit	Radio	ATC Clearance
<b>Class A (IFR)</b>	All aircraft	ATC Service	Not applicable	N/A	Required	Required
<b>(VFR)</b>	<b>Not permitted</b>					
<b>Class B (IFR)</b>	Provided by ATC	ATC Service	Not applicable	As published or instructed by ATC	Required	Required
<b>(VFR)</b>	Provided by ATC	ATC Service	<b>At and above FL100:</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100:</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>	As published or instructed by ATC	Required	Required
<b>Class C (IFR)</b>	IFR from IFR	ATC Service	Not applicable	N/A	Required	Required
<b>(VFR)</b>	VFR from IFR	ATC Service and VFR traffic information to enable pilots to effect own traffic avoidance and integration.	<b>At and above FL100:</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100:</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>	<b>Below FL100</b> 250kt IAS <b>OR</b> lower when published or instructed by ATC.	Required	Required
<b>Class D (IFR)</b>	IFR from IFR	ATC Service Traffic information on conflicting VFR traffic	Not applicable	250kt IAS below FL100	Required	Required
<b>(VFR)</b>	Not provided	ATC Service Traffic information on all other flights to enable pilots to effect own traffic avoidance and integration.	<b>At and above FL100:</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100:</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Alternatively, during day only, at and below 3000ft AMSL, or 1000ft above terrain, whichever is the higher</b> <b>a) For acft other than helicopters, flying at 140KT IAS or less:</b> <i>Vis 5km, clear of cloud and with surface in sight.</i> <b>b) For helicopters, flying at 140KT IAS or less:</b> <i>Vis 1500m, clear of cloud and with surface in sight.</i>	250kt IAS below FL100	Required	Required
<b>Class E (IFR)</b>	IFR from IFR	ATC Service	Not applicable	As instructed by ATC	Required	Required
<b>(VFR)</b>	Not provided	ATC Service	<b>At and above FL100:</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100:</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>	As published or instructed by ATC	Required	Required

Airspace	Separation	Services	VMC Minima	Speed Limit	Radio	ATC Clearance
<b>Class F (IFR)</b>	IFR from IFR participating IFR traffic	Air Traffic Advisory Service.	Not applicable	<b>Below FL100</b> 250kt IAS	Not Required	Not Required
<b>(VFR)</b>	Not provided	UK Flight Information Services as required (Basic Service, Traffic Service).  <b>Note: No UK airspace is currently designated as Class F</b>	<b>At and above FL100</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>  <b>At and below 3000ft amsl: or 1000ft above terrain, whichever is the higher:</b> <i>Vis 5km, clear of cloud and with surface in sight;</i> <b>Alternatively, during day only, at and below 3000ft AMSL, or 1000ft above terrain, whichever is the higher, for all acft, flying at 140KT IAS or less:</b> <i>Vis 1500m, clear of cloud and with surface in sight.</i>	<b>Below FL100</b> 250kt IAS <b>OR</b> lower when published or instructed by ATC.	Not Required	Not Required
<b>Class G (IFR)</b>	Not provided (See note)	Basic, Traffic deconfliction or procedural service.	Not applicable	<b>Below FL100</b> 250kt IAS	Not Required	Not Required
<b>(VFR)</b>	Not provided (See note)	Basic, Traffic deconfliction or procedural service.	<b>At and above FL100</b> <i>Vis 8km, 1500m horizontal &amp; 1000ft vertical from cloud;</i> <b>Below FL100</b> <i>Vis 5km, 1500m horizontal &amp; 1000ft vertical from cloud;</i>  <b>At and below 3000ft AMSL: or 1000ft above terrain, whichever is the higher:</b> <i>Vis 5km, clear of cloud and with surface in sight;</i> <b>Alternatively, during day only, at and below 3000ft AMSL, or 1000ft above terrain, whichever is the higher, for all acft, flying at 140KT IAS or less:</b> <i>Vis 1500m, clear of cloud and with surface in sight.</i>	<b>Below FL100</b> 250kt IAS <b>OR</b> lower when published or instructed by ATC.	Not Required	Not Required

**Note:** Deconfliction advice is provided against participating aircraft under a Procedural Service or against participating and non-participating traffic (unknown traffic) under a Deconfliction Service. Both the Procedural Service and Deconfliction Service aim to achieve planned deconfliction minima.

**Flight Plan and Air Traffic Control Clearance** - A flight plan and ATC clearance is required for all IFR flights in controlled airspace and for VFR flights in Class C, D and E airspace. This need not be construed as the compilation and submission of the Flight Plan Form CA 48/RAF F2919 though in some circumstances, particularly for IFR flights, this could be advantageous. A flight plan is a means of providing sufficient particulars of flight to an ATC Unit to enable that unit to issue an ATC clearance which will permit flight in the particular airspace subject to any instructions contained in the clearance. This requirement will be met by contacting the ATC Unit on the appropriate frequency giving details of the acft position, level and proposed track and requesting clearance to enter the Controlled Airspace.



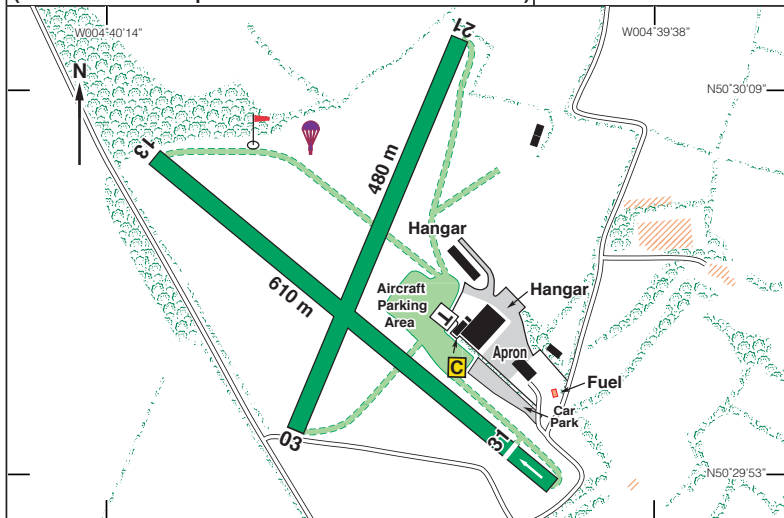
# EGLA

**BODMIN** 650ft AMSL

3.5 nm NE of Bodmin. LND 114·20 064 43·1. BHD 112·05 282 45·2

**c/s Bodmin Radio** 120·330 A/G **Newquay APP** 133·405

**(If radio unmanned please transmit normal circuit calls)**



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
13/31	610x18	Grass	13-598	13-598	Nil
			31-610	31-540	Nil
03/21	480x18	Grass	03-480	03-480	Nil
			21-480	21-480	Nil

**Op Hrs:** PPR. Winter: 0900-1700 or SS. Summer: 0900-1800, and by arrangement.

**Landing Fee:** Single £10.00, Twin £17.00, Microlights £5.00 & Helicopters £17.00.

**Hangarage:** £6 per night. **Maintenance:** Available. **Customs:** 24 hrs PNR.

**Remarks:** Operated by Cornwall Flying Club Ltd. Strictly PPR by telephone.  
 Use of aerodrome limited to aircraft below MTWA of 2490 kg (5500 lbs). Down gradient on Rwy's 13 and 21. Aerodrome unlicensed. Intensive flying training.  
**Circuits:** At 800ft aal. RH-Rwy 13&21, LH-03&31. Contact Newquay APP 133·405 inbound.  
 All Westbound pilots departing Bodmin, please ensure you call Newquay APP 133·405.

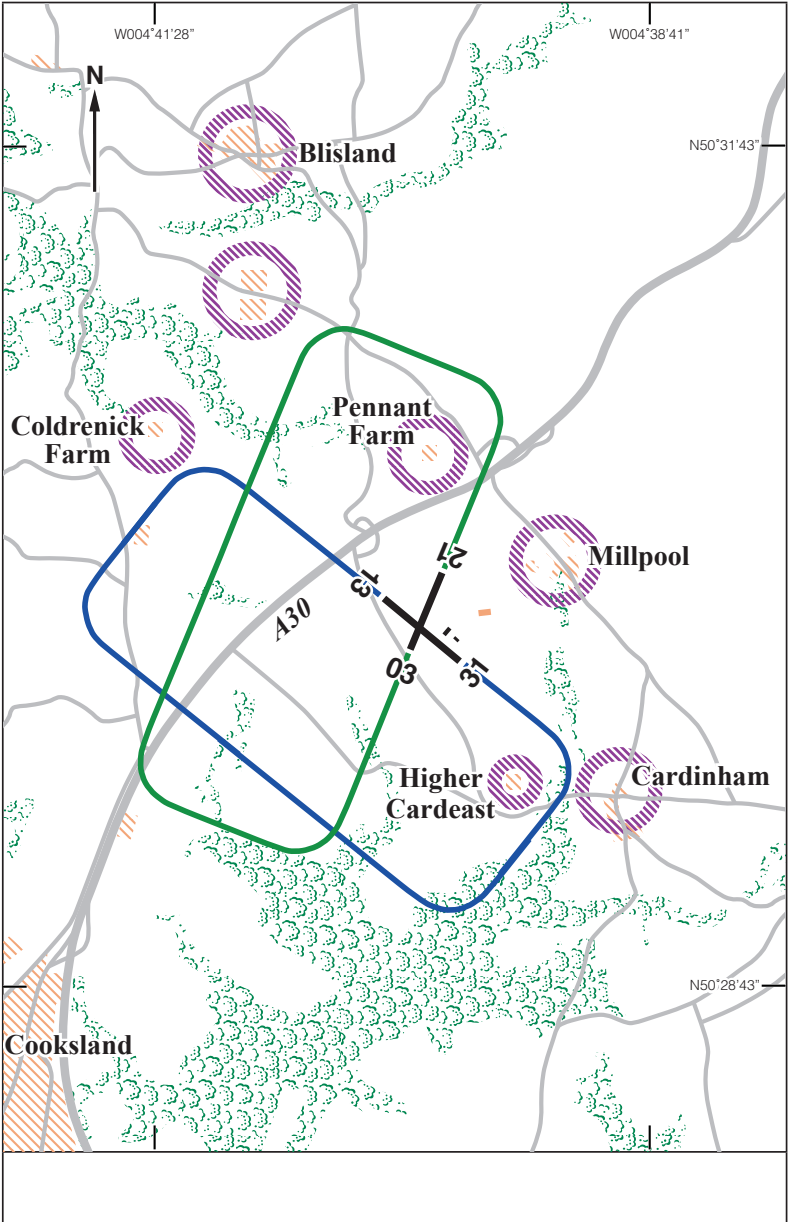
**Warnings:** Runway ends not visible from the take-off position.  
 Windshear and turbulence may be encountered in strong winds.  
 Exercise caution taxiing to apron and refuelling area due sloping ground and congestion.  
 Large vehicles use the road passing through the undershoot area to Rwy 03. The road is within 40m of the marked threshold on the runway extended centreline.  
 High Ground 385ft aal, 1010ft amsl 048°/3.8 nm, and 267ft aal, 892ft amsl 070°/1.8 nm.  
 Free-fall parachuting occasionally takes place up to FL120 during daylight hours (Mon-Tue).

Pilot's Shop; Bar. **Refreshments** at the "Diner 31" Café, everyday 1000-1500 except Tue & Wed. **Taxi:** 01208 72345 or 73000. *Continued*

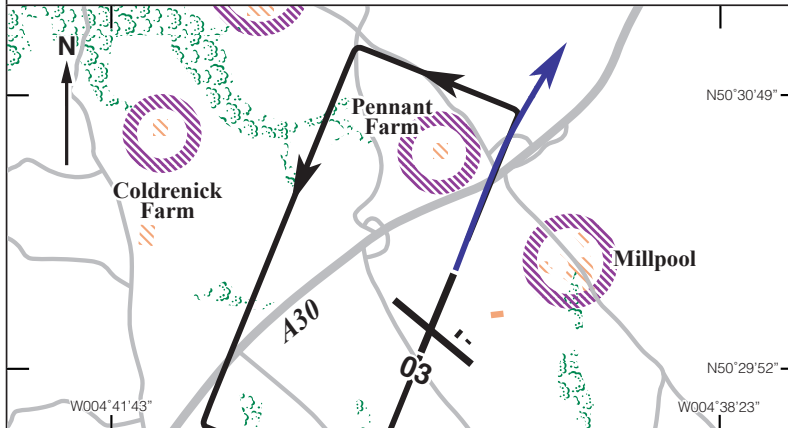
**Fuel:** 100LL, UL91 on request.

**Tel:** 01208 821419/821463, 08450 580528  
**Website:** www.bodminairfield.com

# BODMIN CIRCUITS

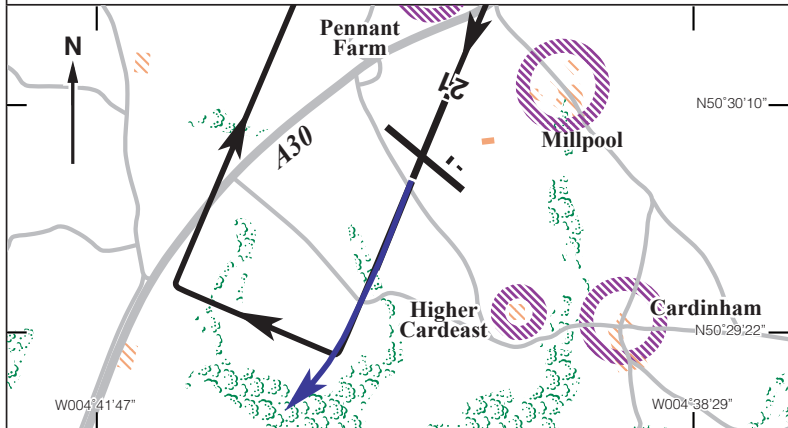


## BODMIN - RUNWAY 03 DEPARTURES



1. Aircraft taking off from runway 03 are to avoid overflying Pennant Farm.
2. Aircraft departing the circuit are to continue straight ahead until past pennant Farm before continuing on track.
3. Aircraft remaining in the circuit are to turn onto the crosswind leg after passing pennant Farm or when reaching an altitude not below 500ft AGL.

## BODMIN - RUNWAY 21 DEPARTURES

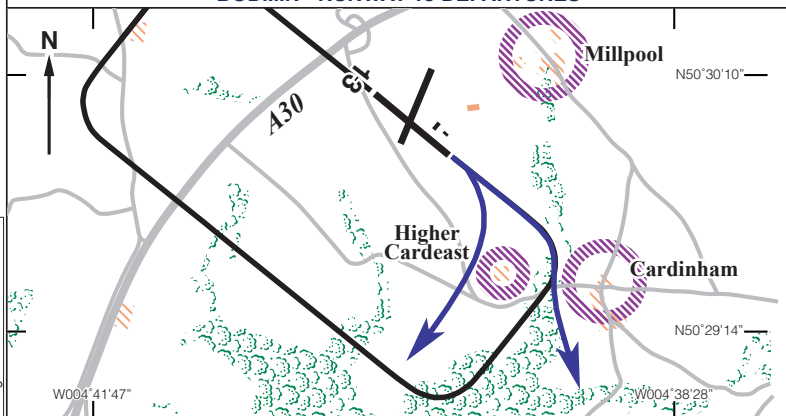


1. Aircraft taking off from runway 21 are to avoid Higher Cardeast and Cardinham village.
2. Aircraft departing the circuit are to continue straight ahead until past Higher Cardeast before continuing on track.
3. Aircraft remaining in the circuit are to turn onto the crosswind leg after passing Higher Cardeast or when reaching an altitude not below 500ft AGL.

Changes 27/01/2022: New chart.

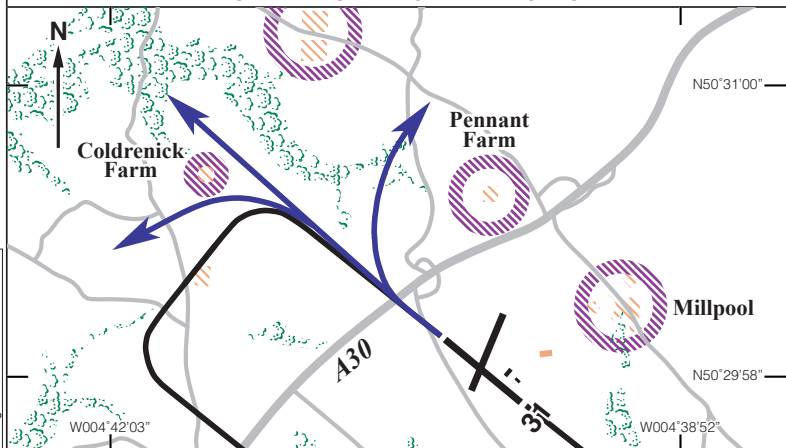
Changes 27/01/2022: New chart.

## BODMIN - RUNWAY 13 DEPARTURES



1. Acft taking off from Rwy 13 are to avoid overflying both Cardinham village and Higher Cardeast.
2. Acft departing the circuit are to turn on track either inside Higher Cardeast or when between both Higher Cardeast and Cardinham village.
3. Acft remaining in the circuit are to turn onto the crosswind leg before reaching Cardinham village and after passing Higher Cardeast or when reaching an altitude not below 500ft AGL.

## BODMIN - RUNWAY 31 DEPARTURES



1. Acft taking off from Rwy 31 are to avoid overflying Pennant Farm, Coldrenick Farm and Blisland village.
2. Acft departing the circuit are to right on track when between Pennant Farm and Blisland village or turn left on track inside Coldrenick Farm. Alternatively, acft are to continue straight ahead until past both Coldrenick Farm and Blisland village before initiating either a right hand or left hand turn on track.
3. Acft remaining in the circuit are to turn onto the crosswind leg before reaching Coldrenick Farm or when reaching an altitude not below 500ft AGL.

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Airfield Plates for the UK and Ireland can be downloaded to your iPad, iPhone or Android device via the Pooleys iPlates app.

[www.pooleysiplates.com](http://www.pooleysiplates.com)

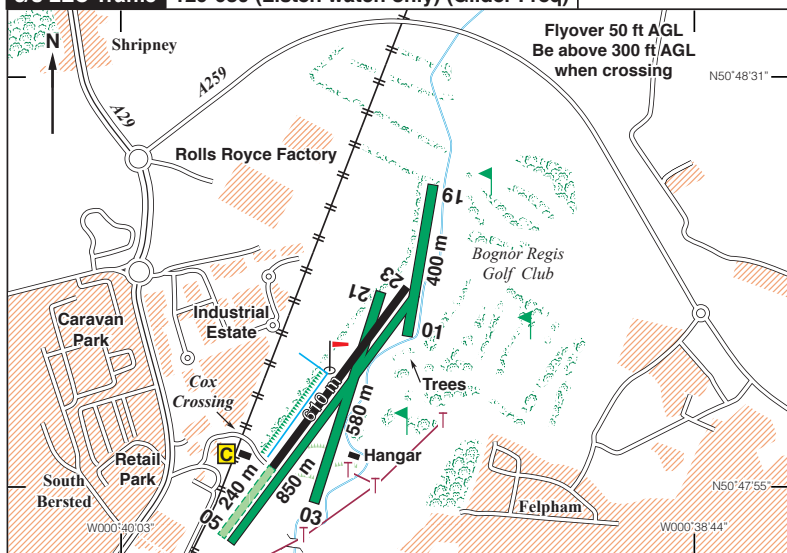


N50 48.17 W000 39.33

**BOGNOR GLIDING CLUB**

1ft AMSL

1 nm NE of Bognor Regis.

**c/s LEC Traffic 129-980 (Listen watch only) (Glider Freq)**

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
05/23	610 x 18	Aspha	Unlicensed		Nil
05/23	850 x 30	Grass	Unlicensed		Nil
01/19	400 x 30	Grass	Unlicensed		Nil
03/21	580 x 30	Grass	Unlicensed		Nil

**Op Hrs:** SR-SS. No PPR unless directly gliding related.**Landing Fees:** On application.**Customs:** Nil.**Hangarage:** Nil (Tie downs only at owners risk).**Maintenance:** Nil.**Remarks:** Operated by BR Aviation Ltd, Cawley Place, 15 Cawley Road, PO19 1U2. Unlicensed aerodrome, available by PPR at pilot's own risk.

In addition to general aviation there is gliding activity with aerotowing and winch launching to 2,600 ft. Rwy 05 Asphalt has a 240m grass run-off/acceleration strip.

**Circuits:** Usually Southerly sea breeze, noise abatement preferred standard approach from the North, circuits to the West to avoid overflying the town centre & housing South & East of the airfield. Be aware approach into 23 overflies the golf course, approach 19/01 runs parallel to the 8th hole and the river.

Take-off - Noise abatement to the town centre South. Light winds, cross &amp; Northerlies, preferred option is to take off to the North on 05 or 03 over open farm land. Southerlies Rwy 23 only, when at safe altitude turn East onto due North and follow railway to your departure height 500ft.

**Warnings:** Exercise extreme caution when landing tarmac 05 & grass 19 or 21, river at end of runways. Departure Rwy 19 unsuitable, short grass runway, trees immediately beyond. 01/19 grass uneven, soft in winter, use tarmac. Cables to the SE.**Fuel:** Nil.**Tel:** 07860 469939**Email:** enquiries@BRGC.co.uk **Website:** www.BRGC.co.uk

EGSR

N51 54.87 E000 40.95

EARLS COLNE

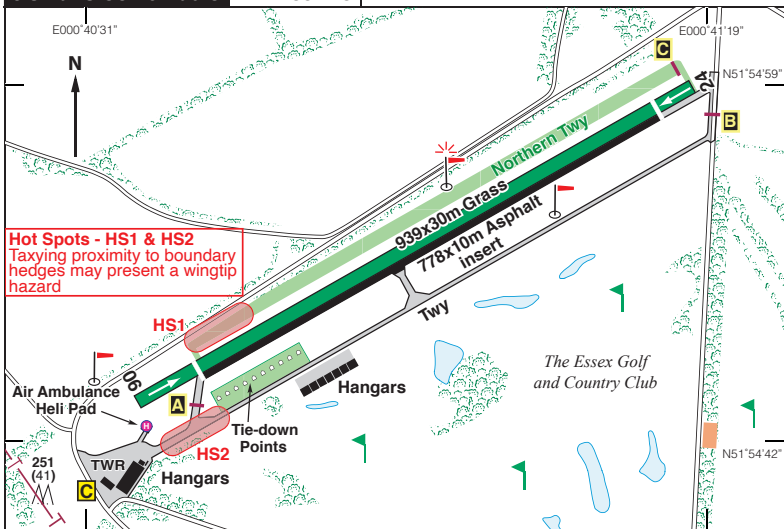
227ft AMSL

3 nm SE of Halstead.

BKY 116-25 100 23-5. CLN 114-55 282 17-7

LAM 115-60 050 25-5

c/s Earls Colne Radio 122-430 A/G



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
06/24	939x30	Grass/ Asphalt	06-799 24-799	06-778 24-778	Thr Rwy Thr Twy APAPI 3.5°

**Op hrs:** PPR by telephone mandatory.  
 Winter: 0900-SS daily or 1800 by arrangement. Summer: 0900-1800 daily

**Landing Fee:** Single £15.00; Twin £50.00; Helicopters £26.55.

**Hangarage:** Nil. **Maintenance:** Cavendish Aviation. **Customs:** 4 hrs PNR.

**Remarks:** Operated by Bulldog Aviation Ltd., Earls Colne Airfield, Earls Colne, Colchester, Essex C06 2NS. Airfield licensed during operating hours only. PPR by telephone essential for all aircraft. Circuits at 1000ft agl. RH 06, LH on 24. Avoid overflying Earls Colne village. Park as directed. Autogyros not permitted. Cavendish Aviation Tel: 01787 222668, Email: info@cavendishaviation.net  
 Departures Rwy 06 – Turn right abeam phone mast (located right of centre line) onto 120°M to avoid Earls Colne village. No left turn-outs. Departures Rwy 24 – No right turn-outs below 1000ft agl. Climb to 500ft agl before turning left into the circuit.

**Warnings:** Power cables 26ft aal cross final approach to Rwy 06 at 300m from thld. Intense gliding activity at Wormingford, 4 nm ENE winch launch up to 3000ft agl. Pilots may experience windshear on both runways. Helicopter circuit and approach pattern different to fixed wing circuit and approach pattern. Caution required when taxiing in the vicinity of helicopters due to down wash.

**Note:** Drone flight authorisation requests must be made via email to info@flyafc.co.uk giving 72 hrs PNR.

**Fuel:** 100LL.

**Tel/Fax:** 01787 223943 A/G. **Tel:** 01787 223676 AFC Flying School  
**Website:** www.anglianflightcentres.co.uk

Changes 27/01/2022: Hot Spots added, holds amended.

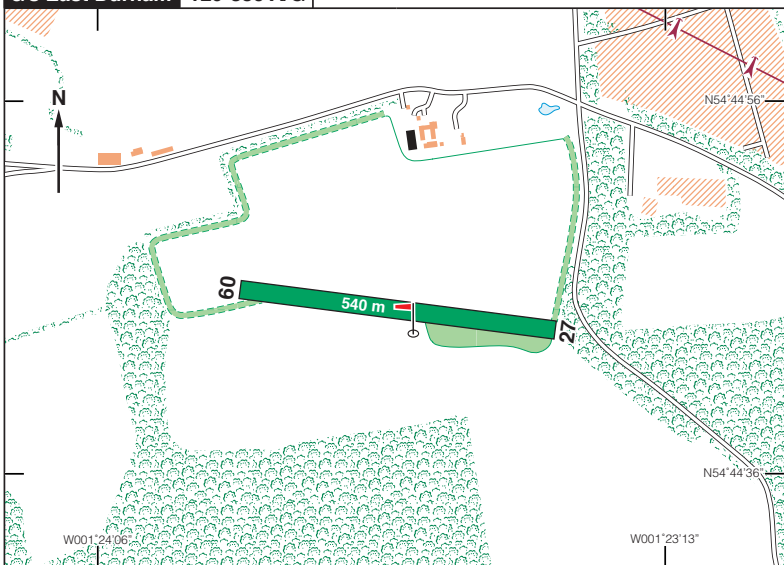
N54 44.76 W001 23.65

EAST DURHAM

381ft AMSL

6 nm E of Durham City.

c/s East Durham 129-830 A/G



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
09/27	540x25	Grass	Unlicensed		Nil

**Op hrs:** 0800-1800 daily.**Landing Fee:** £5.**Customs:** Nil.**Hangarage:** Nil.**Maintenance:** Nil.

**Remarks:** Operated by Mr. James Horn, East Durham Microlights, Greenhills Farm, Wheatley Hill, Durham DH6 3QS.

Non-radio aircraft accepted with PPR.

Windsock is situated approximately halfway along the runway to the South.

Avoid overflying local villages.

**Circuits:** To the South, 09 RH, 27 LH at 1000ft agl. No overhead joins.

**Warnings:** Avoid Peterlee parachute DZ.  
Trees on approach to both runways.

**Fuel:** MOGAS (Check availability)**Tel:** 07949 438706 (PPR)**Email:** jameshorn1969@hotmail.co.uk**Website:** www.eastdurhammicrolights.co.uk



**EGNR**

N53 10.68 W002 58.67

**HAWARDEN**

35ft AMSL

**Remarks: (continued)** Tailwheel type aircraft (Tail-draggers) not permitted, unless the pilot-in-command has at least 200 hrs on type. ATIS available online at <http://egnr.airbrief.net>. Pilots operating in the vicinity of, but intending to remain outside Hawarden RMZ and maintaining a listening watch only on Hawarden Radar freq 120\*055 are encouraged to select SSR code 4607.

**Radio Mandatory Zone (RMZ)**

For flights within the RMZ, acft commanders are to comply with one of the following:-

1) Establish satisfactory 2-way RTF communication with and pass pertinent flight details to Hawarden Radar 120\*055 prior to entering the RMZ.

Maintain two-way communication with Hawarden Radar whilst operating inside the RMZ, unless otherwise instructed.

2) Display the Hawarden Monitoring \*4607 with Mode C as detailed below and in ENR 1.6 paragraph 2.6, UK SSR Code Allocation Plan, and monitor Hawarden Radar 120\*055 prior to entering and whilst inside the RMZ. Pilots must maintain a listening watch and establish 2-way RTF communication, if directed, whilst operating inside the RMZ. Selection of the FMC does not imply receipt of an ATC service and pilots remain responsible for navigation, separation, terrain clearance, and are expected to remain outside of Controlled Airspace at all times.

When a pilot leaves the RMZ they should deselect the FMC.

3) Non-radio aircraft should contact Hawarden ATC 01244 522012), SMS text 07786 208291 or email [atcopshawarden@airbus.com](mailto:atcopshawarden@airbus.com) prior to commencing any planned flight that will enter or cross the RMZ, supplying aircraft registration, type, estimates and points of entry/exit, planned altitudes and duration/activity in the RMZ (if applicable). On receipt of this information an acknowledgement will be issued by ATC Hawarden.

4) Conduct flight in accordance with valid Letter of Agreement with Hawarden ATC.

**Warnings:**

Pilots are reminded of the proximity of Restricted Area EG R311, 5nm north of the A/D. The reinforcing steel within the concrete pavement of Rwy 04/22 may cause compass deviation on stationary aircraft. Westerly and Easterly surface winds of greater than 15kts may lead to turbulence from factory buildings. High Ground rising up to 1848ft amsl between 5 nm and 10 nm SW of the AD.

Model acft flying site on Southern boundary of ATZ (SFC-400ft AGL).

**Visual Reference Points (VRPs):**

<b>VRPs</b>	<b>WAL VOR/DME</b>	<b>HAW NDB</b>
<b>Beeston Castle</b> N53 07.70 W002 41.52	R136°/22.5 nm	107°M/10.8 nm
<b>Borras Quarry</b> N53 07.70 W002 41.52	R163°/20.5 nm	172°M/6.7 nm
<b>Chester A55/A51</b> N53 07.70 W002 41.52	R140°/15.8 nm	080°M/5.0 nm
<b>Flint Bridge</b> N53 13.77 W003 04.00	R167°/10.1 nm	315°M/4.4 nm
<b>Mold Town A494/A541</b> N53 09.90 W003 07.52	R180°/13.6 nm	262°M/5.3 nm
<b>Padeswood Cement Factory</b> N53 09.27 W003 03.70	R171°/14.5 nm	244°M/3.3 nm
<b>Point of Ayr Lighthouse</b> N53 09.27 W003 03.70	R254°/7.1 nm	312°M/16.3 nm
<b>Poulton Disused Aerodrome</b> N53 07.93 W002 53.50	R152°/17.9 nm	132°M/4.2 nm

**Fuel:** 100LL (Apron N).

Jet A1 by arrangement with Hawarden Air Services

**Tel:** 01244 522012 ATC

**Fax:** 01244 523035

**Email:** [atcopshawarden@airbus.com](mailto:atcopshawarden@airbus.com)

N53 29.42 W000 49.79

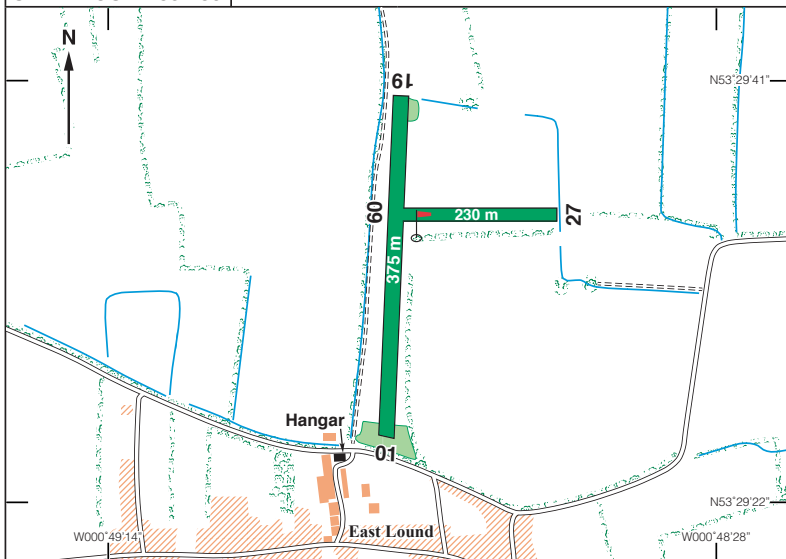
HAXEY

11ft AMSL

12.5 nm E of Doncaster.

GAM 112-80 025 13-4

SAFETYCOM 135-480



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
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01/19	375x30	Grass	Unlicensed		Nil
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09/27	230x25	Grass	Unlicensed		Nil
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**Note:** Displaced Thld Rwy 01. Rwy 09 not available for take-off or landing.

**Op hrs:** PPR essential by telephone. SR-SS.

**Landing Fee:** On application.

**Customs:** Nil.

**Hangarage:** Nil.

**Maintenance:** Nil.

**Remarks:** Operated by Mr. Bingham, Haxey Airfield, East Lound, Doncaster, South Yorkshire, DN9 2LR. Airfield located within Doncaster Sheffield CTR, Class 'D' Airspace. All arrivals/departures contact Doncaster APP 126-225.

Avoid obstructing farm track which crosses extreme South edge of the airfield.

Avoid overflying local habitation.

Overhead joins.

**Circuits:** Rwy 01 LH, 19 and 27 RH.

**Warning:** Airfield slightly undulating.

**Restaurant:** Good pubs.

**Taxi/Car Hire:** Epworth Taxi, Tel: 01427 874569.

**Fuel:** by prior arrangement.

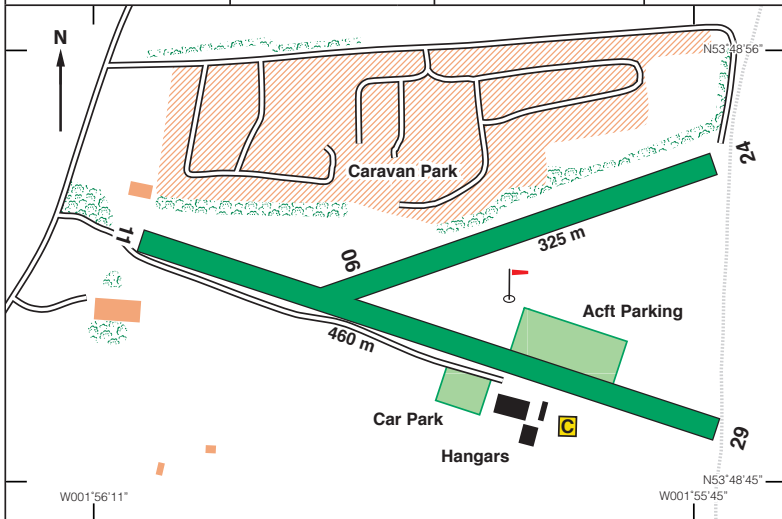
**Mob:** 07702 039625

**Email:** fly.gassf@btinternet.com

N53 48.83 W001 55.89 **OXENHOPE** 1150ft AMSL

6 nm WNW of Bradford. **POL 112-10 058 7-3**

**SAFETYCOM 135-480** | **Leeds APP 134-580** | **Leeds ATIS 118-030**



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
11/29	460x15	Grass	Unlicensed	Unlicensed	Nil
06/24	325x10	Grass	Unlicensed	Unlicensed	Nil

Rwy 29 downslope first 120 m.

**Op hrs:** PPR SR-SS.

**Landing Fee:** Donations accepted. **Customs:** Nil.

**Hangarage:** Nil. **Maintenance:** Nil.

**Remarks:** Operated by Mr David Wasley, Upwood House, Black Moor Road, Oxenhope, West Yorks, BD22 9SS. Challenging airfield, PPR essential. Airfield situated below Leeds Bradford Class D Airspace (Base 3000 ft Leeds QNH). First 120m Rwy 29 has a marked downslope. No Helicopters.

**Warnings:** Turbulence from hangars and trees with strong wind. Downdraughts experienced on approach to Rwy 24 & 11. Manoeuvring areas are rough and undulating. Wind farm 2 nm South of airfield up to 2300ft amsl. Farm machinery regularly use the airfield. First 100m of Rwy 24 can get waterlogged all year round, red/white cones mark extent of safe manoeuvring area. Dry stone walls at Thld of Rwy 24 & 29.

**Restaurant:** Non on airfield but available in Haworth 2 miles away.

**Taxi/Car hire:** Local taxis available.

**Fuel:** Nil. **Tel:** 01535 642061(Owner) **Email:** oxenhope\_airfield@btinternet.com

# EGTK

## OXFORD

263ft AMSL

N51 50.22 W001 19.18

6 nm NNW of Oxford.

CPT 114-35 350 21-1. DTY 116-40 203 22

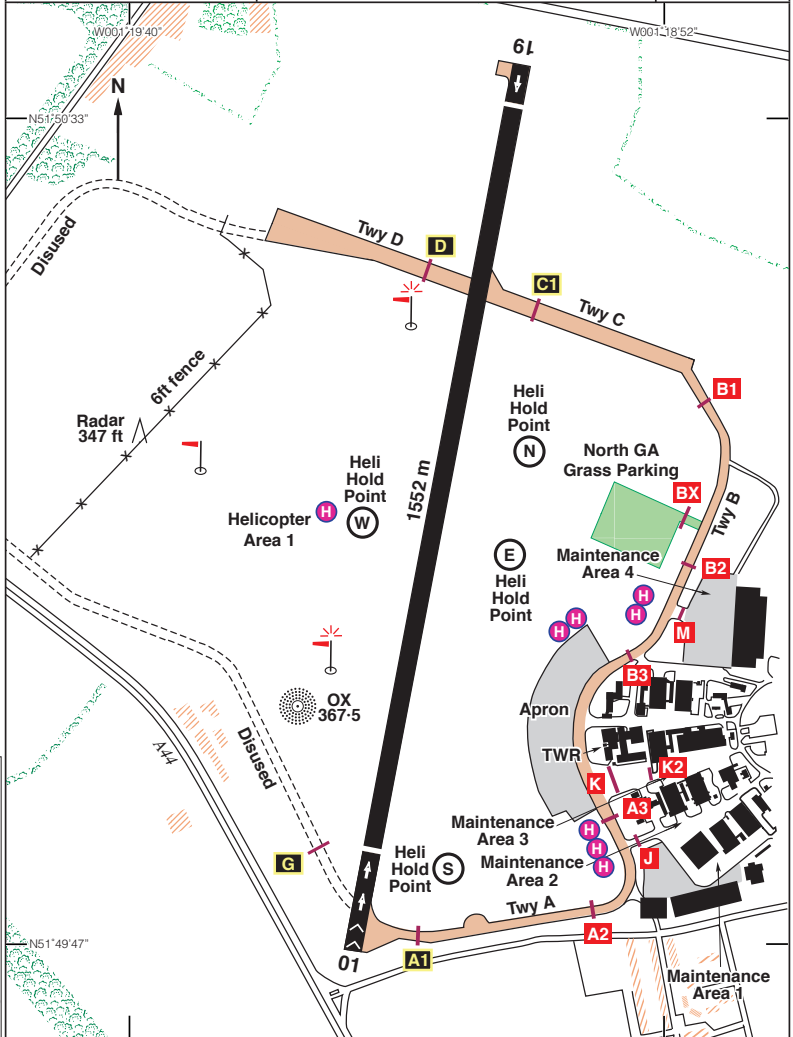
BNN 113-75 286 29-4

**c/s Oxford** TWR 133-430 APP 125-090 GND 121-955 RAD 125-090 - Mon-Sat

0800-1800, Sun 0800-1800 RAD c/s Director 119-980 (When required)

Brize Radar 124-275 (LARS) ATIS 136-230

NDB 'OX' 367-5 (On A/D) ILS/DME Rwy 19 (191°M) 'I-OXF' 108-35

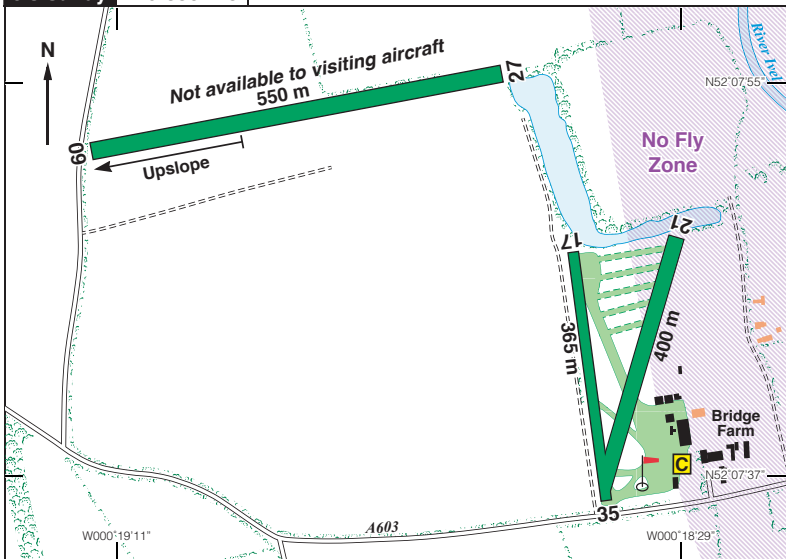


Changes 27/01/2022: Heli Hold Points added.

N52 07.80 W000 18.80 **SANDY** 80ft AMSL

By A1 close to West of Sandy (Bedfordshire). **BKY 116-25 305 16**

**c/s Sandy** 129-830 A/G



Changes 27/01/2022: Note added, Rwy 09/27 not available to visiting aircraft.

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
03/21	400x18	Grass	Rwy 03 not in use, Rwy 21 for take off only.		
09/27	550x18	Grass	Not available to visiting aircraft.		
17/36	365x18	Grass	Unlicensed		Nil

**Op hrs:** Strictly PPR by telephone. 0800 - SS. (Sundays 0930-SS).

**Landing Fee:** £5 to local charity. **Customs:** Nil.

**Hangarage:** Nil. **Maintenance:** Available.

**Remarks:** PPR by telephone. Briefing essential. Microlight aerodrome with ab-initio training but suitable STOL Acft welcome at pilot's own risk.

**Circuits:** 35 LH, 17 RH. No deadside.

**Warnings:** Considerable road traffic crosses Rwy 35 short final using A603. Rwy 35/17 Downwind follows a local road The Ridgeway-No flying to the west of this ground feature in circuit. Rwy 35/17, 20ft trees on final both ends, in close proximity to thlds. 80ft trees adjacent to lake on short final Rwy 27. 4ft hedge close to Rwy 09 Thld. Sandy TV mast 972ft amsl (790ft agl) 2.5 nm east of AD. Shuttleworth AD 2.5 nm SSW of AD has regular air displays during the summer weekends, please note when RA(T) active, no visiting pilots. No Fly Zone to the East of aerodrome. Do not overfly local villages below 2000ft, particularly Moggerhanger immediately to the west.

**Restaurants:** Tea, coffee & snack available at AD.

**Taxis:** Sandy Taxis, Tel: 01767 683333.

**Fuel:** MOGAS available from nearby garage.

**Tel:** 01767 691616

**Website:** www.bedfordmicrolightairsports.co.uk

EGPM

SCATSTA

81ft AMSL

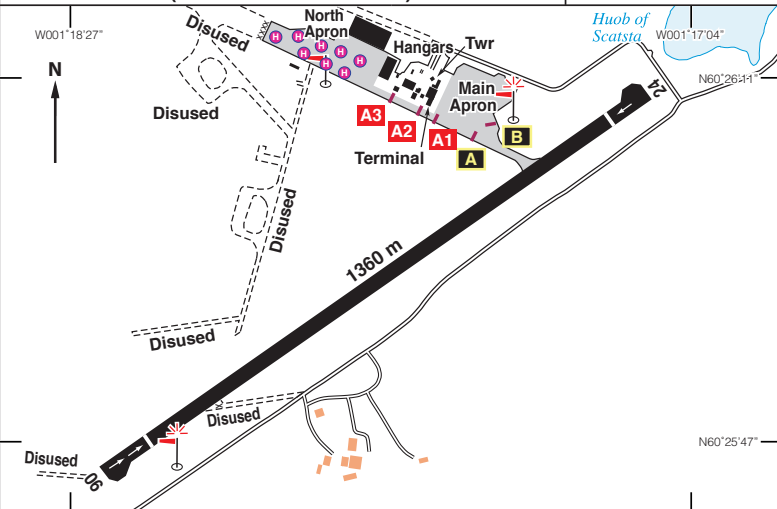
N60 25.97 W001 17.77

17 nm N of Lerwick.

SUM 117-35 000 33-3

c/s Scatsta TWR 123-605 APP/RAD \*131-005 ATIS 128-505

NDB 'SS' 315-50 (238°M/ 2-6 nm to Thr 24) - see Remarks



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
06/24	1360x31	Asphalt	06-1253 24-1262	06-1138 24-1155	Ap Thr Rwy PAPI 4° Ap Thr Rwy PAPI 4°

**Op hrs:** Strictly PPR (48 hours Notice). Mon-Fri 0730-2100.

**Landing Fee:** On application.

**Customs:** 24 hrs PNR.

**Hangarage:** Nil.

**Maintenance:** Nil.

**Remarks:** Operated by Serco UK and Europe, on behalf of BP Ltd., Scatsta Aerodrome, Brae, Shetland ZE2 9QP. Non-radio aircraft not accepted.

No flying over the Oil Terminal area. Locally based training only.

NDB 'SS' not to be used for holding, let down or approach unless ATC services are available. Handling by Serco UK and Europe.

\*Combined App/Twr 131-005 when RAD not available.

**Warnings:** Taxiway south of the main apron has semi-width of only 6.6m.

**VRPs:** Brae N60 23.82 W001 21.23; Fugla N60 26.95 W001 19.43;

Hillswick N60 28.55 W001 29.32 – Hillswick - Fugla - Scatsta A/D;

Voe N60 21.00 W001 15.97 – Voe - Brae - Scatsta A/D;

Linga Island N60 21.40 W001 21.58; Lunna Holm N60 27.25 W001 02.58.

**Restaurant:** Cafe. **Car Hire:** Bolts Car Hire. Tel: Lerwick 692855.

**Fuel:** Jet A1. (2 hrs PNR).  
Supplied by North Air.

**Tel:** 01806 244300 Admin,  
**Tel:** 01806 244370 ATC.  
**Tel:** 01806 244386 Assistant.  
**Fax:** 01806 244390 ATC.