Pooley's
2025 International Dawn to Dusk Competition

From French Roots to British Wings:

My Epic Journey to the Two Mounts St Michael

Pilot (solo): Karen Locatelli

Aircraft: Cessna 172S Skyhawk, Registration G-OJAG

Date of Flight: Sunday, 27 July 2025

Abstract

In a single day's flying, I linked two iconic tidal islands — Mont Saint-Michel (Normandy, France) and St Michael's Mount (Cornwall, England) — in a flight that celebrated my dual nationality. Born French, I became a **British citizen** in 2024 and, that same year, I earned my **Private Pilot Licence**.

On Sunday 27th July 2025, with **49.4 hours Pilot-in-Command**, I set out to use a single day of flight to join the two "Saint Michael" tidal islands that represent my French birth and British life.

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1. Introduction

The Pooley's International Dawn to Dusk Competition has always been about more than simply flying from sunrise to sunset. It is about creating a flight with purpose — a journey that connects places, ideas, and histories.

This year's challenge was deeply personal for me. In 2024, I achieved two life-changing milestones: I became a British citizen in June, and I earned my Private Pilot Licence in October.

Born French in Grenoble in the Alpes, I was now officially bi-national. I wanted to celebrate that dual identity in the most fitting way I could think of — by linking two iconic landmarks, one French and one British, in a single day's flight.

I discovered the **Pooleys International Dawn to Dusk Competition** as I was visiting Pooleys' website on 26th December 2024, and it came immediately to me that I wanted to take part in 2025. I vividly remember the day as I got obsessed with the idea of the challenge and spent hours on that day thinking about my plan. At the time, I had 18.9 hours Pilot-in-Command, and I had no idea if this was at all realistic, but one thing was sure, I wanted to find out in 2025!

The choice was obvious to me: Linking Mont Saint-Michel in Normandy, France, and St Michael's Mount in Cornwall, England. Two places that I had visited in the past. Two tidal islands, each crowned with a medieval monastery, each tied to centuries of history, each dedicated to the Archangel Michael — yet separated by the English Channel and 200 nautical miles of sea and land.

On the morning of the flight, I had 49.4 hours Pilot in Command. As a relatively low-hour pilot, I knew this would be a demanding and ambitious challenge. But that, in many ways, was the point — to prove to myself that careful preparation, determination, and respect for the elements could carry me across borders, both geographic and personal.

2. Objective of the Flight

Primary Goal:

To connect Mont Saint-Michel and St Michael's Mount by air in a single day, from Wycombe EGTB to Wycombe EGTB, symbolising the link between my French origins and my British citizenship.

Secondary Goals:

- To navigate internationally between the UK and France under VFR, managing cross-border procedures and radio work, solo.
- To deepen my experience as a newly licensed, low-hour PPL through long-distance navigation and multiple airspace environments.
- To create a photographic and written record for the Pooley's 2025 International Dawn to Dusk Competition that would celebrate history, geography, and personal achievement.

3. Historical & Cultural Context

The theme of this flight was inspired by two extraordinary tidal islands: Mont Saint-Michel in Normandy, France, and St Michael's Mount in Cornwall, England. Though separated by the English Channel, they are bound by a shared dedication to the Archangel Michael, by their medieval roles as centres of faith and defence, and by their enduring cultural resonance. Both islands rise from the sea as dramatic silhouettes, accessible only when the tides allow, and both continue to capture the imagination of pilgrims, travellers, and aviators!

The journey between them was deeply personal: I was born French, became British in 2024, and in that same year gained my wings as a private pilot. Flying from one mount to the other was a way to bridge my French roots with my British wings — a modern pilgrimage through history, identity, and the skies.

a. Mont Saint-Michel (France)

Mont Saint-Michel has stood as a beacon of resilience and devotion for more than 1,300 years. According to tradition, the Archangel Michael appeared to Bishop Aubert of Avranches in 708, commanding the construction of a sanctuary on the rocky tidal island. By the 10th century, the Benedictine abbey was established, and in the centuries that followed, the mount became one of the most important pilgrimage sites in medieval Europe.

Its architecture blends Romanesque solidity with soaring Gothic lines, earning it the title "La Merveille" — "The Marvel." Strategically, Mont Saint-Michel resisted repeated sieges during the Hundred Years' War, its fortifications and tidal defences making it all but impregnable.

In modern times, its cultural importance has only grown: Listed as a UNESCO World Heritage Site in 1979, it has undergone major conservation works, including the replacement of its causeway with an elevated bridge and the restoration of tidal flow to preserve its island character. Today, it remains both a place of worship and one of France's most iconic landmarks.

Le Mont St Michel, Normandie - France

b. St Michael's Mount (England)

St Michael's Mount, rising from the waters of Mount's Bay in Cornwall, mirrors its Norman counterpart in striking ways. A tidal island linked to the mainland by a granite causeway at low tide, it has been a site of religious devotion and defence for over a millennium. Like Mont Saint-Michel, legend tells that Archangel Michael appeared here, this time to Cornish fishermen in the 8th century.

During the Norman period, the mount became a priory directly linked to Mont Saint-Michel, reflecting the cross-Channel ties of that era. The medieval chapel still crowns the island, while the castle and fortifications tell of its later role as a stronghold against seaborne threats. Over time, it evolved into a fortified manor and, eventually, a stately home.

Since 1954, St Michael's Mount has been cared for by the National Trust in partnership with the St Aubyn family, who continue to reside there. Beyond its history, the island is rich in Cornish folklore: tales of giants, saints, and heroic feats remain part of its living culture. Today, it thrives both as a heritage destination and as a vibrant local community.

St Michael's Mount, Marazion - England

c. A Shared Heritage

The parallels between the two mounts are striking:

- Both are tidal islands, accessible only at low tide.
- Both are dedicated to Archangel Michael, guardian of high places.
- Both served as medieval pilgrimage centres and as sites of defence.
- Both stand today as living monuments, where sacred tradition, history, and community intertwine.

Together, Mont Saint-Michel and St Michael's Mount form a symbolic pair — twin sentinels of the Channel, guardians of heritage on both coasts.

d. Personal Reflection

For centuries, pilgrims crossed lands and waters to reach these sacred places. My flight between them was, in a sense, a modern pilgrimage — not on foot, but through the skies. At the time of departure, I had only 49 hours of Pilot-in-Command experience, and yet I was carrying within me the weight of history, culture, and personal meaning.

As I approached Mont Saint-Michel and later St Michael's Mount, I felt a powerful resonance: two islands bound by legend, two nations bound by history, and my own life bound by both. This was more than a flight. It was a bridge between roots and wings, between past and present, and between two homes that I now carry in my heart. Linking them by air has been a symbolic bridge between my heritage and my present — between France and Britain, between the sea's ebb and flow, and between my first steps as a French citizen and my first year as a British one.

4. Planning

a. Sunrise / Sunset information

On Sunday 27th July 2025:

- **Sunrise** 0419 UTC, Morning Civil Twilight 0337 UTC
- **Sunset** 1954 UTC, Evening Civil Twilight 2033 UTC

b. Route Planning

The route was designed:

1. To depart Wycombe Air Park (EGTB), routing southbound, over the English coastline and the Isle of Wight; to continue across the English Channel to Cherbourg (LFRC) for customs clearance and refuelling.
2. To depart Cherbourg (LFRC), tracking south along the Normandy coast with an intended overflight of Mont Saint-Michel (subject to approval); to re-enter UK airspace via the Channel Islands CTR Class D, flying overhead Jersey and Guernsey; to continue westbound outside the CTR, following the Cornish coastline to St Michael's Mount; to land at Perranporth EGTP for rest and refuelling, with a potential ATZ entry delay due to parachuting activity at Perranporth.
3. To depart Perranporth (EGTP) for the return flight to Wycombe Air Park (EGTB), completing the full journey.

Total planned distance / flight time / fuel burn:

Flight	Planned Distance	Planned Time	Planned Fuel Burn
Wycombe - Cherbourg	125 NM	1.1 h	50 L
Cherbourg - Perranporth	274 NM	2.7 h	105 L
Perranporth - Wycombe	185 NM	1.7 h	75 L
Total	584 NM	5.5 h	230 L

c. Aircraft & Pilot Information

Aircraft: G-OJAG

- Cessna 172S Skyhawk, built 2005, registration G-OJAG, traditional (analogue) cockpit.
- Equipment: ADF, VOR/DME, transponder mode C
- Maintenance: Annual Inspection completed on 22nd July 2025 (5 days prior to my flights).
- No discrepancies found on the aircraft prior to first flight on 27th July 2025.
- Weight & Balance, and Fuel Uplift, planned for Wycombe, Cherbourg and Perranporth departures (see Appendix section), performance calculation made for all 3 airfields, with outside temperature of 20 degrees Celsius (see Appendix section).
- All aircraft documentation checked, current.
- I obtained approval for out-of-hours landing upon return to Wycombe (I made "Wycombe Traffic" calls instead of "Wycombe Radio" calls on my return).
- I took a Personal Locator Beacon (PLB) with me, I wore a life jacket during flights 1 and 2.
- CO detector available and serviceable in cockpit.
- HALON fire extinguisher available and serviceable in cockpit.
- Aircraft cleaned, everything tidied away in relevant place (anything used during the flight was easily reachable, everything else tidied away on back seats), windshield cleaned before departure.
- I carried a quart of oil as spare due to the long distance in a day! I ensured a morning departure with nearly max amount of oil (max is 8 US quarts for GOJAG).
- I departed Wycombe with full tank fuel. I refuelled the aircraft at Cherbourg and Perranporth (AVGAS 100LL Grade Aviation Fuel - blue).
- Airplane checklist and POH in aircraft.

Note: The full "planning and pre-flight" checklist (my own version) is available in Appendix section.

G-OJAG, Cessna 172S Skyhawk, traditional (analogue) cockpit, during flight 3 of Pooleys International Dawn to Dusk Competition 2025

G-OJAG landed at Le Touquet LFAT, France, during my first solo return cross Channel flight, from Wycombe Air Park EGTB, UK, on Sunday 15th June 2025, with 39.2 P1 hours

Pilot (main pilot milestones): Karen Locatelli

- PPL training completed in Cessna 152, **PPL (A) SEP (Land) awarded October 2024**.
- Solo return flight from Wycombe EGTB to the Isle of Wight, UK on 16th March 2025, including a scenic circuit around the Needles and landing at Bembridge EGHJ. Total distance flown: 182 NM. Total logged P1 prior: 26.4 hours. Cessna 152, Reg. G-EEKK.
- Solo return flight from Wycombe EGTB to Cornwall, UK, on 6th April 2025, featuring a loop around St Michael's Mount, Marazion UK, and landing at Perranporth EGTP. Total distance flown: 423 NM. Total logged P1 prior: 29.2 hours. Cessna 152, Reg. G-BHDM.
- **Differences Training in Cessna 172**, completed on 10th May 2025. Cessna 172, Reg. G-OJAG.
- **Cross-channel check** completed on 8th June 2025 in Cessna 172, Reg. G-OJAG. Return flight from Wycombe EGTB to Le Touquet, France LFAT, with instructor.
- Solo return flight from Wycombe EGTB to Le Touquet, France LFAT on 15th June 2025. Total distance flown: 293 NM. Total logged P1 prior: 39.2 hours. Cessna 172, Reg. G-OJAG.
- On the morning of the Pooleys Dawn to Dusk Competition, I had **49.4** total P1 hours (Pilot in Command), and **125.2** total hours, which I state here to emphasise this was a high-value learning flight for a low-hour pilot.

Solo flight over the Needles, Isle of Wight, from Wycombe EGTB to Wycombe EGTB, 180 NM, 2.4h flight, on Saturday 14th December 2024, with 15.8 P1 hours, Cessna 152

d. Regulatory compliance

- **Passport & PPL licence**: Carried with me, valid / current.

- **Aircraft documents**: List of documents carried during the flights: Aircraft Manual POH, Certificate of Registration, Certificate of Airworthiness, Noise Certificate, Aircraft Radio Licence, Third Party Liability Insurance Certificate, Minimum Equipment List, Aircraft Tech Log, Aircraft Mass and Balance Certificate. In addition, current UK and France charts covering the full journey, Flight Plan details.

- **Customs, Immigration and Police:**
  - **UK: General Aviation Report (GAR)** must be submitted online by pilots intending to travel from/to the UK. GARs submitted 24h prior to intended flights. Inbound and outbound forms.

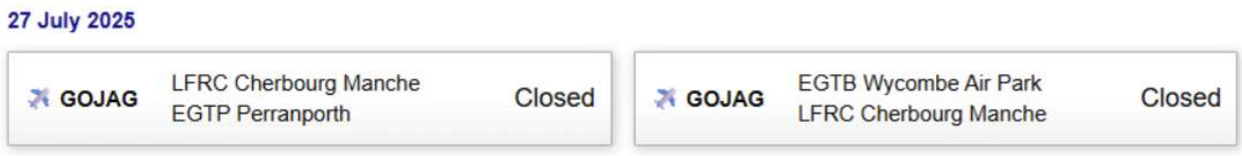
Submitted GARs

Aircraft registration	Created date	Departure date	Departure time (UTC)	Departure port	Arrival port	Submission reference
GOJAG	2025-07-26	2025-07-27	10:30:00	CER	EGTP	20250726_180704_GOJAG_6670523_eGAR
GOJAG	2025-07-26	2025-07-27	08:00:00	HYC	CER	20250726_175209_GOJAG_6670488_eGAR

  - **France: French Customs (Douanes):** Submitted relevant forms via email to French Customs, 24h prior to intended arrival time in Cherbourg. Inbound and outbound forms.

- **"Prior Permission Required" PPR:** Provided visited airfields (Cherbourg and Perranporth) notice and information relevant to the flights (expected time of arrival and departure, aircraft type and details, pilot details. PPR was done over email the day before the flight for Cherbourg, and via phone call in the morning of the flight for Perranporth.

- **Flight Plans:** It is a requirement to file a flight plan for international flights. A flight plan must be filled for all flights (IFR/VFR) to or from the United Kingdom which will cross the United Kingdom FIR Boundary. I did fill outbound and inbound flight plans using SkyDemon application from my phone, an hour prior to departure for each flight.



- **Cross water specific items**: I did wear a life jacket during both my flights over the channel (flights 1 and 2). I also had with me, easily reachable a PLB (Personal Locator Beacon).

- **Signed off by instructor**: In the morning of the flights, I got signed off by Instructor Robert Norris, at Wycombe EGTB. I went through my planning and preparation with him to be sure I hadn't forgotten anything major. This is a requirement as an aircraft renter to be signed off for any flight. But it was also important for me to be able to cross check I was all set to go.

e. Safety Risk management, weather precautions

Although the Dawn to Dusk Challenge celebrates the spirit of adventure in aviation, I approached this flight with the mindset that safety must come first. As a newly qualified pilot with just 49 hours as Pilot in Command on the morning of the flight, I was fully aware that my limited experience was a risk factor. My *French roots* gave me a natural familiarity with crossing into French airspace and handling the language, but my *British wings* reminded me that, as a new pilot, I needed to rely on careful preparation, structured decision-making, and humility in the face of potential challenges.

To manage this balance, I applied structured risk management before and during the flight, using the **PAVER model** recommended in UK general aviation safety practice.

P — Pilot (solo flight, no passengers)

As a recently qualified PPL pilot, I assessed myself honestly against the task ahead. The combination of long cross-country legs, 2 international flights over the water, and Channel Islands Control Zone (CTR Class D) crossing required careful consideration. I mitigated these risks:

- Before the day of the flight:
    - By regularly completing dual refresher flights with instructor and reviewing my planned navigation, diversions, and emergency procedures.
    - By reviewing UK CAA Safety Sense Leaflets and Skyway code to cover from flight planning to overwater flying.
- On the day of the flight:
    - By assessing myself in the morning as I woke up and deciding that I was fit to fly on that day.
    - By ensuring hydration and nutrition before departure, during flight and allowing adequate rest in-between flights.
    - By flying solo without passengers (potential distractions), allowing me to focus entirely on decision-making and aircraft handling.

A — Aircraft

The aircraft was a Cessna 172 (Registration G-OJAG), maintained to full UK standards, with a recent annual check completed (5 days prior). For this type of journey, its endurance, reliability, and familiarity were strong safety assets to me.

- I conducted a thorough pre-flight inspection and confirmed serviceability with the maintenance logs.

- Fuel planning exceeded the minimum legal requirement, with full tanks at each departure and alternates considered on each flight.
- Performance calculations confirmed safe margins at Wycombe EGTB, Cherbourg LFRC, and Perranporth EGTP.
- Navigation was backed up by dual systems: traditional charts with pilot logs (PLOGs) thoroughly prepared, coupled with SkyDemon on my phone, as back up.

V — enVironment

Weather and environment presented the most variable risks:

- I studied TAFs, METARs in the morning of and during the day, and F214/F215 charts, checking specifically for visibility, wind, and low-level cloud.
- I knew sea fog was a hazard on both the French and Cornish coasts, so I kept on top of weather forecast from both French Meteo-France and UK Met Office, especially for Channel crossing.
- Routing was planned with potential diversions / alternates, as recommended by ICAO's Threat and Error Management (TEM) principles.

E — External Pressures

I acknowledged a strong external pressure: this flight represented a personal milestone. After I became a British citizen and a qualified pilot, I had the idea to celebrate my binational identity by linking Mont Saint-Michel and St Michael's Mount in one day. Such significance could easily generate "Get-There-itis."

To counter this, I deliberately built flexibility into the plan:

- Clear "Go / No-Go" points were established, based on weather and aircraft performance.
- Multiple alternates (Lee-On-The-Solent, Bembridge, Caen, Alderney, Jersey, Guernsey, Exeter, Land's End, Newquay) were briefed in advance (ATZ plates studied).
- Should external factors prevented completion of the route in 2025, I intended to carry forward the plan and execute it in the following year.
- I reminded myself before departure that the challenge values planning and safety as much as completion.

I conducted several review sessions with instructors to evaluate key aspects of the planning process, from route selection to R/T procedures. I am deeply grateful to Mr Robert Norris, Mr Alastair Stevenson, and Mr Cliff Carlton for generously sharing their expertise throughout this preparation.

The flights were postponed multiple times—whether due to adverse weather conditions in England or France, aircraft unavailability, or a rejected PPR request at Cherbourg in late June. These setbacks proved to be valuable lessons in patience and resilience.

R — Review Risks & Mitigation

Identified risks:

- Limited overall flight experience of the pilot.
- Extended solo cross-country route involving international and maritime segments, including transit through the Channel Islands Control Zone (Class D).
- Variable weather conditions, particularly concerning visibility, cloud cover, and coastal fog.

Mitigation Measures:

- Adopted conservative margins for both weather and fuel planning.
- Incorporated multiple alternate aerodromes and maintained routing flexibility throughout.
- Conducted thorough preparation using CAA guidance materials, supplemented by instructor reviews.
- Continuously monitored enroute conditions with readiness to divert if required.
- Selected standby frequency 121.5 MHz to ensure emergency communication capability in case of ATC loss.
- Wore a life jacket during overwater segments (Flights 1 and 2).
- Familiarised myself with ditching drills and escape route from the aircraft for the overwater segments.
- Carried a Personal Locator Beacon (PLB), readily accessible for emergency use.
- Performed a full FREDA check prior to each water crossing, confirming engine parameters, fuel sufficiency (including turnback/diversion options), and aircraft readiness.
- Operated a serviceable Mode C transponder throughout all flight phases.
- Packed an overnight bag to accommodate potential delays due to fatigue, weather, aircraft issues, or other factors impacting safe continuation.

Review:

Prior to each flight, I thoroughly reassessed all planning elements. Each review informed a clear Go/No-Go decision, based on current conditions and readiness. With an overnight bag prepared, I retained full flexibility to pause the journey at any stage if required.

Outcome:

The flight was completed safely and without incident. All personal and regulatory limits were adhered to, and the implemented risk management strategies proved effective throughout the operation.

5. Weather & Flight Conditions

Following completion of Differences Training on the Cessna 172 and formal sign-off for Channel crossings, the flight was scheduled for a summer day with favourable conditions to support coastal VFR navigation and aerial photography. While the planning process was relatively straightforward, operational execution proved more complex due to full-time professional commitments. Consequently, the route had to be flown preferably on a weekend day.

It became evident that synchronising suitable weather conditions across the entire route, ensuring aircraft availability and serviceability, and obtaining Prior Permission Required (PPR) for both Aerodrome Traffic Zones (ATZs: Cherbourg and Perranporth), posed significant challenges.

A critical element of the planning process involved confirming VFR conditions across both the UK and France for the duration of the journey. Long range weather forecasts were meticulously studied from the UK Met Office, from Meteo-France AeroWeb and from diverse other sources (Windy App, AeroWeather, amongst others). The forecast checks on Saturday 26th July evening indicated favourable conditions for the next day. Early morning on Sunday 27th July, the weather assessments —including review of the latest F214 UK Spot Wind Forecast Chart, F215 UK Low-Level Forecast Chart (available in Appendix section), METARs, TAFs for each aerodrome on the route — demonstrated acceptable parameters for safe navigation. I took the final decision and confirmed suitability for VFR operations directly from Wycombe, during review and rental sign-off with Instructor.

Particular attention was given to the Channel crossings, especially the second leg, which required heightened caution regarding weather and fuel planning. To mitigate risks associated with coastal fog or deteriorating conditions, a series of backup routes and alternate aerodromes were identified, including Caen (LFRK), Alderney (EGJA), Jersey (EGJJ), Guernsey (EGJB), Exeter (EGTE), Land's End (EGHC), and Newquay (EGHQ).

6. Navigation & Techniques

This VFR flight was conducted primarily using pilot logs (3 PLOGS, see the actual documents below) readily available on my kneeboard, and paper charts for route planning and in-flight navigation. The following charts were utilised:

- CAA Southern England 1:500,000 Chart Edition 51 (flights 1/ 2 /3)
- France VFR IGN 1:500,000 Nord Ouest 941 Chart Edition 2025 (flight 2)

Electronic Backup:
SkyDemon was used as a secondary navigation aid, providing situational awareness and route confirmation as needed.

Fix Verification:
Where available, VOR/DME stations were used to cross-check positional fixes and ensure accuracy throughout the flight. All relevant VOR/DME had been identified during the planning phase and added to the PLOG for easy access to the information in-flight.

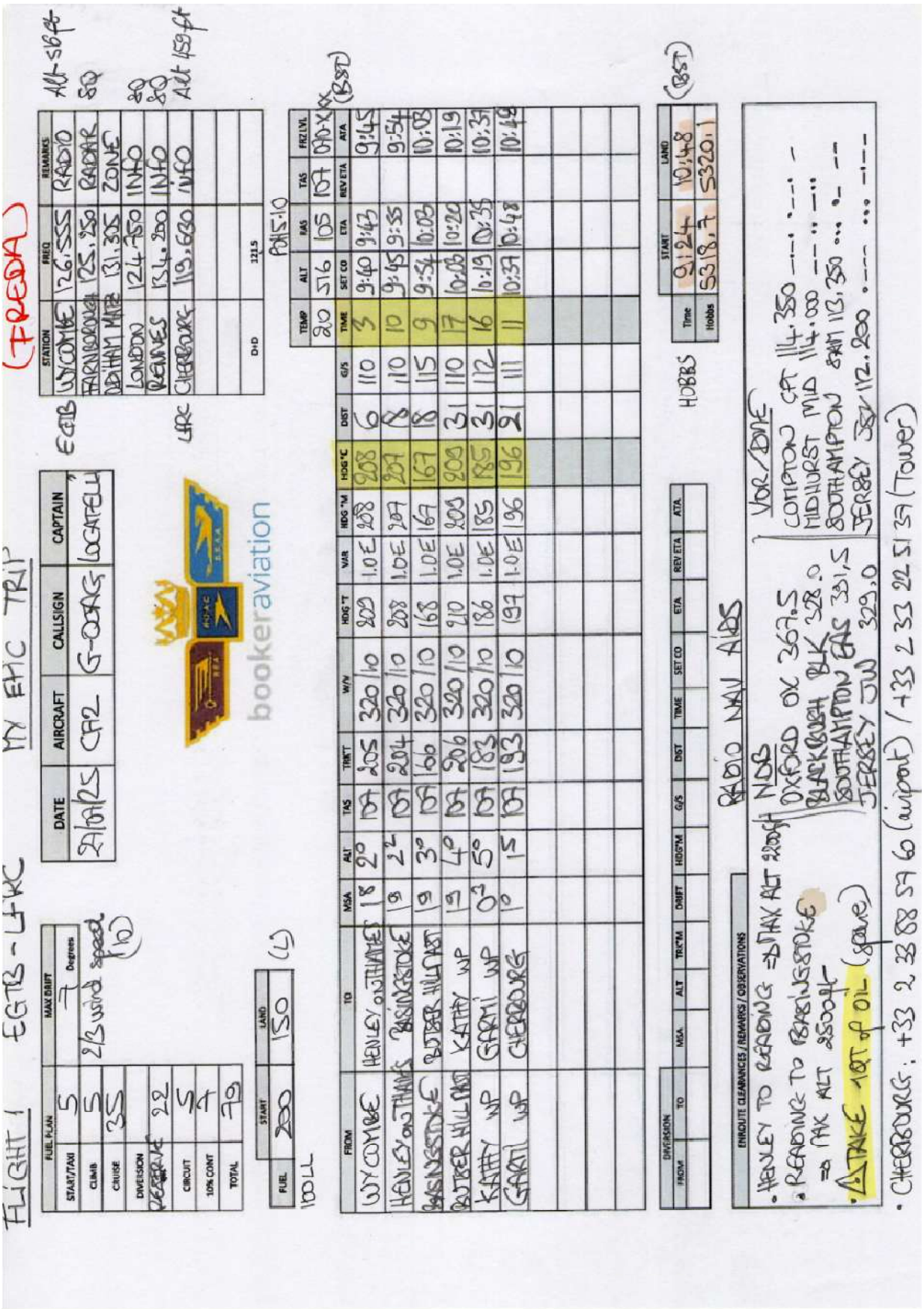
R/T frequencies:
The route has been studied upfront, determining airspace on the way, allowing to identify the frequencies to use during the flight. All main frequencies were added to the PLOG.

Instrument checks:
In general aviation, FREDA is a widely used mnemonic that helps pilots remember key en-route checks during flight. It stands for:

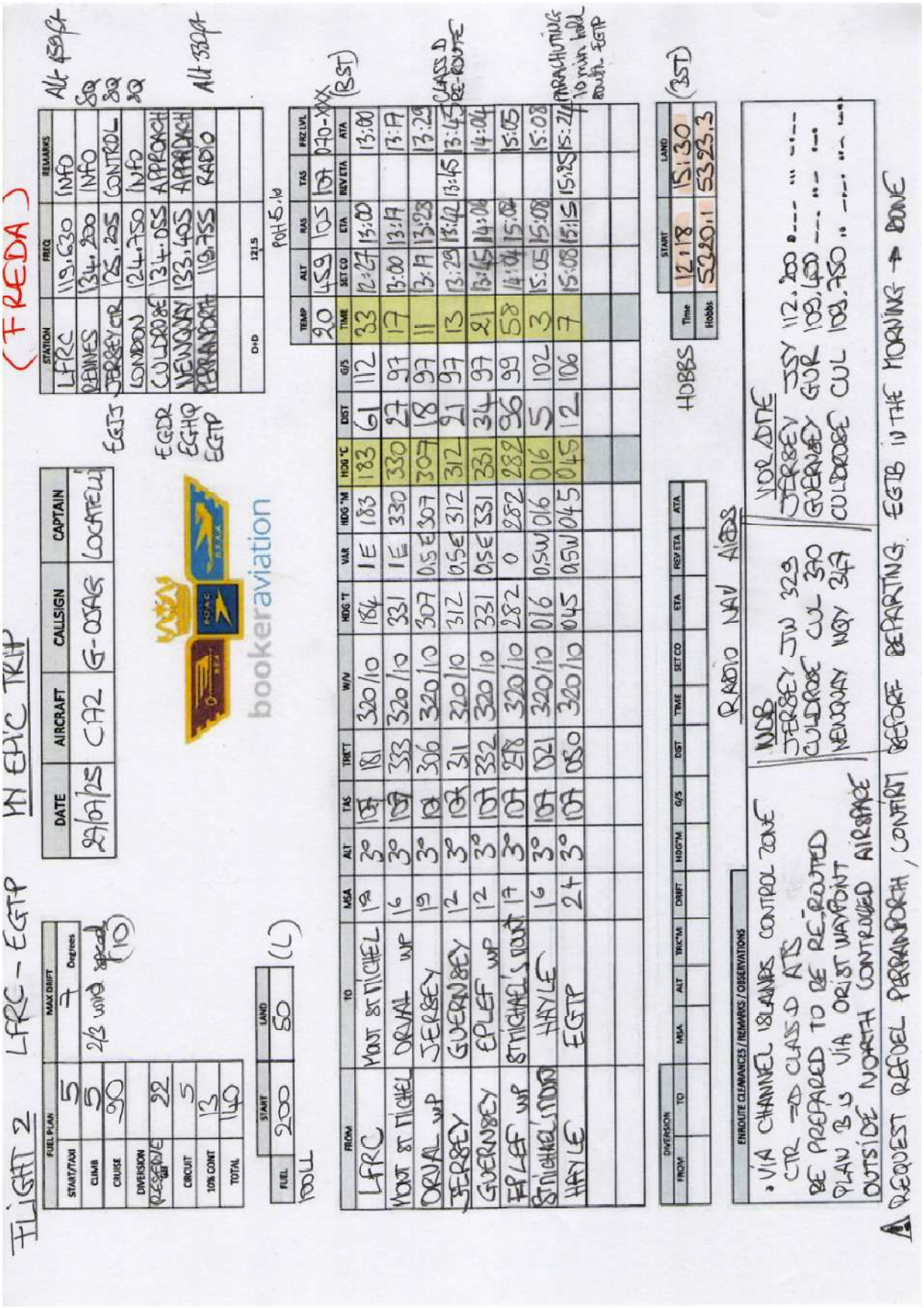
- **F – Fuel**: Check quantity, tank selection. Think about route, alternates and reserve. Is consumption in line with planned expectations?
- **R – Radio**: Confirm correct frequency is set and communications are functioning. Also, FREDA check is a good time to plan for next frequencies. G-OJAG has 2 COMs allowing to plan for up to 4 frequencies (2 active, 2 standby), keeping one set on 121.5 MHz for emergency calls.
- **E – Engine**: Monitor temperature & pressure (in the green!), and overall performance.
- **D – Direction Indicator (DI)**: Ensure it is aligned with the compass. The DI in the Cessna 172 is a gyroscopic instrument, and it slowly drifts over time—typically around 15° per hour—because it is not tied to magnetic north. Therefore, it is necessary to manually realign it with the magnetic compass at regular intervals to keep headings accurate.
- **A – Altimeter**: Verify altitude flown and correct pressure setting (QNH/QFE) on altimeter.

I always indicate “FREDA” in red on my PLOG as a visual reminder to complete the checks. I run the checks at regular intervals, every other 6-minute marks from the navigation chart, or after significant changes in heading or altitude. It’s a simple but effective tool to maintain situational awareness and flight safety.

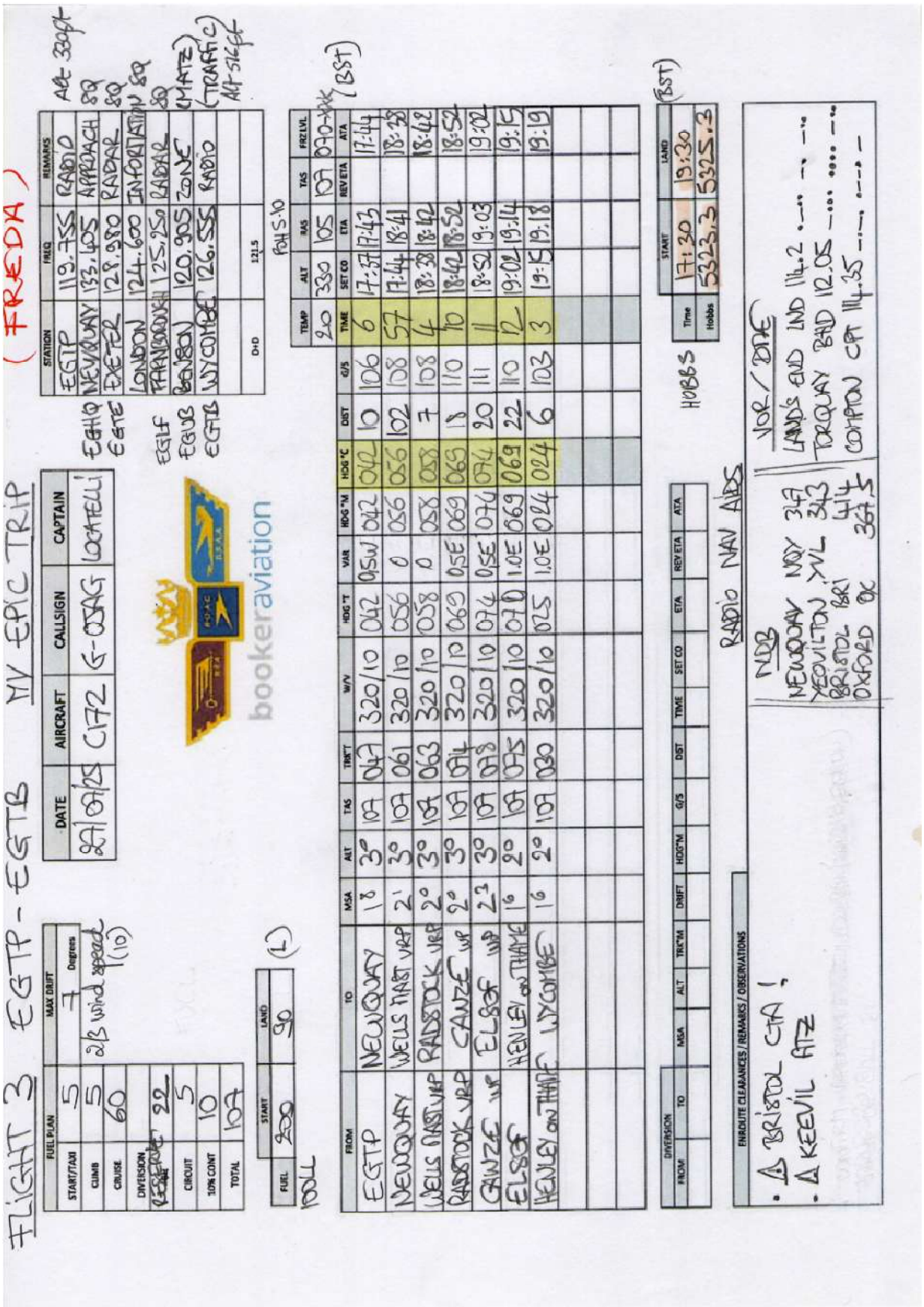
Flight 1 PLOG (Pilot Log) was manually prepared in advance and finalised on the morning of departure, incorporating up-to-date weather information (wind, temperature…):



Flight 2 PLOG (Pilot Log) was manually prepared in advance and finalised on the morning of departure, incorporating up-to-date weather information (wind, temperature…):



Flight 3 PLOG (Pilot Log) was manually prepared in advance and finalised on the morning of departure, incorporating up-to-date weather information (wind, temperature…):



The route was drawn on paper charts.

Flight 2 was to be followed on 2 charts as the full flight was incomplete on each chart:

- UK chart doesn't display as far South as Mont St Michel, France
- France chart doesn't display as far West as Cornwall, UK.

Flight charts were meticulously prepared to include all essential navigation details, ensuring minimal time spent searching for information in-flight and maximizing visual attention outside the cockpit. Key features included:

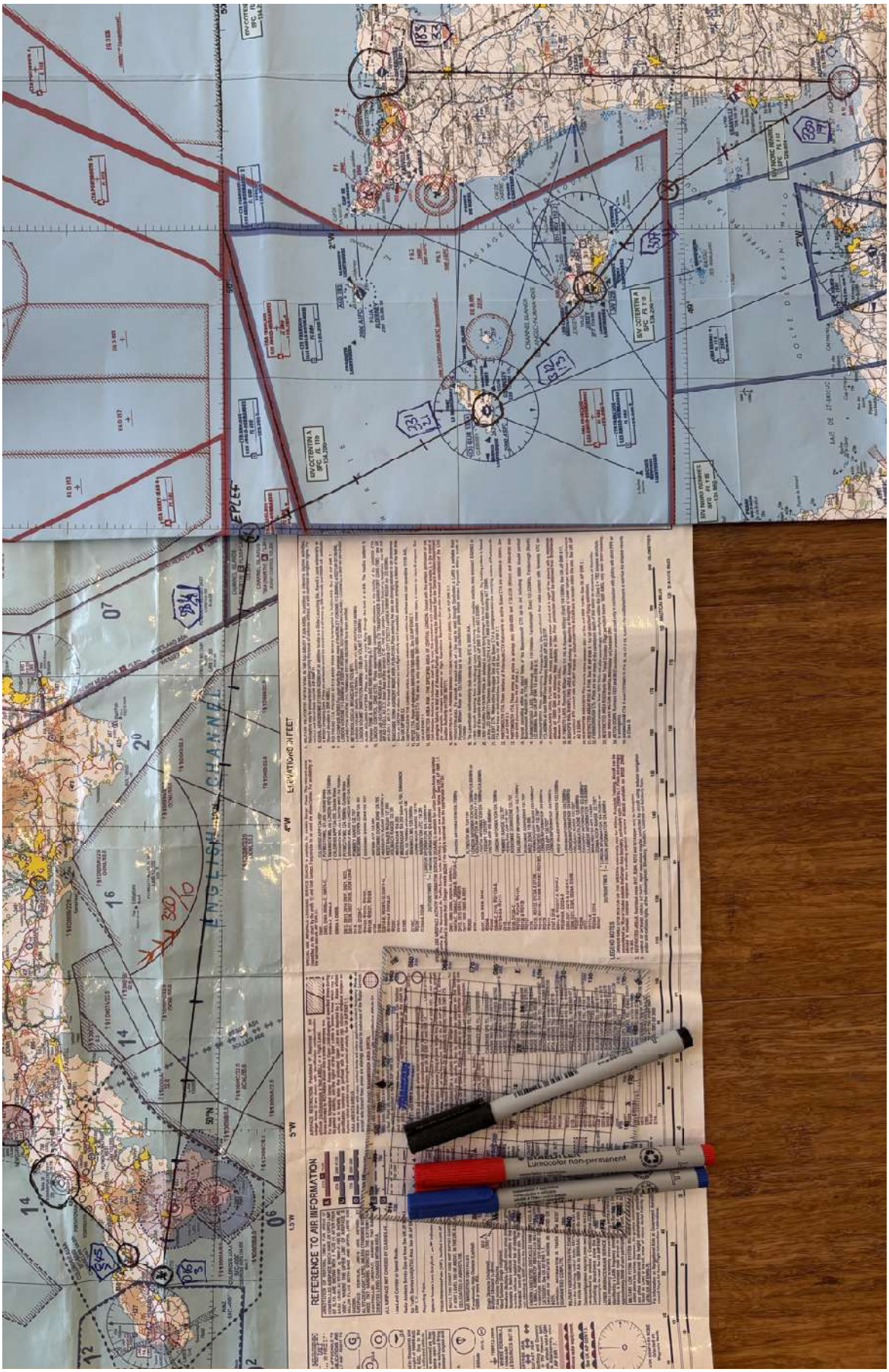
- Wind data (direction and speed) clearly marked in red, with directional arrows.
- Departure, turning points, and destination identified using black circles.
- Waypoints connected by black lines, with magnetic headings and time estimates per leg displayed in boxed annotations for quick reference—reducing reliance on the PLOG mid-flight.
- Six-minute markers added along each leg to support situational awareness and time tracking.

For open-water segments, SkyDemon was used selectively, where traditional six-minute marks were less applicable.

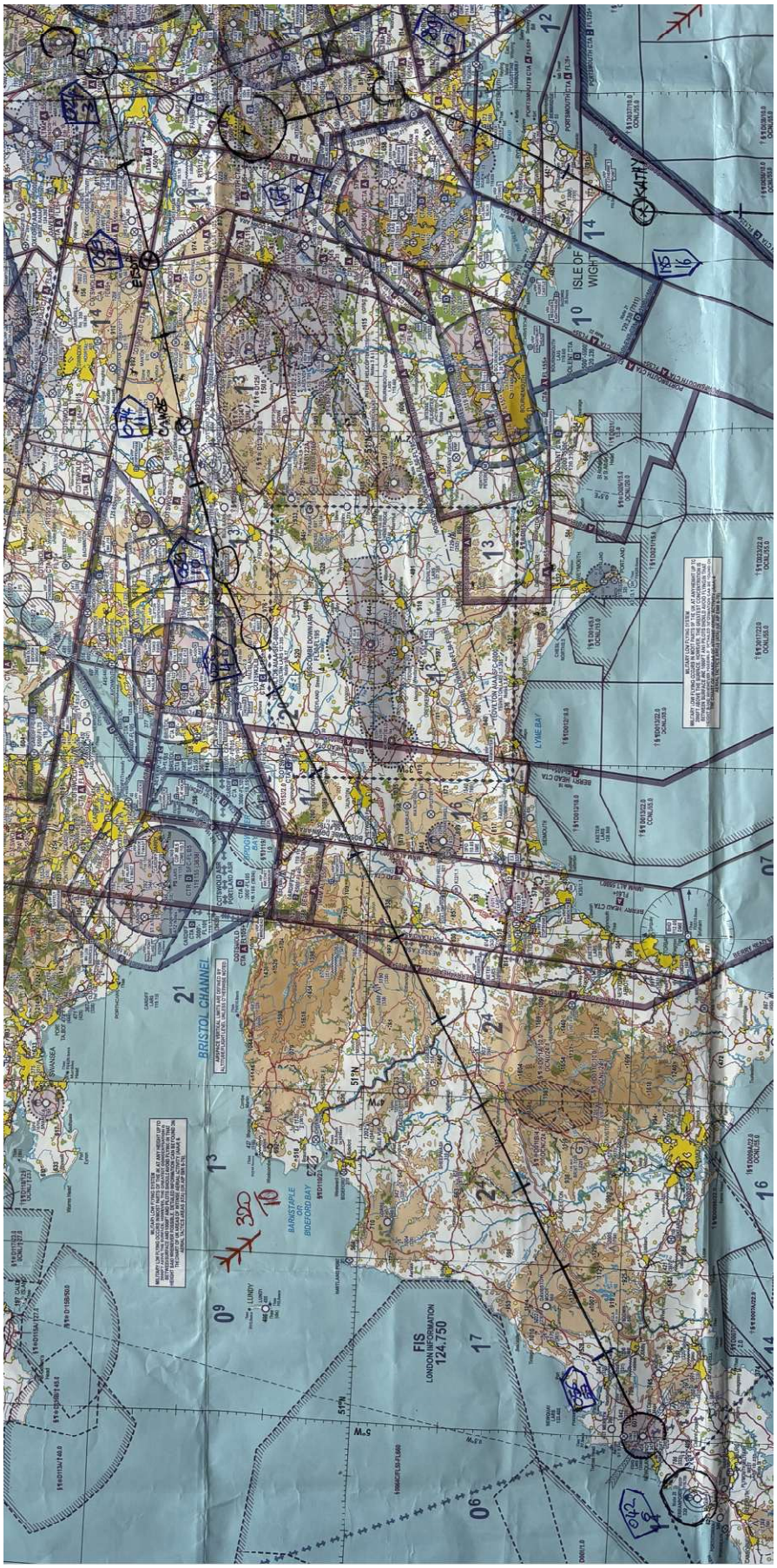
Fuel planning was conducted for each flight leg, incorporating standard VFR reserves of 45 minutes and an additional 10% contingency, ensuring robust margins for safety and flexibility.

Flight 1 chart preparation:

Flight 2 chart preparation:



Flight 3 chart preparation:



7. Execution of the Flight

Flight 1 — Wycombe (EGTB) → Henley → Basingstoke → Butser Hill Mast → KATHY Waypoint → GARMI Waypoint → Cherbourg (LFRC)

I departed early morning from Wycombe Air Park EGTB after a comprehensive check of the aircraft, tracking South-West, overflying the Isle of Wight, before crossing the Channel. The visibility over the water was very good, the French coast soon appearing as a thin grey line ahead before the land features came into clear view. The arrival at Cherbourg was smooth, with customs formalities completed efficiently.

- **Departing (take-off) time from EGTB Wycombe:** 0840 UTC.
- **Cruise:** 4,600 ft over the Channel for glide range.
- **Landing time at LFRC Cherbourg:** 0951 UTC.
- **Total flight time (HOBBS*):** 1.4 hour
- **Total distance flown:** 132 NM
- **Remarks:** Smooth crossing, self-service refuel, efficient customs clearance at LFRC.

***Note**: HOBBS time (total flight time) includes ground operations (pre-taxi checks, power checks and pre-take off vital actions, after landing checks and shutting down procedures) and taxi to/from runway.

Flight from Wycombe Air Park to Cherbourg Manche

Takeoff from EGTB Wycombe Air Park at 27 Jul 2025 08:40 Z

Landing at LFRC Cherbourg Manche at 27 Jul 2025 09:51 Z

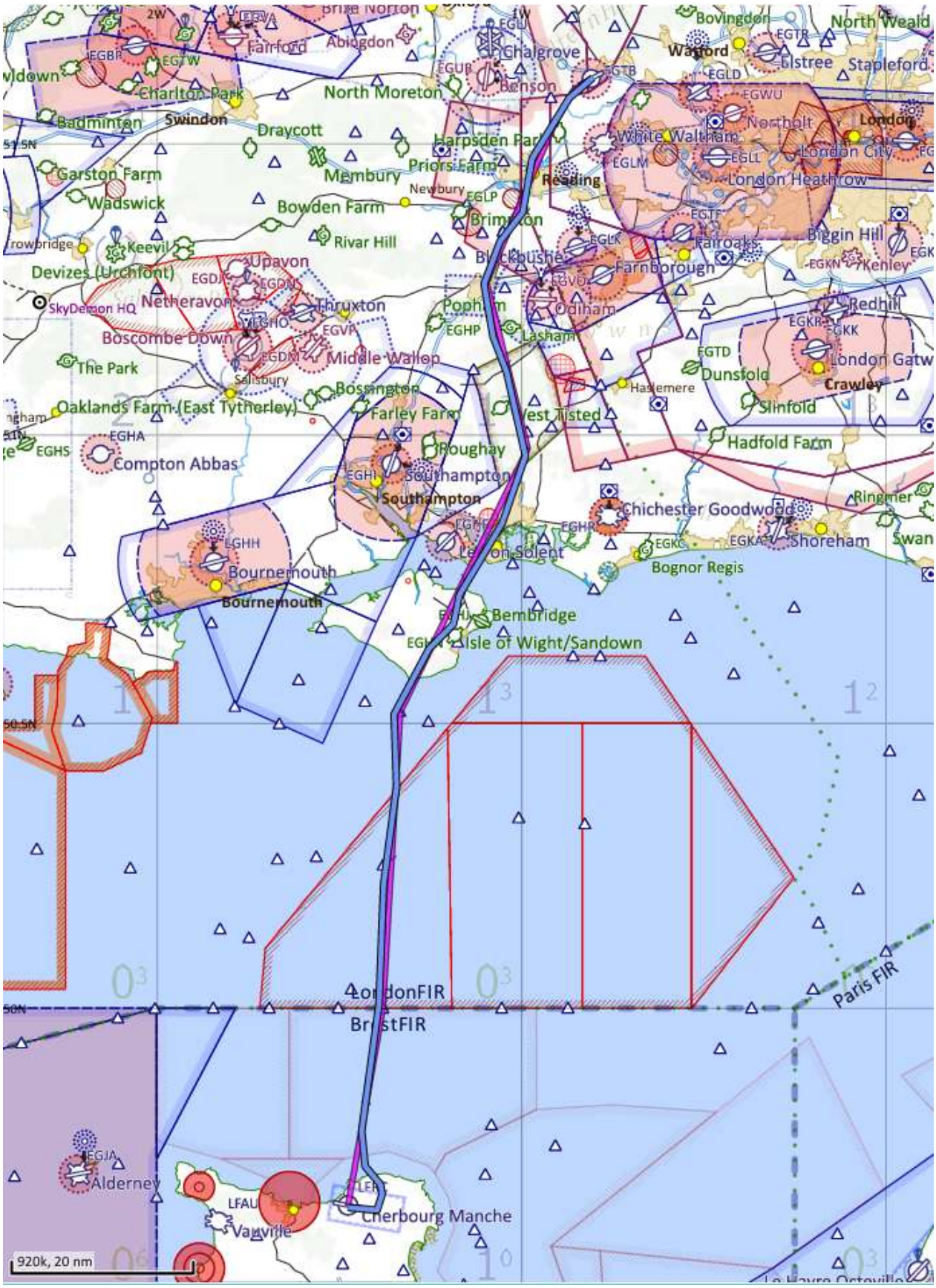
FLIGHT TIME: 1 hr 11 m (1.2 hours)

DISTANCE FLOWN: 132 nm, MAXIMUM ALTITUDE: 4,767 ft, MAXIMUM SPEED: 136 kt, AVERAGE SPEED: 110 kt

		TrkT	Dist	Elapsed	Time
EGTB Wycombe Air Park N513529 W0005126		236	2.2	2 min	08:42 Z
N513529 W0005126 Henley-on-Thames		210	4.0	4 min	08:44 Z
Henley-on-Thames Basingstoke		203	18	14 min	08:54 Z
Basingstoke Butser Hill Mast (EGHI)		166	18	23 min	09:03 Z
Butser Hill Mast (EGHI) N503111 W0011955	(KATHY Waypoint)	206	31	39 min	09:19 Z
N503111 W0011955 N495956 W0012247	(GARMI Waypoint)	183	31	54 min	09:34 Z
N495956 W0012247 LFRC Cherbourg Manche		190	21	1 hr 11 m	09:51 Z

Pilot logs: EGTB - LFRC chart

In purple, the planned route, in blue, the flown route.



Flight 2 — Cherbourg (LFRC) → Mont Saint-Michel → ORVAL waypoint → Jersey → Guernsey → EPLEF waypoint → St Michael's Mount → Perranporth (EGTP)

From Cherbourg, I headed South until I saw Mont Saint-Michel rose from the tidal flats. Staying at good distance to the Mont due to NOTAM for parachuting over it from Avranches skydiving centre, I still could see the abbey walls in the distance and take a few pictures.

- **Departing (take-off) time from LFRC Cherbourg:** 1127 UTC.
- **Cruise:** Maintained not above 2,000 ft while crossing the Channel Islands CTR, as per ATC instructions. Climbed up to 4,000 ft outside the Channel Islands CTR to Cornwall.
- **Landing time at EGTP Perranporth:** 1427 UTC.
- **Total flight time (HOBBS*):** 3.2 hours (delayed arrival at EGTP due to parachuting active).
- **Total distance flown:** 294 NM
- **Channel Islande CTR crossing:** My plan was to fly overhead Jersey and Guernsey. I was instructed to follow specific waypoints, including Corbiere Lighthouse, South of Jersey, St Martins Point waypoint, South-East of Guernsey, Fort Le Marchant, North-East of Guernsey, and then resume planned route with EPLEF waypoint at the North-West boundary of the Channel Islands CTR. The CTR crossing was a pleasant experience. I witnessed the arrival and departure of several aircrafts.
- **St Michael's Mount, Cornwall:** I decided not to orbit around the Mount, as initially planned, but to remain East of it, allowing me to safely take a few pictures of the mount and the causeway.
- **Arrival at Perranporth:** When I contacted Perranporth Radio 10 NM to the ATZ, I was instructed to remain outside of the ATZ due to parachuting activity at Perranporth. I did hold South of Perranporth. When "all canopies on the ground" message was announced on the radio, I resumed my arrival procedure for runway 27 RH. We were 4 aircrafts holding, I was in third position in the circuit. The landing at EGTP was executed smoothly.

***Note**: HOBBS time (total flight time) includes ground operations and taxi to/from runway.

Flight from Cherbourg Manche to Perranporth

Takeoff from LFRC Cherbourg Manche at 27 Jul 2025 11:27 Z

Landing at EGTP Perranporth at 27 Jul 2025 14:27 Z

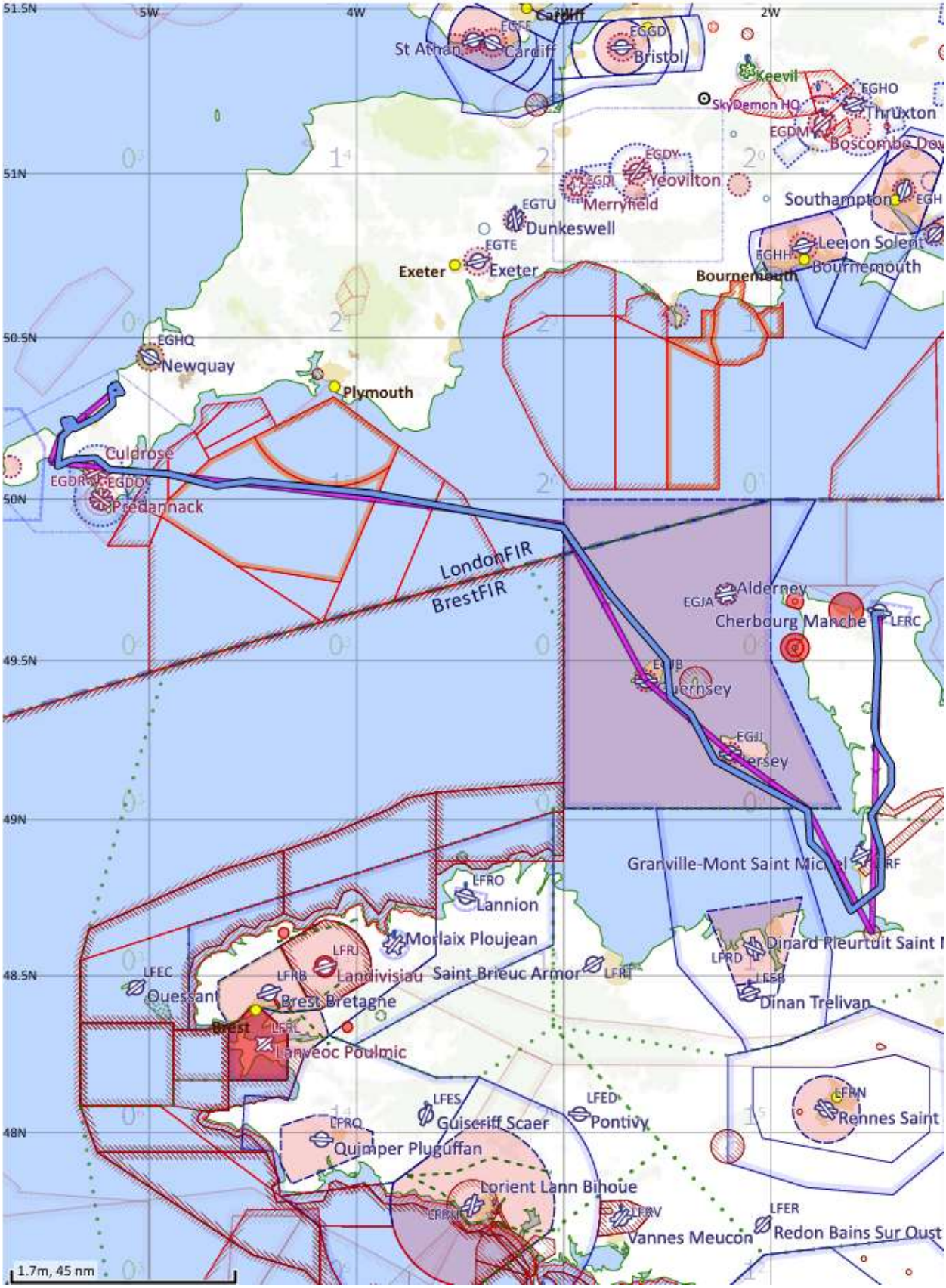
FLIGHT TIME: 3 hr 0 m (3.0 hours)

DISTANCE FLOWN: 294 nm, MAXIMUM ALTITUDE: 4,154 ft, MAXIMUM SPEED: 127 kt, AVERAGE SPEED: 98 kt

	TrkT	Dist	Elapsed	Time
LFRC Cherbourg Manche N483810 W0013041 (Mont St Michel)	181	61	34 min	12:01 Z
N483810 W0013041 ORVAL (Channel Islands CTR Waypoint - Boundary)	333	27	51 min	12:17 Z
ORVAL EGJJ Jersey	306	18	1 hr 2 m	12:29 Z
EGJJ Jersey EGJB Guernsey	311	21	1 hr 17 m	12:44 Z
EGJB Guernsey EPLEF (Channel Islands CTR Waypoint - Boundary)	332	34	1 hr 37 m	13:05 Z
EPLEF SMM (St Michael's Mount)	278	96	2 hr 38 m	14:05 Z
SMM (St Michael's Mount) N501155 W0052545 (Hayle)	021	5.3	2 hr 40 m	14:07 Z
N501155 W0052545 EGTP Perranporth	050	12	2 hr 59 m	14:27 Z

Pilot logs: LFRC - EGTP chart

In purple, the planned route, in blue, the flown route.



Flight 3 — Perranporth (EGTP) → Newquay (EGHQ) → Wells Mast VRP → Radstock VRP → CAWZE waypoint → ENHAQ waypoint → ELSOF waypoint → Wycombe (EGTB)

After landing at Perranporth for fuel and a brief meal in the sun on the terrasse, watching skydivers having fun, I set course back to Wycombe. The late afternoon flight was the occasion to see some beautiful landscape in the end of day sunlight. This flight marked the end of a full and satisfying day's flying.

- **Departing (take-off) time from EGTP Perranporth:** 1637 UTC.
- **Cruise:** Planned for 2,500ft, flown with maximum altitude of 3,738 ft based on cloud base locally.
- **Landing time at EGTB Wycombe:** 1824 UTC (sunset on 27/07/2025 at 1954 UTC).
- **Total flight time (HOBBS*):** 2.0 hours
- **Total distance flown:** 196 NM
- **Routing:** Inland, avoiding Bristol and Exeter controlled airspace; final arrival into Wycombe EGTB in golden evening light. I call (by phone) Wycombe Ops before departing from Perranporth to get current wind and runway information. During the flight, as I got close to destination I switched to Heathrow ATIS on 128.080 to get local wind (to confirm runway assumption), knowing that Wycombe Radio would be closed by the time I would integrate the circuit. I executed arrival procedure for circuit 24 RH based on wind, calling Wycombe Traffic as it was after opening hours of AGCS.

***Note**: HOBBS time (total flight time) includes ground operations and taxi to/from runway.

Flight from Perranporth to Wycombe Air Park

Takeoff from EGTP Perranporth at 27 Jul 2025 16:37 Z

Landing at EGTB Wycombe Air Park at 27 Jul 2025 18:24 Z

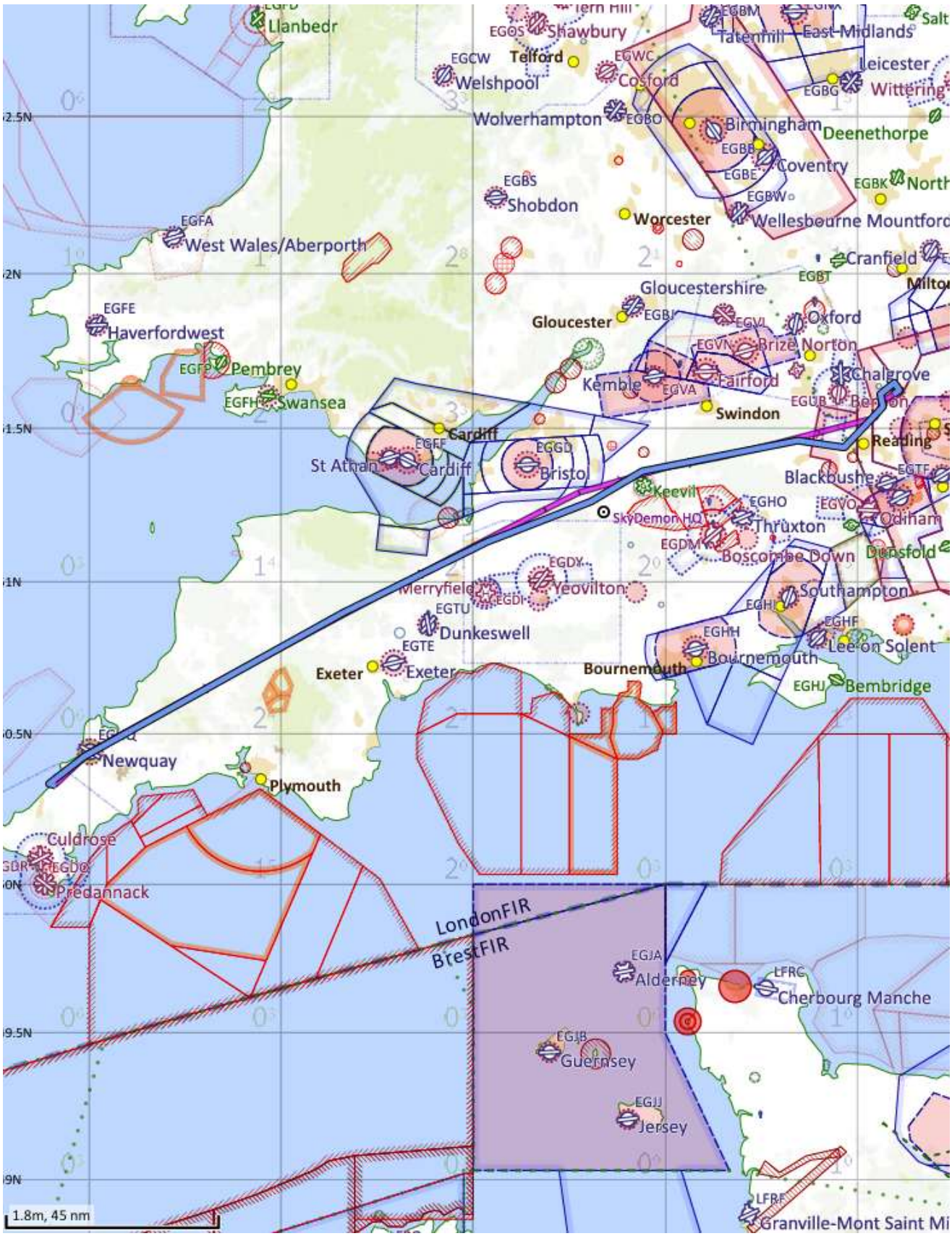
FLIGHT TIME: 1 hr 47 m (1.8 hours)

DISTANCE FLOWN: 196 nm, MAXIMUM ALTITUDE: 3,738 ft, MAXIMUM SPEED: 129 kt, AVERAGE SPEED: 110 kt

	TrkT	Dist	Elapsed	Time
EGTP Perranporth EGHQ Newquay	047	9.7	7 min	16:44 Z
EGHQ Newquay Wells Mast (EGGD)	061	102	1 hr 1 m	17:38 Z
Wells Mast (EGGD) Radstock (EGGD)	063	7.4	1 hr 5 m	17:42 Z
Radstock (EGGD) CAWZE	074	18	1 hr 14 m	17:52 Z
CAWZE ENHAQ	079	10	1 hr 20 m	17:57 Z
ENHAQ ELSOF	077	9.3	1 hr 25 m	18:02 Z
ELSOF Henley-on-Thames	075	22	1 hr 38 m	18:15 Z
Henley-on-Thames N513533 W0005119	030	4.1	1 hr 42 m	18:19 Z
N513533 W0005119 EGTB Wycombe Air Park	057	2.1	1 hr 47 m	18:24 Z

Pilot logs: EGTP - EGTB chart

In purple, the planned route, in blue, the flown route.



8. Statistics, Challenges & Achievements

Flight Statistics:

*HOBBS time includes ground operations (pre-taxi checks, power checks and pre-take off vital actions, after landing checks and shutting down procedures) and taxi to/from runway.

Flight	Planned Distance	Actual Distance	Planned flown Time	Actual HOBBS* Time
Wycombe - Cherbourg	125 NM	132 NM	1.1 h	1.4 h
Cherbourg - Perranporth	274 NM	294 NM	2.7 h	3.2 h
Perranporth - Wycombe	185 NM	196 NM	1.7 h	2.0 h
Total	**584 NM**	**622 nm**	**5.5 h**	**6.6 h**

1 day, 3 solo flights, total distance of 622 NM, 6.6 hours

Challenges and Achievements:

This project represented both a logistical and personal challenge, linking two historically and geographically connected landmarks — Mont Saint-Michel in France and St Michael's Mount in Cornwall — within a single day's flight.

As a low-hour PPL with fewer than 50 hours Pilot in Command, I successfully managed international VFR procedures, multiple Channel crossings, and complex airspace requirements. Particular preparation was devoted to the Channel Islands Class D transit, for which I sought advice from instructors Mr. Alastair Stevenson and Mr. Cliff Carlton.

Decision-making throughout was conservative:

- I established potential diversion aerodromes including Lee-On-The-Solent, Bembridge, Caen, Dinard, Jersey, Guernsey, Plymouth, Exeter, Land's End, and Newquay.
- I chose flightpaths that minimized time beyond gliding distance from shore. I kept higher cruising altitudes over water to extend my glide range and give me more options in case of engine failure.
- I was confident with how to execute a controlled water landing (Ditching procedure).
- I was aware of the consequences of hypothermia, that cold water could incapacitate me within minutes. I was wearing a life jacket during the 2 flights encompassing time over water. Also, flying over water can be psychologically demanding. Confidence in my aircraft and procedures reduced stress and improved decision-making.
- In-flight endurance was also a challenge, with one sector extending over three hours. Careful planning included carrying water and snacks to avoid fatigue, hypoglycaemia, or dehydration.

These strategies contributed significantly to the safety and success of the flights.

Achievements extended beyond completing the objective of linking the two tidal islands in one day. The flights strengthened my navigational skills, flight planning, and in-flight decision-making, while also providing valuable experience with international procedures and controlled airspace operations. Photographic documentation was captured of both landmarks and key en-route features.

From a licensing perspective, the flight also marked **a pilot milestone**: a total of 6.6 hours and 622 NM, qualifying as my required **CPL cross-country flight** (over 540 km / 300 NM with full-stop landings at two different aerodromes).

Ultimately, the project combined demanding operational challenges with lasting personal achievements, providing an invaluable stepping stone in my journey toward becoming a more experienced and capable pilot.

9. Lessons Learned

Preparation is everything — especially for cross-border flights with limited experience. The detail in planning gave me confidence when flying over unfamiliar terrain and open-water segments.

Patience is paramount — it proved to be essential: Whenever I tried to push ahead too quickly in my training, circumstances had a way of slowing me down — whether through weather, aircraft maintenance, or instructor availability. Each delay became an opportunity to pause, revisit my planning, question my approach, and refine it. Far from wasted time, these enforced pauses strengthened both my preparation and my mindset.

Weather windows were critical in determining go/no-go decisions. Achieving suitable conditions across such a wide area — spanning Wycombe, the Channel crossing, northern France, Cornwall and back to Wycombe via Bristol area — proved particularly challenging. Rarely did all regions align with the required standards for safety over the full duration of the flights. This reinforced the importance of patience, flexibility, and a willingness to adapt the plan until the right window presented itself.

Confidence grows in the doing — taking on a demanding challenge early in my flying career accelerated my learning and built trust in my abilities.

Safety first — always.

10. Conclusion & Reflection

The Pooley's International Dawn to Dusk Competition is about more than covering miles between sunrise and sunset. It is about purpose — finding meaning in the act of flight, using an aircraft as a bridge between ideas, people, and places.

From Mont Saint-Michel to St Michael's Mount, I not only linked two landmarks but united two halves of my identity. This flight was both a personal and geographical connection, carried out with the same sense of exploration that has inspired aviators for decades.

Mont Saint-Michel — 27 Jul 2025, 13:01 BST, from the North-West

St Michael's Mount — 27 Jul 2025, 15:04 BST, from the East

Sunday 27th July 2025, 15:04 BST, St Michael's Mount with causeway visible at low tide

***Sunday 27th July 2025, 19:38 BST, after a symbolic epic journey between my two homelands*, Cessna 172 Skyhawk G-OJAG and I, safely back at Wycombe.**

11. References — Mont-Saint-Michel and St Michael's Mount

Mont Saint Michel, France

- **UNESCO World Heritage Centre** — Mont-Saint-Michel and its Bay: Mont-Saint-Michel and its Bay - UNESCO World Heritage Centre

- **Abbey of Mont-Saint-Michel** – Official history: Welcome to the abbaye du Mont-Saint-Michel

- **Official website of the restoring operation of the Mont St Michel**: Le Mont-Saint-Michel and its bay is one of the most visited tourist sites in France, one of the most famous in Europe. Each year, nearly 2.5 million visitors from around the world to admire. But the conditions of access were no longer at the height of fame or the place or public expectations. Everything has been redesigned for the "Rock" finds its magic gradually lost: Official website of the restoring operation of the Mont-saint-Michel's maritime character

St Michael's Mount, UK

- **St Michael's Mount official site** — History & Legends / visitor information: St Michael's Mount History & Myths – St Michael's Mount.

- **National Trust**: St Michael's Mount | Cornwall | National Trust

- **Discover Britain** - St Michael's Mount: the myths and the magic St Michael's Mount: the myths and the magic

12. Video link and final words

The accompanying video brings together the few photographs I was able to capture with my phone before, during, and after the three flights. Understandably, as I was flying solo, my priority was always the safety of the operation, so photography was secondary.

VIDEO LINK: **https://vimeo.com/1116319699**

Compiling these images allowed me to relive an exceptional journey: from gaining my wings to challenging myself with this Dawn to Dusk project, all with the aim of becoming a more knowledgeable and capable pilot. The experience has been both rewarding and transformative, and I have thoroughly enjoyed every step of the journey so far.

These photographs are more than simple records — they are the visual memory of my 2025 adventure, which I hope will be the first of many more to come. The months of training, planning, preparation, and waiting for the right opportunity were as much a part of the story as the flights themselves, and they made the day in the air all the more special.

As final words, I would like to thank three instructors at Wycombe EGTB for their unwavering support at different stages of my progression since my first flight in 2024: Mr Robert Norris, Mr Alastair Stevenson and Mr Cliff Carlton.

With this, I conclude my submission to the 2025 Pooley's International Dawn to Dusk Competition. Thank you sincerely for taking the time to read my reflections on this incredible journey.

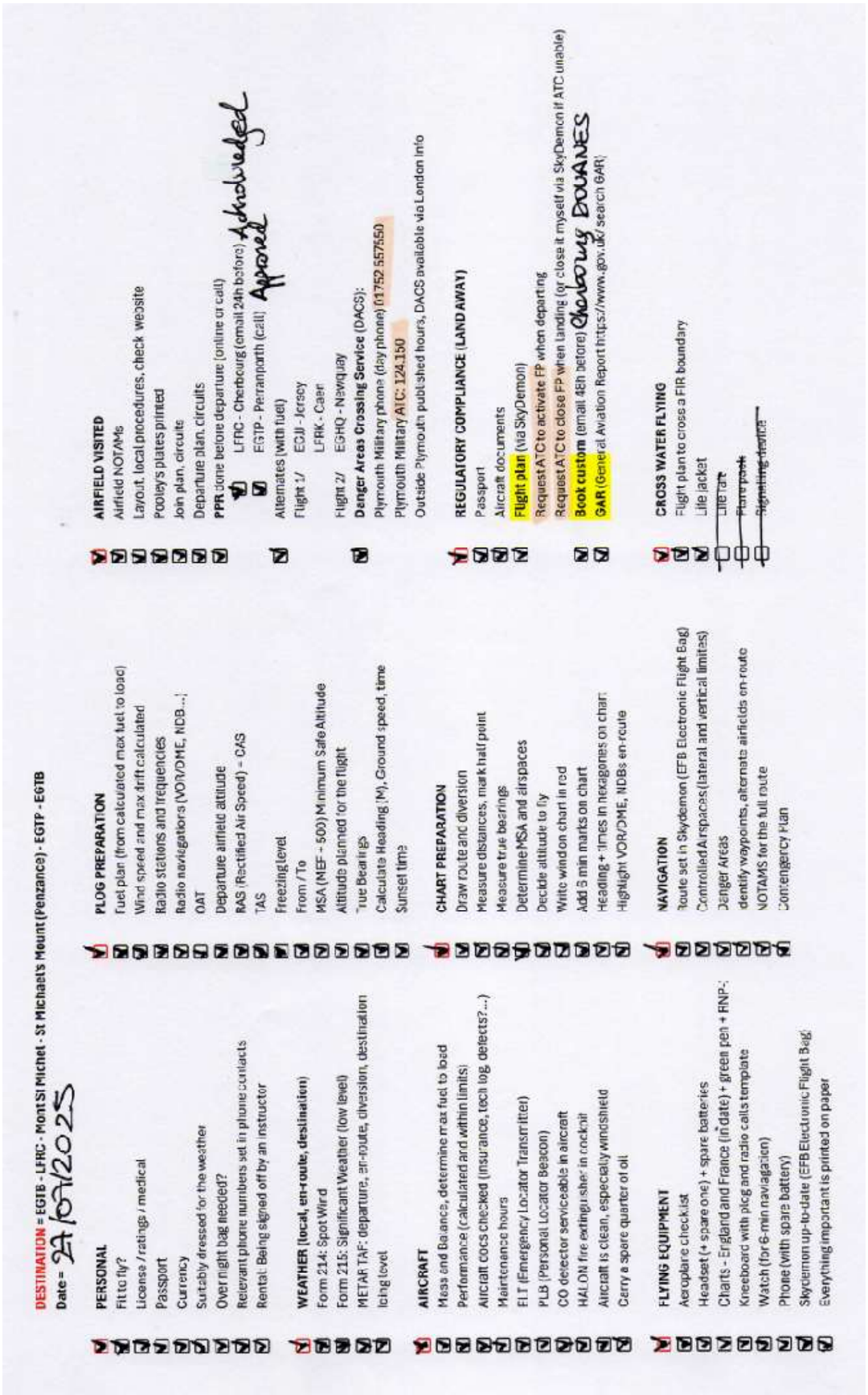
With best wishes,

Karen Locatelli

-September 2025-

APPENDICES

1. Planning and pre-flight checklist



DESTINATION = EGTB - LFRC - Mont St Michel - St Michaels Mount (Penzance) - EGTP - EGTB

Date = 24/03/2025

PERSONAL
- Fit to fly?
- License / ratings / medical
- Passport
- Currency
- Suitably dressed for the weather
- Overnight bag needed?
- Relevant phone numbers set in phone contacts
- Rental: Being signed off by an instructor

WEATHER (local, en-route, destination)
- Form 214: Spot Wind
- Form 215: Significant Weather (low level)
- METAR TAF: departure, en-route, diversion, destination
- Icing level

AIRCRAFT
- Mass and Balance, determine max fuel to load
- Performance (calculated and within limits)
- Aircraft docs checked (insurance, tech log, defects?...)
- Maintenance hours
- ELT (Emergency Locator Transmitter)
- PLB (Personal Locator Beacon)
- CO detector serviceable in aircraft
- HALON fire extinguisher in cockpit
- Aircraft is clean, especially windshield
- Carry a spare quarter of oil

FLYING EQUIPMENT
- Aeroplane checklist
- Headset (+ spare one) + spare batteries
- Charts - England and France (in date) + green pen + RNP-1
- Kneeboard with plog and radio calls template
- Watch (for 6-min navigation)
- Phone (with spare battery)
- Skydemon up-to-date (EFB Electronic Flight Bag)
- Everything important is printed on paper

PLOG PREPARATION
- Fuel plan (from calculated max fuel to load)
- Wind speed and max drift calculated
- Radio stations and frequencies
- Radio navigators (VOR/DME, NDB...)
- OAT
- Departure airfield altitude
- RAS (Rectified Air Speed) = CAS
- TAS
- Freezing level
- From / To
- MSA (MEF + 500) Minimum Safe Altitude
- Altitude planned for the flight
- True Bearings
- Calculate Heading (M), Ground speed, time
- Sunset time

CHART PREPARATION
- Draw route and diversion
- Measure distances, mark half point
- Measure true bearings
- Determine MSA and airspaces
- Decide altitude to fly
- Write wind on chart in red
- Add 5 min marks on chart
- Heading + times in hexagones on chart
- Highlight VOR/DME, NDBs en-route

NAVIGATION
- Route set in Skydemon (EFB Electronic Flight Bag)
- Controlled Airspaces (lateral and vertical limites)
- Danger Areas
- Identify waypoints, alternate airfields en-route
- NOTAMS for the full route
- Contengency Plan

AIRFIELD VISITED
- Airfield NOTAMs
- Layout, local procedures, check website
- Poolays plates printed
- Join plan, circuits
- Departure plan, circuits
- **PPR** done before departure (online or call)
  - LFRC - Cherbourg (email 24h before) Acknowledged
  - EGTP - Perranporth (call) Agreed
- Alternates (with fuel)
- Flight 1/ EGJJ - Jersey
  - LFRK - Caen
- Flight 2/ EGHQ - Newquay
- **Danger Areas Crossing Service (DACS):**
  - Plymouth Military phone (day phone) 01752 557550
  - Plymouth Military AIC: 124.150
  - Outside Plymouth published hours, DACS available via London Info

REGULATORY COMPLIANCE (LAND AWAY)
- Passport
- Aircraft documents
- **Flight plan** (via SkyDemon)
  - Request ATC to activate FP when departing
  - Request ATC to close FP when landing (or close it myself via SkyDemon if ATC unable)
- **Book custom** (email 48h before) Checking BOUNCES
- **GAR** (General Aviation Report https://www.gov.uk/ search GAR)

CROSS WATER FLYING
- Flight plan to cross a FIR boundary
- Life jacket
- Life raft
- Flare pack
- Signalling device

2. NOTAM Brief

G-OJAG 1. EGTB-LFRC NOTAM Brief

Takeoff: Wycombe Air Park

Taxiway Information
25 Jun 2025 14:24 Z - 31 Aug 2026 23:59 Z
Area: 5nm from N513700 W0004900, SFC+

Taxiway designator A3 missing

Warnings

Unmanned Aircraft Scheduled
28 May 2025 05:00 Z - 25 Aug 2025 17:00 Z
Area: 4nm from N514600 W0004600, SFC-1200

UAS OPR beyond visual line of sight (BVLOS) utilising visual observers (extended line of sight) within area bounded by straight lines joining 514811N 0005040W - 514828N 0005001W -

514736N 0004912W - 514704N 0004750W - 514617N 0004549W - 514535N 0004438W - 514508N 0004402W - 514440N 0004335W - 514343N 0004230W - 514324N 0004211W - 514303N 0004155W - 514259N 0004215W - 514256N 0004235W - 514329N 0004306W - 514417N 0004351W - 514504N 0004440W - 514530N 0004508W - 514610N 0004637W - 514644N 0004802W - 514702N 0004848W - 514721N 0004931W - 514811N 0005040W (Aylesbury). Max height 500FT AGL. For information 07464713829. Ar-2025-3660/01.

Unmanned Aircraft Scheduled
01 Jun 2025 03:55 Z - 29 Aug 2025 18:56 Z
(SR-SS)
Area: 2nm from N505900 W0010200, SFC-2300

Flying of large model aircraft within 1NM radius of 505833N 0010222W (East Meon). For information 07747617309. Ar-2025-3802/01.

RA(T) Activated
24 Jul 2025 14:27 Z - 22 Oct 2025 13:00 Z
Area: 3nm from N510700 W0005400, SFC-2600

Restricted area (temporary) active for UAS only (oakhangar). Within 2NM radius of position 510655N 0005429W.

Does not apply to any UAS flying in accordance with exceptions stated in the AIP SUP.

AIP SUP 059/2025 refers. Further details http://www.nats.aero/ais. restriction of flying regulations made under article 239 of air nav order 2016.

Ar-2024-8633/76.

Enroute

Radio Failure Proc Changed
01 May 2025 00:00 Z - Permanent
Area: 460nm from N441200 E0004000, SFC+

Application of the new european regulation IR SERA 2024/404 in force

On may 1ST, 2025 with the introduction of point SERA.14083 relating to procedures in case of radio communication failure.

Modification of radio failure procedure : introduction of the new emergency code 7601 and modification of the 7-minute rule to 20 minutes.

REF AIP ENR1.1

FIS Not Available
30 May 2025 19:40 Z - 30 Aug 2025 16:00 Z
(SAT-SUN 0800-1600)
Area: 40nm from N514500 W0013500, SFC-FL100

Brize Norton lower airspce radar service not available. Aircraft wishing to transit the Brize Norton CTR are to call on 119.005

FIS Limited
01 Jun 2025 00:00 Z - 01 Sep 2025 00:00 Z
Area: 76nm from N492700 W0011200, SFC-FL115

FIS restricted on frequency 120.350MHZ within 'Rennes contentin part A' FIS :

1- for 'ZRT', 'ZDT', D and R areas non-activable via NOTAM, consider them as active, by referring to associated publications.
2- for sporting and recreational activities, consider them as active according to published hours of OPS.

LFRN FIS Limited
01 Jun 2025 00:00 Z - 01 Sep 2025 00:00 Z
Area: 59nm from N484100 W0014100, SFC-FL115

FIS restricted on frequency 126.950MHZ within 'Rennes nord' FIS : 1- for 'ZRT', 'ZDT', D and R areas non-activable via NOTAM, consider them as active, by referring to associated publications.
2- for sporting and recreational activities, consider them as active according to published hours of OPS.

FIS Limited
01 Jun 2025 00:00 Z - 01 Sep 2025 00:00 Z
Area: 78nm from N482900 W0010900, SFC-FL115

FIS restricted on frequency 134.000MHZ within 'Rennes sud part a and B' FIS :

1- for 'ZRT', 'ZDT', D and R areas non-activable via NOTAM, consider them as active, by referring to associated publications.
2- for sporting and recreational activities, consider them as active according to published hours of OPS.

FIS Limited
01 Jun 2025 00:00 Z - 01 Sep 2025 00:00 Z
Area: 78nm from N493300 W0011500, SFC-FL115

FIS restricted on frequency 134.200MHZ within 'Rennes contentin part a and B' FIS :

1- for 'ZRT', 'ZDT', D and R areas non-activable via NOTAM, consider them as active, by referring to associated publications.
2- for sporting and recreational activities, consider them as active according to published hours of OPS.

EGLL NDB Withdrawn
12 Jun 2025 00:00 Z - 11 Sep 2025 23:59 Z
Area: 25nm from N515100 W0005800, SFC+

Generated by SkyDemon on 2025/07/27 06:21 Z

NDB wco/Westcott 335KHZ completely withdrawn from OPR service

Obstacle Lighting U/S
13 Jun 2025 08:00 Z - 11 Sep 2025 08:00 Z
Area: 1nm from N493500 W0013700, SFC-FL09

Obstacle NR 50009 lighting (pylon) U/S : RDL237/6.4NM ARP LFRC

Position : 493528N 0013645W

Height : 246FT

Elevation : 820FT.

FIS Information
01 Jul 2025 07:00 Z - 31 Jul 2025 07:00 Z
Area: 11nm from N505200 W0004600, SFC-FL50

Test traffic information service-broadcast (tis-B) TRANS will take place within 10NM radius 505134N 0004533W (Goodwood Ad). Aircraft indications may occur SFC to 5000FT AMSL. Briefing sheet 043/2025 refers, further details http://www.nats.aero/ais. for information contact email contact@tis-b-research.co.uk. Ar-2025-4331/02.

EGVN TACAN U/S
22 Jul 2025 16:44 Z - 22 Aug 2025 23:59 Z
Area: 25nm from N514500 W0013500, SFC+

TACAN BZN/Brize Norton frequency 111.9 CH56X U/S. SID not available. Military instrument departures not available. TACAN approaches not available

EGUB TACAN Information
23 Jul 2025 08:00 Z - 04 Sep 2025 08:00 Z
Area: 25nm from N513700 W0010600, SFC+

TACAN BSO/Benson frequency 110.0MHZ CH37X. Aircrew may experience TACAN azimuth swings between 280 and 305 degrees.

FIS Limited
26 Jul 2025 07:00 Z - 24 Aug 2025 23:59 Z
Area: 40nm from N503400 W0022700, SFC-FL100

Plymouth military E reduced ATS due Portland PSR maintenance. A reduction in ability to detect aircraft OPR low level in vicinity of Portland and within Portland danger areas.

Landing: Cherbourg Manche

Aerodrome Information
28 Apr 2025 00:00 Z - 26 Apr 2026 23:59 Z
Area: 5nm from N493900 W0012900, SFC+

Unmanned aircraft flying out of sight in the bay of 'seine' and 'cotentin' - AIP SUP 048/25

Subject : creation of 6 TEMPO restricted areas (ZRT) and 5 TEMPO danger areas, activable by NOTAM with a 48HR PN.

This AIP SUP is available at http://www.sia.aviation-civile.gouv.fr

LFRC Parachute Jumping Scheduled
18 Jun 2025 07:28 Z - 31 Oct 2025 17:15 Z
(SR-SS PLUS30)
Area: 5nm from N493900 W0012900, SFC-FL50

Parachutages sur AD Cherbourg: Position: 493903N 0012831W

Information: Rennes information/APP 134.200MHZ

Cherbourg information 119.630MHZ.

Aerodrome Information
09 Jul 2025 11:56 Z - Permanent
Area: 5nm from N493900 W0012900, SFC+

Assistance : Read :

'Handling mandatory for ACT with a weight more than or equal to 3 tons via myhandling.'

REF AD 2 LFRC.23.3 and AD 2 LFRC TXT 01

Pilot-Controlled Lighting U/S
23 Jul 2025 16:52 Z - 29 Jul 2025 16:45 Z
Area: 5nm from N493900 W0012900, SFC+

PCL U/S.

Landing Area Lights Information
23 Jul 2025 16:56 Z - 29 Jul 2025 16:45 Z
Area: 5nm from N493900 W0012900, SFC+

Runway 10/28 lighting: only high intensity.

Aerodrome Limited
26 Jul 2025 08:19 Z - 28 Jul 2025 17:00 Z
Area: 5nm from N493900 W0012900, SFC+

Secondary power supply not available : this AD cannot be chosen as an alternate AD.

General Information

RA(T) Info Trigger
28 Apr 2025 00:00 Z - 26 Apr 2026 23:59 Z
Area: 38nm from N493700 W0005400, SFC-2000

Trigger NOTAM - AIP SUP 048/25 Creation of 6 TEMPO restricted areas (ZRT) and 5 TEMPO danger areas for unmanned aircraft flying out of sight in the bay of 'seine' and 'cotentin', activable by NOTAM with a 48HR PN.

This AIP SUP is available at http://www.sia.aviation-civile.gouv.fr

Overflying Information
16 May 2025 00:00 Z - 14 Aug 2025 23:59 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in Haiti. UK registered air operators are recommended not to enter FIR Port-Au-Prince (MTEG) below 10000FT AGL due potential risk to aviation from small arms fire. Contact UK department for transport 02070 826639 or 02079 443111 out of hours. Ar-2025-3564/01.

Overflying Information
16 May 2025 00:00 Z - 14 Aug 2025 23:59 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in the democratic republic of the Congo. UK registered air operators are recommended not to enter FIR Kinshasa (FZZA) within 200NM of the eastern boundary, between the 1ST parallel north and the 5TH parallel south, below 25,000FT above ground level (AGL). Potential risk from anti-aircraft weaponry. For more information contact UK department for transport 02070 826639 or 02079 443111 out of hours. For information 07814 811989. Ar-2025-3565/01.

Overflying Information
30 Jun 2025 15:00 Z - 28 Sep 2025 16:00 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in Lebanon. UK registered air operators are recommended not to enter FIR Beirut (OLBB). Potential risk from heightened military activity. For more information contact UK department for transport 02070 826639 or 02079 443111 out of hours. Ar-2025-5066/01.

Overflying Information
02 Jul 2025 00:01 Z - 29 Sep 2025 23:59 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in Iran. Operators are recommended not to enter FIR Tehran (OIIX). Potential risk from anti-aircraft weaponry and heightened military activity. This NOTAM supersedes the advice in the current UK AIP. For information contact UK department for transport 02070 826639 or 02079 443111 out of hours. Ar-2025-5065/01.

RA(T) Info Trigger
24 Jul 2025 00:00 Z - 06 Aug 2025 23:59 Z
Area: 109nm from N524400 W0003700, SFC-3000

Trigger NOTAM - AIP SUP 059/25 WEF 24 July 25 until further notice. Restriction of flying regulations: (applicable to UAS only) ministry of defence airspace restrictions - replaces AIC M 012/2025

Takeoff: Cherbourg Manche

Aerodrome Information
28 Apr 2025 00:00 Z - 26 Apr 2026 23:59 Z
Area: 5nm from N493900 W0012900, SFC+

Unmanned aircraft flying out of sight in the bay of 'seine' and 'cotentin' - AIP SUP 048/25

Subject : creation of 6 TEMPO restricted areas (ZRT) and 5 TEMPO danger areas, activable by NOTAM with a 48HR PN.

This AIP SUP is available at http://www.sia.aviation-civile.gouv.fr

LFRC Parachute Jumping Scheduled
18 Jun 2025 07:28 Z - 31 Oct 2025 17:15 Z
(SR-SS PLUS30)
Area: 5nm from N493900 W0012900, SFC-FL50

Parachutages sur AD Cherbourg: Position: 493903N 0012831W

Information: Rennes information/APP 134.200MHZ

Cherbourg information 119.630MHZ.

Aerodrome Information
09 Jul 2025 11:56 Z - Permanent
Area: 5nm from N493900 W0012900, SFC+

Assistance : Read :

'Handling mandatory for ACT with a weight more than or equal to 3 tons via myhandling.'

REF AD 2 LFRC.23.3 and AD 2 LFRC TXT 01

Pilot-Controlled Lighting U/S
23 Jul 2025 16:52 Z - 29 Jul 2025 16:45 Z
Area: 5nm from N493900 W0012900, SFC+

PCL U/S.

Landing Area Lights Information
23 Jul 2025 16:56 Z - 29 Jul 2025 16:45 Z
Area: 5nm from N493900 W0012900, SFC+

Runway 10/28 lighting: only high intensity.

Aerodrome Limited
26 Jul 2025 08:19 Z - 28 Jul 2025 17:00 Z
Area: 5nm from N493900 W0012900, SFC+

Secondary power supply not available : this AD cannot be chosen as an alternate AD.

Warnings

LFRW Parachute Jumping Scheduled
25 Jul 2025 04:31 Z - 28 Jul 2025 19:49 Z
(SR-SS)
Area: 5nm from N484000 W0012400, SFC-FL140

PJE ACT over 'Avranches Le Val Saint Pere' AD : Position : 483939N 0012421W

Information: Rennes INFO 126.950MHZ

LFRW Parachute Jumping Scheduled
25 Jul 2025 06:00 Z - 28 Jul 2025 18:00 Z
(0600-1800)
Area: 5nm from N483800 W0013100, SFC-FL65

PJE ACT over 'Mont Saint Michel' : RDL 250/4.4NM LFRW ARP position : 483809N 0013041W

Information: Rennes INFO 126.950MHZ

Enroute

Radio Failure Proc Changed
01 May 2025 00:00 Z - Permanent
Area: 460nm from N441200 E0004000, SFC+

Application of the new european regulation IR SERA 2024/404 in force

On may 1ST, 2025 with the introduction of point SERA.14083 relating to procedures in case of radio communication failure.

Modification of radio failure procedure : introduction of the new emergency code 7601 and modification of the 7-minute rule to 20 minutes.

REF AIP ENR1.1

FIS Limited
01 Jun 2025 00:00 Z - 01 Sep 2025 00:00 Z
Area: 76nm from N492700 W0011200, SFC-FL115

FIS restricted on frequency 120.350MHZ within 'Rennes contentin part A' FIS :

1- for 'ZRT', 'ZDT', D and R areas non-activable via NOTAM, consider them as active, by referring to associated publications.
2- for sporting and recreational activities, consider them as active according to published hours of OPS.

LFRN FIS Limited
01 Jun 2025 00:00 Z - 01 Sep 2025 00:00 Z
Area: 59nm from N484100 W0014100, SFC-FL115

FIS restricted on frequency 126.950MHZ within 'Rennes nord' FIS : 1- for 'ZRT', 'ZDT', D and R areas non-activable via NOTAM, consider them as active, by referring to associated publications.
2- for sporting and recreational activities, consider them as active according to published hours of OPS.

FIS Limited
01 Jun 2025 00:00 Z - 01 Sep 2025 00:00 Z
Area: 78nm from N482900 W0010900, SFC-FL115

FIS restricted on frequency 134.000MHZ within 'Rennes sud part a and B' FIS :

1- for 'ZRT', 'ZDT', D and R areas non-activable via NOTAM, consider them as active, by referring to associated publications.
2- for sporting and recreational activities, consider them as active according to published hours of OPS.

FIS Limited
01 Jun 2025 00:00 Z - 01 Sep 2025 00:00 Z
Area: 78nm from N493300 W0011500, SFC-FL115

FIS restricted on frequency 134.200MHZ within 'Rennes contentin part a and B' FIS :

1- for 'ZRT', 'ZDT', D and R areas non-activable via NOTAM, consider them as active, by referring to associated publications.
2- for sporting and recreational activities, consider them as active according to published hours of OPS.

Reporting Point Changed
12 Jun 2025 00:00 Z - Permanent
Area: 25nm from N492900 W0021400, SFC+

Correction to 5LNC reference in the below charts: ENR 6-40/6-57 pikey replaced with vaxma

UK AIP ENR 6-40 and ENR 6-57 refers.

Obstacle Lighting U/S
13 Jun 2025 08:00 Z - 11 Sep 2025 08:00 Z
Area: 1nm from N493500 W0013700, SFC-FL09

Obstacle NR 50009 lighting (pylon) U/S : RDL237/6.4NM ARP LFRC

Position : 493528N 0013645W

Height : 246FT

Elevation : 820FT.

LFRB FIS Limited
02 Jul 2025 15:20 Z - 01 Oct 2025 00:00 Z
Area: 91nm from N483300 W0040600, SFC-FL115

Flight information service limited within FIS 1 'Iroise' frequency 135.825MHZ and FIS 2, 3, 4.1 and 4.2 'Iroise' frequency 119.575MHZ : - All sporting and recreational activities are considered as active according to published SKED.

- TEMPO restricted ('ZRT') or TEMPO dangerous ('ZDT') areas, non-activable by NOTAM restricted and dangerous areas are considered as active, by referring to associated publications.

- Alert SVC on Iroise APP 125.860MHZ

- VFR : mandatory clearance before entering CTR and TMA

FIS Limited
23 Jul 2025 10:10 Z - 27 Jul 2025 23:59 Z
Area: 40nm from N501900 W0040700, SFC-FL100

Plymouth military lower airspace radar service west reduced ATS due to Wembury PSR and SSR maintenance. A reduction in ability to detect aircraft OPR low level in vicinity of Plymouth an within Plymouth danger areas.

FIS Not Available
25 Jul 2025 13:00 Z - 26 Aug 2025 07:00 Z
Area: 34nm from N502700 W0031700, SFC-FL100

Plymouth military lower airspace radar SER east and west not available. Special use airspace crossing SER provided by Swanwick military.

FIS Limited
26 Jul 2025 07:00 Z - 24 Aug 2025 23:59 Z
Area: 40nm from N503400 W0022700, SFC-FL100

Plymouth military E reduced ATS due Portland PSR maintenance. A reduction in ability to detect aircraft OPR low level in vicinity of Portland and within Portland danger areas.

General Information

RA(T) Info Trigger
28 Apr 2025 00:00 Z - 26 Apr 2026 23:59 Z
Area: 38nm from N493700 W0005400, SFC-2000

Trigger NOTAM - AIP SUP 048/25 Creation of 6 TEMPO restricted areas (ZRT) and 5 TEMPO danger areas for unmanned aircraft flying out of sight in the bay of 'seine' and 'cotentin', activable by NOTAM with a 48HR PN.

This AIP SUP is available at http://www.sia.aviation-civile.gouv.fr

Overflying Information
16 May 2025 00:00 Z - 14 Aug 2025 23:59 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in Haiti. UK registered air operators are recommended not to enter FIR Port-Au-Prince (MTEG) below 10000FT AGL due potential risk to aviation from small arms fire. Contact UK department for transport 02070 826639 or 02079 443111 out of hours. Ar-2025-3564/01.

Overflying Information
16 May 2025 00:00 Z - 14 Aug 2025 23:59 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in the democratic republic of the Congo. UK registered air operators are recommended not to enter FIR Kinshasa (FZZA) within 200NM of the eastern boundary, between the 1ST parallel north and the 5TH parallel south, below 25,000FT above ground level (AGL). Potential risk from anti-aircraft weaponry. For more information contact UK department for transport 02070 826639 or 02079 443111 out of hours. For information 07814 811989. Ar-2025-3565/01.

RA(T) Info Trigger
12 Jun 2025 12:26 Z - 30 Apr 2026 23:59 Z
Area: 181nm from N472000 W0052200, SFC-FL95

Trigger NOTAM - AIP SUP 076/25. Specific defense activities requiring the creation of 7 temporary restricted areas ('ZRT'), the mothballing of areas LF-D18A1 and A2 and the modification of areas LF-D18A3 and A5.

The compulsory bypass, in one or more 'ZRT', for GAT VFR flights will be announced by NOTAM on D-2.

This AIP SUP is available at http://www.sia.aviation-civile.gouv.fr

Overflying Information
30 Jun 2025 15:00 Z - 28 Sep 2025 16:00 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in Lebanon. UK registered air operators are recommended not to enter FIR Beirut (OLBB). Potential risk from heightened military activity. For more information contact UK department for transport 02070 826639 or 02079 443111 out of hours. Ar-2025-5066/01.

Overflying Information
02 Jul 2025 00:01 Z - 29 Sep 2025 23:59 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in Iran. Operators are recommended not to enter FIR Tehran (OIIX). Potential risk from anti-aircraft weaponry and heightened military activity. This NOTAM supersedes the advice in the current UK AIP. For information contact UK department for transport 02070 826639 or 02079 443111 out of hours. Ar-2025-5065/01.

Warnings

Unmanned Aircraft Scheduled
28 May 2025 05:00 Z - 25 Aug 2025 17:00 Z
Area: 4nm from N514600 W0004600, SFC-1200

UAS OPR beyond visual line of sight (BVLOS) utilising visual observers (extended line of sight) within area bounded by straight lines joining 514811N 0005040W - 514828N 0005001W -

514736N 0004912W - 514704N 0004750W - 514617N 0004549W - 514535N 0004438W - 514508N 0004402W - 514440N 0004335W - 514343N 0004230W - 514324N 0004211W - 514303N 0004155W - 514259N 0004215W - 514256N 0004235W - 514329N 0004306W - 514417N 0004351W - 514504N 0004440W - 514530N 0004508W - 514610N 0004637W - 514644N 0004802W - 514702N 0004848W - 514721N 0004931W - 514811N 0005040W (Aylesbury). Max height 500FT AGL. For information 07464713829. Ar-2025-3660/01.

Aerial Survey Scheduled
14 Jul 2025 07:00 Z - 30 Sep 2025 20:00 Z
(0700-2000)
Area: 21nm from N503500 W0034500, 2000-4700

Aerial survey within 20NM radius of 503519N 0034528W (Newton Abbot). For information 003161 0035534. Ar-2025-5590/01.

RA(T) Activated
24 Jul 2025 13:10 Z - 22 Oct 2025 13:00 Z
Area: 3nm from N512800 W0012400, SFC-2600

Restricted area (temporary) active for UAS only (Welford) within 2NM radius of position 512812N 0012400W does not apply to any UAS flying in accordance with exceptions stated in the AIP SUP. SUP 059/2025 refers. Further details http://www.nats.aero/ais. restriction of flying regulations made under article 239 of air nav order 2016. Ar-2024-8633/69.

Enroute

FIS Not Available
30 May 2025 19:40 Z - 30 Aug 2025 16:00 Z
(SAT-SUN 0800-1600)
Area: 40nm from N514500 W0013500, SFC-FL100

Brize Norton lower airspce radar service not available. Aircraft wishing to transit the Brize Norton CTR are to call on 119.005

A/G Facility Freq Change
09 Jun 2025 08:59 Z - Permanent
Area: 4nm from N511200 W0031400, SFC-FL50

Yeovilton radar frequency changed to CH 127.355 prohibited, restricted and danger areas - EGD119 Bridgwater Bay affected. UK AIP ENR 5.1 refers

FIS Freq Change
09 Jun 2025 09:35 Z - Permanent
Area: 30nm from N510000 W0023900, SFC-FL100

Yeovilton radar frequency updated to CH 127.355 ATS units participating in the lower airspace radar - Yeovilton affected. UK AIP ENR 1.6 refers

A/G Facility Freq Change
09 Jun 2025 10:17 Z - Permanent
Area: 22nm from N505800 W0023900, SFC-FL60

Military exercise and training areas and air defence identification zone - aiaa Yeovilton

Yeovilton radar frequency changed to CH 127.355

UK AIP ENR 5.2 refers

EGLL NDB Withdrawn
12 Jun 2025 00:00 Z - 11 Sep 2025 23:59 Z
Area: 25nm from N515100 W0005800, SFC+

NDB wco/Westcott 335KHZ completely withdrawn from OPR service

FIS Hours of Service
21 Jul 2025 08:30 Z - 01 Aug 2025 13:00 Z
Area: 30nm from N510000 W0023900, SFC-FL100

Yeovilton lower airspace radar service amended hours of OPR
Mon-Thu 0900-1600
Fri 0800-1300

EGVN TACAN U/S
22 Jul 2025 16:44 Z - 22 Aug 2025 23:59 Z
Area: 25nm from N514500 W0013500, SFC+

TACAN BZN/Brize Norton frequency 111.9 CH56X U/S. SID not available. Military instrument departures not available. TACAN approaches not available

EGUB TACAN Information
23 Jul 2025 08:00 Z - 04 Sep 2025 08:00 Z
Area: 25nm from N513700 W0010600, SFC+

TACAN BSO/Benson frequency 110.0MHZ CH37X. Aircrew may experience TACAN azimuth swings between 280 and 305 degrees.

FIS Limited
23 Jul 2025 10:10 Z - 27 Jul 2025 23:59 Z
Area: 40nm from N501900 W0040700, SFC-FL100

Plymouth military lower airspace radar service west reduced ATS due to Wembury PSR and SSR maintenance. A reduction in ability to detect aircraft OPR low level in vicinity of Plymouth an within Plymouth danger areas.

FIS Not Available
25 Jul 2025 13:00 Z - 26 Aug 2025 07:00 Z
Area: 34nm from N502700 W0031700, SFC-FL100

Plymouth military lower airspace radar SER east and west not available. Special use airspace crossing SER provided by Swanwick military.

FIS Limited
26 Jul 2025 07:00 Z - 24 Aug 2025 23:59 Z
Area: 40nm from N503400 W0022700, SFC-FL100

Plymouth military E reduced ATS due Portland PSR maintenance. A reduction in ability to detect aircraft OPR low level in vicinity of Portland and within Portland danger areas.

EGFF APP Limited
27 Jul 2025 08:00 Z - 30 Jul 2025 17:00 Z
(0800-1700)
Area: 22nm from N512300 W0031000, SFC-FL105

Basic service, traffic service and deconfliction service not available from Cardiff ATS. Pilots are encouraged to use the Cardiff listening squawk 3636

EGFF CTA Information
27 Jul 2025 08:00 Z - 30 Jul 2025 17:00 Z
(0800-1700)
Area: 22nm from N512300 W0031000, SFC-FL105

Requests to cross the Cardiff CTA/CTR may be refused or delayed due to ATC staffing. Pilots should plan to remain clear of Cardiff controlled airspace and use the listening SSR code 3636

Landing: Wycombe Air Park

Taxiway Information
25 Jun 2025 14:24 Z - 31 Aug 2026 23:59 Z
Area: 5nm from N513700 W0004900, SFC+

Taxiway designator A3 missing

General Information

Overflying Information
16 May 2025 00:00 Z - 14 Aug 2025 23:59 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in Haiti. UK registered air operators are recommended not to enter FIR Port-Au-Prince (MTEG) below 10000FT AGL due potential risk to aviation from small arms fire. Contact UK department for transport 02070 826639 or 02079 443111 out of hours. Ar-2025-3564/01.

Overflying Information
16 May 2025 00:00 Z - 14 Aug 2025 23:59 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in the democratic republic of the Congo. UK registered air operators are recommended not to enter FIR Kinshasa (FZZA) within 200NM of the eastern boundary, between the 1ST parallel north and the 5TH parallel south, below 25,000FT above ground level (AGL). Potential risk from anti-aircraft weaponry. For more information contact UK department for transport 02070 826639 or 02079 443111 out of hours. For information 07814 811989. Ar-2025-3565/01.

Overflying Information
30 Jun 2025 15:00 Z - 28 Sep 2025 16:00 Z
Area: 999nm from N521800 W0145100, SFC+

Security - hazardous situation in Lebanon. UK registered air operators are recommended not to enter FIR Beirut (OLBB). Potential risk from heightened military activity. For more information contact UK department for transport 02070 826639 or 02079 443111 out of hours. Ar-2025-5066/01.

Overflying Information
02 Jul 2025 00:01 Z - 29 Sep 2025 23:59 Z
Area: 999nm from N521800 W0145100, SFC+

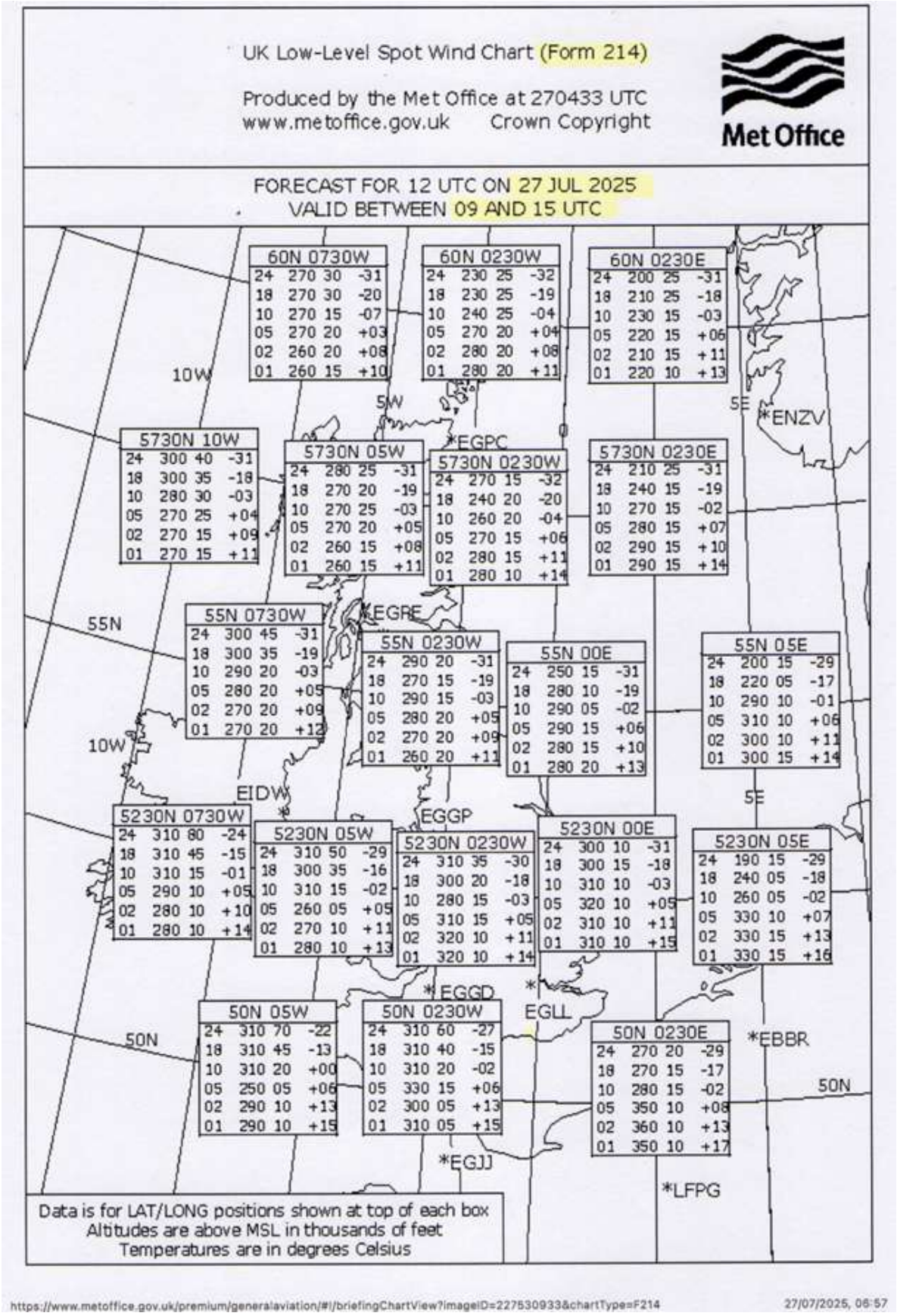
Security - hazardous situation in Iran. Operators are recommended not to enter FIR Tehran (OIIX). Potential risk from anti-aircraft weaponry and heightened military activity. This NOTAM supersedes the advice in the current UK AIP. For information contact UK department for transport 02070 826639 or 02079 443111 out of hours. Ar-2025-5065/01.

RA(T) Info Trigger
24 Jul 2025 00:00 Z - 06 Aug 2025 23:59 Z
Area: 109nm from N524400 W0003700, SFC-3000

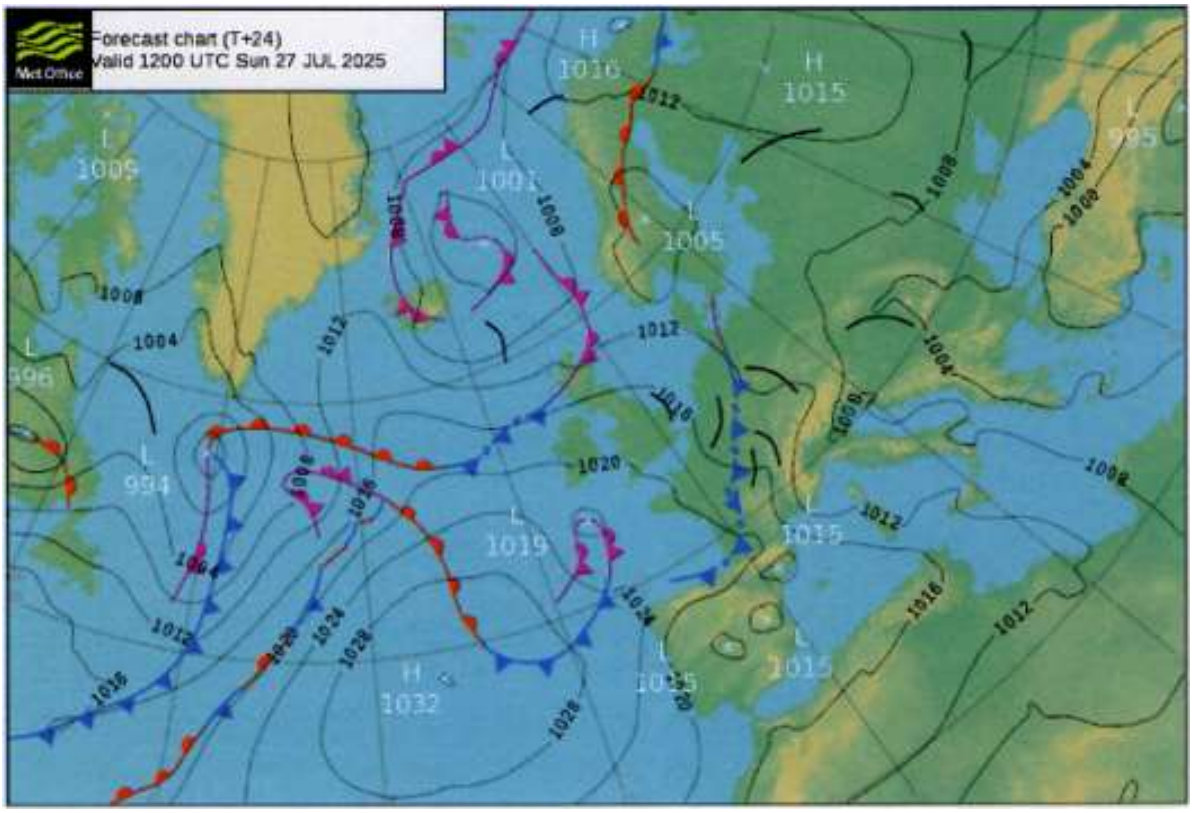
Trigger NOTAM - AIP SUP 059/25 WEF 24 July 25 until further notice. Restriction of flying regulations: (applicable to UAS only) ministry of defence airspace restrictions - replaces AIC M 012/2025

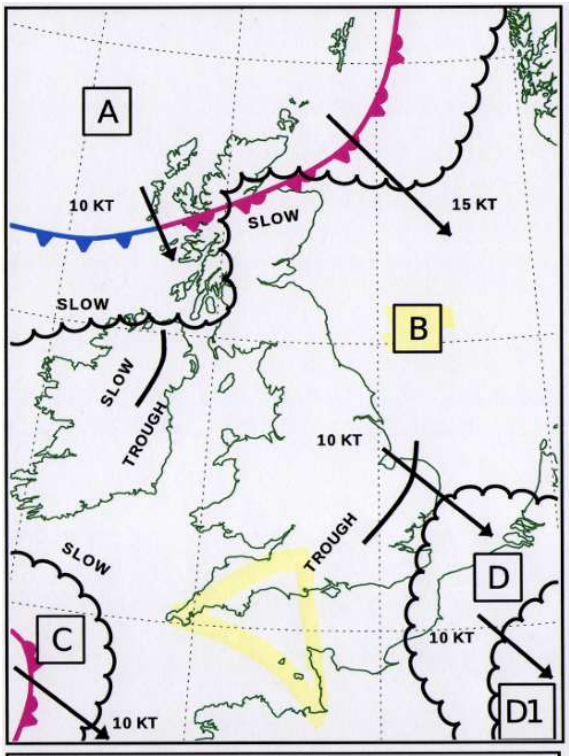
3. Weather Charts

F214 UK Spot wind forecast chart



F215 UK low-level forecast chart





Altitudes in 100s of feet above mean sea level

XXX means above chart upper limit		MOD / SEV ICE Ψ/Ψ
Speed of movement in KT	Cloud amount (Oktas)	MOD / SEV TURB ⋀/⅄
Temperatures in DEG C	FEW: 1-2 SCT: 3-4	TS / CB implies GR/Ψ/⅄
Hill FG implies VIS < 200 M	BKN: 5-7 OVC: 8	FZ precipitation implies Ψ

This forecast may be amended at any time.

Issued by Met Office Exeter at 270242 Z

Contact telephone 0370 900 0100 F215

Forecaster: Duty Forecaster

Forecast Weather below 10000 FT

Met Office

Valid 270800 to 271700 Z JUL 25 Fronts/zones valid at 271200 Z

AREA	SURFACE VIS AND WX	CLOUD	0 C
A	40 KM NIL ISOL (OCNL UPSLOPES SCOTLAND) ... ... 7 KM SHRA/-RADZ ISOL 3000 M +SHRA/RADZ ISOL HILL FG	SCT/BKN (OVC FRONTS) CU SC AC ... ... Ψ ⅄ 015-030 / 060-XXX ISOL SCT/BKN ST 006-010 / 015 ... ... (LCA BASE 004 FRONTS)	060-080
B	35 KM NIL ISOL (OCNL SCOTLAND N FM 12 Z) ... ... 7 KM SHRA ISOL 3500 M RADZ/SHRA LAN W TL 12 Z ISOL 3000 M +SHRA/+TSRA ... ... SCOTLAND N FM 10 Z (AND ... ... TROUGHS FM 12 Z) ISOL HILL FG	AREAS SCT/BKN AC Ψ ⅄ 070 / XXX WDSPR (OCNL FAR E) SCT/BKN ... ... CU SC AC Ψ ⅄ 015-035 / 045-XXX ISOL CB 015-030 / XXX ... ... SCOTLAND N FM 10 Z (AND ... ... TROUGHS FM 12 Z) ISOL SCT/BKN ST 010 / 015 ... ... SEA COT FAR W (AND LAN TL 11 Z)	070-XXX
C	25 KM NIL WDSPR 6 KM -RADZ/RA ISOL (OCNL NEAR FRONT) 2000 M DZ/BR ISOL 300 M FG W FM 11 Z	WDSPR BKN/OVC AC AS ⅄ ... ... 070 / 080-XXX BKN/OVC CU SC ⅄ ... ... 015-025 / 045-070 ISOL (WDSPR NEAR FRONT) ... ... SCT/BKN ST 004-010 / 015 ... ... (LCA BASE 002 W FM 10 Z) ... ... (BASE 000 FG)	XXX
D	35 KM NIL ISOL (OCNL (FRQ FM 12 Z) **D1**) 7 KM SHRA ISOL (OCNL **D1**) 2500 M +SHRA/+TSRA ISOL 1500 M +TSRAGR **D1** ISOL HILL FG	WDSPR SCT/BKN (LCA OVC **D1**) ... ... CU SC AC Ψ ⅄ 015-050 / 080-XXX ISOL (OCNL **D1**) (LCA EMBD **D1**) ... ... CB 015-045 / XXX ISOL SCT/BKN ST 010 / 015 ... ... (LCA BASE 005 LAN TL 09 Z)	080-XXX

Outlook Until 280000 Z: SIMILAR.

METAR for London Luton (EGGW)
06:20 Z (11 min ago)

This bulletin was produced by automatic equipment.

WIND 340° @ 9 kt
TEMP 14° / 11°, 82%
PRESSURE 1017 hPa
VISIBILITY 9999 m
Sky Clear

TAF for London Luton (EGGW)
27 Jul 2025 06:00 Z - 28 Jul 2025 06:00 Z
Updated 1 hr 31 m ago

WIND 330° @ 8 kt
VISIBILITY 9999 m
CLOUD Scattered at 4,500 ft
Occasional 11:00 Z - 20:00 Z (30% chance)
VISIBILITY 6000 m
Showers, Rain

METAR for London Heathrow (EGLL)
06:20 Z (11 min ago)

This bulletin was produced by automatic equipment.

WIND 320° @ 4 kt
TEMP 16° / 10°, 68%
PRESSURE 1017 hPa
VISIBILITY 9999 m
Sky Clear

TAF for London Heathrow (EGLL)
27 Jul 2025 06:00 Z - 28 Jul 2025 12:00 Z
Updated 1 hr 36 m ago

WIND 330° @ 8 kt
VISIBILITY 9999 m
CLOUD Scattered at 4,000 ft
Occasional 11:00 Z - 17:00 Z (30% chance)
VISIBILITY 6000 m
Showers, Rain
Occasional 28 Jul 2025 09:00 Z - 28 Jul 2025 12:00 Z (30% chance)
VISIBILITY 7000 m
Showers, Rain

METAR for Northolt (EGWU)
06:20 Z (11 min ago)

WIND 330° @ 5 kt
TEMP 15° / 11°, 77%
PRESSURE 1017 hPa
CAVOK

TAF for Northolt (EGWU)
27 Jul 2025 06:00 Z - 00:00 Z
Updated 22 min ago

WIND 340° @ 5 kt
VISIBILITY 9999 m
CLOUD Few at 3,000 ft
Occasional 11:00 Z - 16:00 Z (30% chance)
VISIBILITY 7000 m
Showers, Rain

METAR for Oxford (EGTK)
06:20 Z (11 min ago)

WIND 310° @ 2 kt
TEMP 15° / 11°, 77%
PRESSURE 1017 hPa
CAVOK

TAF for Oxford (EGTK)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 31 min ago

WIND 310° @ 4 kt
VISIBILITY 9999 m
CLOUD Scattered at 4,500 ft
Occasional 09:00 Z - 15:00 Z (30% chance)
VISIBILITY 7000 m
Showers, Rain

METAR for Benson (EGUB)
05:50 Z (41 min ago)

This bulletin was produced by automatic equipment.

WIND 180° @ 2 kt
TEMP 13° / 11°, 88%
PRESSURE 1017 hPa
VISIBILITY 9999 m
CLOUD Overcast at 13,000 ft

METAR for Brize Norton (EGVN)
06:20 Z (11 min ago)

WIND 230° @ 3 kt
TEMP 15° / 11°, 77%
PRESSURE 1018 hPa
CAVOK

TAF for Brize Norton (EGVN)
27 Jul 2025 06:00 Z - 28 Jul 2025 06:00 Z
Updated 2 hr 1 m ago

WIND 320° @ 5 kt
VISIBILITY 9999 m
CLOUD Few at 3,000 ft
Occasional 09:00 Z - 12:00 Z (30% chance)
VISIBILITY 7000 m
CLOUD Scattered at 2,000 ft
Showers, Rain

METAR for Farnborough (EGLF)
06:20 Z (11 min ago)

This bulletin was produced by automatic equipment.

WIND 340° @ 4 kt
TEMP 15° / 10°, 72%
PRESSURE 1017 hPa
VISIBILITY 9999 m
Sky Clear

METAR for Boscombe Down (EGDM)
05:50 Z (41 min ago)

This bulletin was produced by automatic equipment.

WIND 320° @ 5 kt
TEMP 14° / 10°, 77%
PRESSURE 1018 hPa
VISIBILITY 9999 m
CLOUD Overcast at 14,000 ft

METAR for Middle Wallop (EGVP)
05:50 Z (41 min ago)

This bulletin was produced by automatic equipment.

WIND 300° @ 3 kt
TEMP 14° / 11°, 82%
PRESSURE 1017 hPa
VISIBILITY 9999 m
CLOUD Overcast at 14,000 ft

METAR for Odiham (EGVO)
05:50 Z (41 min ago)

This bulletin was produced by automatic equipment.

WIND 310° @ 5 kt
TEMP 14° / 10°, 77%
PRESSURE 1017 hPa
VISIBILITY 9999 m
CLOUD Overcast at 13,000 ft

METAR for Southampton (EGHI)
06:20 Z (11 min ago)

WIND 300° @ 3 kt
TEMP 16° / 11°, 72%
PRESSURE 1018 hPa
CAVOK

TAF for Southampton (EGHI)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 9 min ago

WIND 290° @ 7 kt
VISIBILITY 9999 m
CLOUD Few at 4,500 ft

METAR for Bournemouth (EGHH)
06:20 Z (11 min ago)

WIND 320° @ 4 kt
TEMP 16° / 11°, 72%
PRESSURE 1018 hPa
CAVOK

TAF for Bournemouth (EGHH)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 1 hr 8 m ago

WIND 340° @ 4 kt
VISIBILITY 9999 m
CLOUD Few at 4,500 ft

Becoming 12:00 Z - 15:00 Z

WIND 270° @ 10 kt

METAR for Cherbourg Manche (LFRC)
06:00 Z (31 min ago)

This bulletin was produced by automatic equipment.

WIND 330° @ 5 kt
TEMP 16° / 13°, 82%
PRESSURE 1018 hPa
VISIBILITY 9999 m
CLOUD Few at 1,400 ft, Broken at 4,000 ft, Overcast at 13,000 ft

This bulletin contains additional items that have not been decoded: TEMPO BKN012

TAF for Cherbourg Manche (LFRC)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 1 hr 31 m ago

WIND 330° @ 10 kt
VISIBILITY 9999 m
CLOUD Broken at 4,000 ft

Occasional 06:00 Z - 09:00 Z (40% chance)

CLOUD Broken at 1,200 ft

METAR for Alderney (EGJA)
06:20 Z (11 min ago)

WIND 340° @ 9 kt
TEMP 16° / 14°, 88%
PRESSURE 1018 hPa
VISIBILITY 9999 m
CLOUD Few at 4,200 ft

METAR for Alderney (EGJA)
05:50 Z (36 min ago)

WIND 330° @ 9 kt
TEMP 16° / 14°, 88%
PRESSURE 1018 hPa
VISIBILITY 9999 m
CLOUD Scattered at 4,200 ft

METAR for Cherbourg Manche (LFRC)
06:00 Z (26 min ago)

This bulletin was produced by automatic equipment.

WIND 330° @ 5 kt
TEMP 16° / 13°, 82%
PRESSURE 1018 hPa
VISIBILITY 9999 m
CLOUD Few at 1,400 ft,
Broken at 4,000 ft, Overcast at 13,000 ft

This bulletin contains additional items that have not been decoded:
TEMPO BKN012

TAF for Cherbourg Manche (LFRC)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 1 hr 25 m ago

WIND 330° @ 10 kt
VISIBILITY 9999 m
CLOUD Broken at 4,000 ft

Occasional 06:00 Z - 09:00 Z (40% chance)

CLOUD Broken at 1,200 ft

METAR for Dinard Pleurtuit Saint Malo (LFRD)
06:00 Z (26 min ago)

This bulletin was produced by automatic equipment.

WIND 330° @ 9 kt
TEMP 17° / 13°, 77%
PRESSURE 1019 hPa
VISIBILITY 9999 m
CLOUD Broken at 1,900 ft,
Broken at 3,700 ft, Broken at 4,400 ft

This bulletin contains additional items that have not been decoded:
TEMPO 4000 SHRA SCT025TCU

TAF for Dinard Pleurtuit Saint Malo (LFRD)
27 Jul 2025 06:00 Z - 28 Jul 2025 06:00 Z
Updated 1 hr 25 m ago

WIND 330° @ 10 kt
VISIBILITY 9999 m
CLOUD Scattered at 2,500 ft,
Broken at 4,000 ft

Occasional 07:00 Z - 12:00 Z (40% chance)

VISIBILITY 4000 m
CLOUD
Scattered Towering Cumulus at 2,500 ft
Showers, Rain

METAR for Jersey (EGJJ)
06:20 Z (6 min ago)

WIND 310° @ 8 kt
TEMP 17° / 14°, 83%
PRESSURE 1018 hPa
VISIBILITY 9999 m
CLOUD Few at 1,200 ft

TAF for Jersey (EGJJ)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 1 hr 28 m ago

WIND 320° @ 8 kt
VISIBILITY 9999 m
CLOUD Few at 1,000 ft,
Scattered at 3,000 ft

METAR for Guernsey (EGJB)
06:20 Z (6 min ago)

WIND 330° @ 8 kt
TEMP 16° / 14°, 88%
PRESSURE 1019 hPa
VISIBILITY 9999 m
CLOUD Few at 400 ft

TAF for Guernsey (EGJB)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 1 hr 28 m ago

WIND 320° @ 8 kt
VISIBILITY 9999 m
CLOUD Few at 1,000 ft,
Scattered at 3,000 ft

METAR for Culdrose (EGDR)
05:50 Z (36 min ago)

This bulletin was produced by automatic equipment.

WIND 270° @ 3 kt
TEMP 15° / 14°, 94%
PRESSURE 1019 hPa
VISIBILITY 9999 m
CLOUD Overcast at 8,400 ft

METAR for Newquay (EGHQ)
05:50 Z (36 min ago)

WIND 320° @ 6 kt
TEMP 17° / 15°, 88%
PRESSURE 1019 hPa
VISIBILITY 9999 m
CLOUD Few at 1,500 ft

TAF for Newquay (EGHQ)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 1 hr 24 m ago

WIND 290° @ 8 kt
VISIBILITY 9999 m
CLOUD Scattered at 2,000 ft

Occasional 06:00 Z - 12:00 Z (30% chance)

CLOUD Broken at 1,000 ft

Occasional 09:00 Z - 12:00 Z (30% chance)

VISIBILITY 7000 m
Showers, Rain

METAR for Culdrose (EGDR)
06:20 Z (13 min ago)

This bulletin was produced by automatic equipment.

WIND 240° @ 3 kt
TEMP 16° / 14°, 88%
PRESSURE 1019 hPa
VISIBILITY 9999 m
CLOUD Overcast at 8,300 ft

METAR for Newquay (EGHQ)
06:20 Z (13 min ago)

WIND 330° @ 6 kt
TEMP 17° / 15°, 88%
PRESSURE 1019 hPa
VISIBILITY 9999 m
CLOUD Few at 2,000 ft

TAF for Newquay (EGHQ)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 1 hr 31 m ago

WIND 290° @ 8 kt
VISIBILITY 9999 m
CLOUD Scattered at 2,000 ft

Occasional 06:00 Z - 12:00 Z (30% chance)
CLOUD Broken at 1,000 ft

Occasional 09:00 Z - 12:00 Z (30% chance)
VISIBILITY 7000 m
Showers, Rain

METAR for Exeter (EGTE)
06:20 Z (13 min ago)

WIND Variable 000° - 000° @ 1 kt
TEMP 15° / 14°, 94%
PRESSURE 1018 hPa
VISIBILITY 9999 m
CLOUD Few at 1,200 ft

TAF for Exeter (EGTE)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 39 min ago

WIND Variable 000° - 000° @ 2 kt
VISIBILITY 9999 m
CLOUD Few at 4,500 ft

Becoming 09:00 Z - 12:00 Z

WIND 180° @ 10 kt

Occasional 12:00 Z - 15:00 Z (30% chance)
VISIBILITY 8000 m
CLOUD Broken at 1,400 ft
Light Showers, Light Rain

METAR for St Athan (EGSY)
06:20 Z (13 min ago)

This bulletin was produced by automatic equipment.

WIND Variable 000° - 000° @ 1 kt
TEMP 15° / 11°, 77%
PRESSURE 1018 hPa
VISIBILITY 9999 m
Sky Clear

TAF for St Athan (EGSY)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 1 hr 39 m ago

WIND Variable 000° - 000° @ 3 kt
VISIBILITY 9999 m
CLOUD Scattered at 4,500 ft

Occasional 06:00 Z - 15:00 Z (30% chance)
VISIBILITY 8000 m
Light Showers, Light Rain

Becoming 09:00 Z - 12:00 Z

WIND 300° @ 10 kt

METAR for Cardiff (EGFF)
06:26 Z (7 min ago)

This bulletin was produced by automatic equipment.

WIND 010° @ 2 kt
TEMP 16° / 11°, 72%
PRESSURE 1019 hPa
VISIBILITY 9999 m

TAF for Cardiff (EGFF)
27 Jul 2025 06:00 Z - 28 Jul 2025 06:00 Z
Updated 1 hr 34 m ago

WIND Variable 000° - 000° @ 3 kt
VISIBILITY 9999 m
CLOUD Scattered at 4,500 ft

Occasional 06:00 Z - 18:00 Z (30% chance)
VISIBILITY 8000 m
Light Showers, Light Rain

Becoming 09:00 Z - 12:00 Z

WIND 300° @ 10 kt

METAR for Yeovilton (EGDY)
06:20 Z (13 min ago)

This bulletin was produced by automatic equipment.

WIND 300° @ 1 kt
TEMP 16° / 11°, 72%
PRESSURE 1018 hPa
VISIBILITY 9999 m

METAR for Bristol (EGGD)
06:20 Z (13 min ago)

This bulletin was produced by automatic equipment.

WIND 320° @ 3 kt
TEMP 15° / 10°, 72%
PRESSURE 1018 hPa
VISIBILITY 9999 m
Sky Clear

TAF for Bristol (EGGD)
27 Jul 2025 06:00 Z - 28 Jul 2025 06:00 Z
Updated 1 hr 34 m ago

WIND 310° @ 6 kt
VISIBILITY 9999 m
CLOUD Scattered at 4,500 ft

Occasional 06:00 Z - 18:00 Z (30% chance)
VISIBILITY 8000 m
Light Showers, Light Rain

METAR for Boscombe Down (EGDM)
05:50 Z (43 min ago)

This bulletin was produced by automatic equipment.

WIND 320° @ 5 kt
TEMP 14° / 10°, 77%
PRESSURE 1018 hPa
VISIBILITY 9999 m
CLOUD Overcast at 14,000 ft

METAR for Middle Wallop (EGVP)
05:50 Z (43 min ago)

This bulletin was produced by automatic equipment.

WIND 300° @ 3 kt
TEMP 14° / 11°, 82%
PRESSURE 1017 hPa
VISIBILITY 9999 m
CLOUD Overcast at 14,000 ft

METAR for Southampton (EGHI)
06:20 Z (13 min ago)

WIND 300° @ 3 kt
TEMP 16° / 11°, 72%
PRESSURE 1018 hPa
CAVOK

TAF for Southampton (EGHI)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 11 min ago

WIND 290° @ 7 kt
VISIBILITY 9999 m
CLOUD Few at 4,500 ft

METAR for Brize Norton (EGVN)
06:20 Z (13 min ago)

WIND 230° @ 3 kt
TEMP 15° / 11°, 77%
PRESSURE 1018 hPa
CAVOK

TAF for Brize Norton (EGVN)
27 Jul 2025 06:00 Z - 28 Jul 2025 06:00 Z
Updated 2 hr 2 m ago

WIND 320° @ 5 kt
VISIBILITY 9999 m
CLOUD Few at 3,000 ft

Occasional 09:00 Z - 12:00 Z (30% chance)
VISIBILITY 7000 m
CLOUD Scattered at 2,000 ft
Showers, Rain

METAR for Oxford (EGTK)
06:20 Z (13 min ago)

WIND 310° @ 2 kt
TEMP 15° / 11°, 77%
PRESSURE 1017 hPa
CAVOK

TAF for Oxford (EGTK)
27 Jul 2025 06:00 Z - 15:00 Z
Updated 33 min ago

WIND 310° @ 4 kt
VISIBILITY 9999 m
CLOUD Scattered at 4,500 ft

Occasional 09:00 Z - 15:00 Z (30% chance)
VISIBILITY 7000 m
Showers, Rain

METAR for Odiham (EGVO)
05:50 Z (43 min ago)

This bulletin was produced by automatic equipment.
WIND 310° @ 5 kt
TEMP 14° / 10°, 77%
PRESSURE 1017 hPa
VISIBILITY 9999 m
CLOUD Overcast at 13,000 ft

METAR for Benson (EGUB)
05:50 Z (43 min ago)

This bulletin was produced by automatic equipment.
WIND 180° @ 2 kt
TEMP 13° / 11°, 88%
PRESSURE 1017 hPa
VISIBILITY 9999 m
CLOUD Overcast at 13,000 ft

METAR for Farnborough (EGLF)
06:20 Z (13 min ago)

This bulletin was produced by automatic equipment.
WIND 340° @ 4 kt
TEMP 15° / 10°, 72%
PRESSURE 1017 hPa
VISIBILITY 9999 m
Sky Clear

METAR for Northolt (EGWU)
06:20 Z (13 min ago)

WIND 330° @ 5 kt
TEMP 15° / 11°, 77%
PRESSURE 1017 hPa
CAVOK

TAF for Northolt (EGWU)
27 Jul 2025 06:00 Z - 00:00 Z
Updated 24 min ago

WIND 340° @ 5 kt
VISIBILITY 9999 m
CLOUD Few at 3,000 ft

Occasional 11:00 Z - 16:00 Z (30% chance)
VISIBILITY 7000 m
Showers, Rain

METAR for London Heathrow (EGLL)
06:20 Z (13 min ago)

This bulletin was produced by automatic equipment.
WIND 320° @ 4 kt
TEMP 16° / 10°, 68%
PRESSURE 1017 hPa
VISIBILITY 9999 m
Sky Clear

TAF for London Heathrow (EGLL)
27 Jul 2025 06:00 Z - 28 Jul 2025 12:00 Z
Updated 1 hr 37 m ago

WIND 330° @ 8 kt
VISIBILITY 9999 m
CLOUD Scattered at 4,000 ft

Occasional 11:00 Z - 17:00 Z (30% chance)
VISIBILITY 6000 m
Showers, Rain

Occasional 28 Jul 2025 09:00 Z - 28 Jul 2025 12:00 Z (30% chance)
VISIBILITY 7000 m
Showers, Rain

METAR for London Luton (EGGW)
06:20 Z (13 min ago)

This bulletin was produced by automatic equipment.
WIND 340° @ 9 kt
TEMP 14° / 11°, 82%
PRESSURE 1017 hPa
VISIBILITY 9999 m
Sky Clear

TAF for London Luton (EGGW)
27 Jul 2025 06:00 Z - 28 Jul 2025 06:00 Z
Updated 1 hr 32 m ago

WIND 330° @ 8 kt
VISIBILITY 9999 m
CLOUD Scattered at 4,500 ft

Occasional 11:00 Z - 20:00 Z (30% chance)	VISIBILITY 6000 m	**Showers, Rain**

4. Fuel Calculations and Weight & Balance

Cessna 172S Skyhawk SP, Registration G-OJAG, traditional (analogue) cockpit
Approved fuel is 100LL grade aviation fuel
Fuel capacity is 56 US Gallons, of which 53 US Gallon usable fuel (200 litres)
Average consumption in cruise is 7 US Gallons per hour (26.5 litres/hour).

TIME, FUEL AND DISTANCE TO CLIMB AT 2550 POUNDS

CONDITIONS:

Flaps Up
Full Throttle
Standard Temperature

PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
			TIME IN MIN	FUEL USED GAL	DIST NM
S.L.	74	730	0	0.0	0
1000	73	695	1	0.4	2
2000	73	655	3	0.8	4
3000	73	620	4	1.2	6
4000	73	600	6	1.5	8
5000	73	550	8	1.9	10
6000	73	505	10	2.2	13
7000	73	455	12	2.6	16
8000	72	410	14	3.0	19
9000	72	360	17	3.4	22
10,000	72	315	20	3.9	27
11,000	72	265	24	4.4	32
12,000	72	220	28	5.0	38

NOTES:

1. Add 1.4 gallons of fuel for engine start, taxi and takeoff allowance.
2. Mixture leaned above 3,000 feet for maximum RPM.
3. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
4. Distances shown are based on zero wind.

Figure 5-7. Time, Fuel and Distance to Climb

CRUISE PERFORMANCE

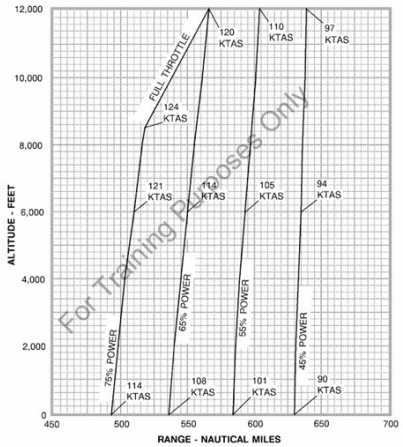
CONDITIONS:
2550 Pounds
Recommended Lean Mixture At All Altitudes (Refer to Section 4, Cruise)

PRESS ALT FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2000	2550	83	117	11.1	77	118	10.5	72	117	9.9
	2500	78	115	10.6	73	115	9.9	68	115	9.4
	2400	69	111	9.6	64	110	9.0	60	109	8.5
	2300	61	105	8.6	57	104	8.1	53	102	7.7
	2200	53	99	7.7	50	97	7.3	47	95	6.9
	2100	47	92	6.9	44	90	6.6	42	89	6.3
4000	2600	83	120	11.1	77	120	10.4	72	119	9.8
	2550	79	118	10.6	73	117	9.9	68	117	9.4
	2500	74	115	10.1	69	115	9.5	64	114	8.9
	2400	65	110	9.1	61	109	8.5	57	107	8.1
	2300	58	104	8.2	54	102	7.7	51	101	7.3
	2200	51	98	7.4	48	96	7.0	45	94	6.7
	2100	45	91	6.6	42	89	6.4	40	87	6.1
6000	2650	83	122	11.1	77	122	10.4	72	121	9.8
	2600	78	120	10.6	73	119	9.9	68	118	9.4
	2500	70	115	9.6	65	114	9.0	60	112	8.5
	2400	62	109	8.6	57	108	8.2	54	106	7.7
	2300	54	103	7.8	51	101	7.4	48	99	7.0
	2200	48	96	7.1	45	94	6.7	43	92	6.4

Figure 5-8. Cruise Performance (Sheet 1 of 2)

RANGE PROFILE
45 MINUTES RESERVE
53 GALLONS USABLE FUEL

CONDITIONS:
2550 Pounds
Recommended Lean Mixture for Cruise At All Altitudes
Standard Temperature
Zero Wind

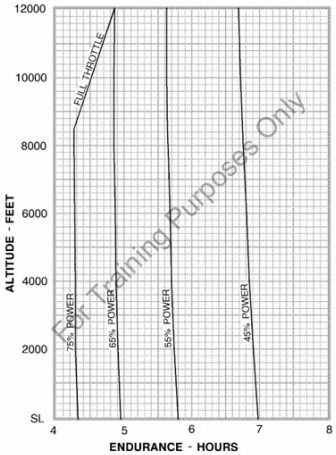


NOTES:
1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during climb.

Figure 5-9. Range Profile

ENDURANCE PROFILE
45 MINUTES RESERVE
53 GALLONS USABLE FUEL

CONDITIONS:
2550 Pounds
Recommended Lean Mixture for Cruise At All Altitudes
Standard Temperature



NOTE:
1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during climb.

Figure 5-10. Endurance Profile

Fuel and Mass & Balance calculations, G-OJAG, EGTB -> LFRC

G-OJAG 1. EGTB-LFRC — Fuel, Weight and Balance

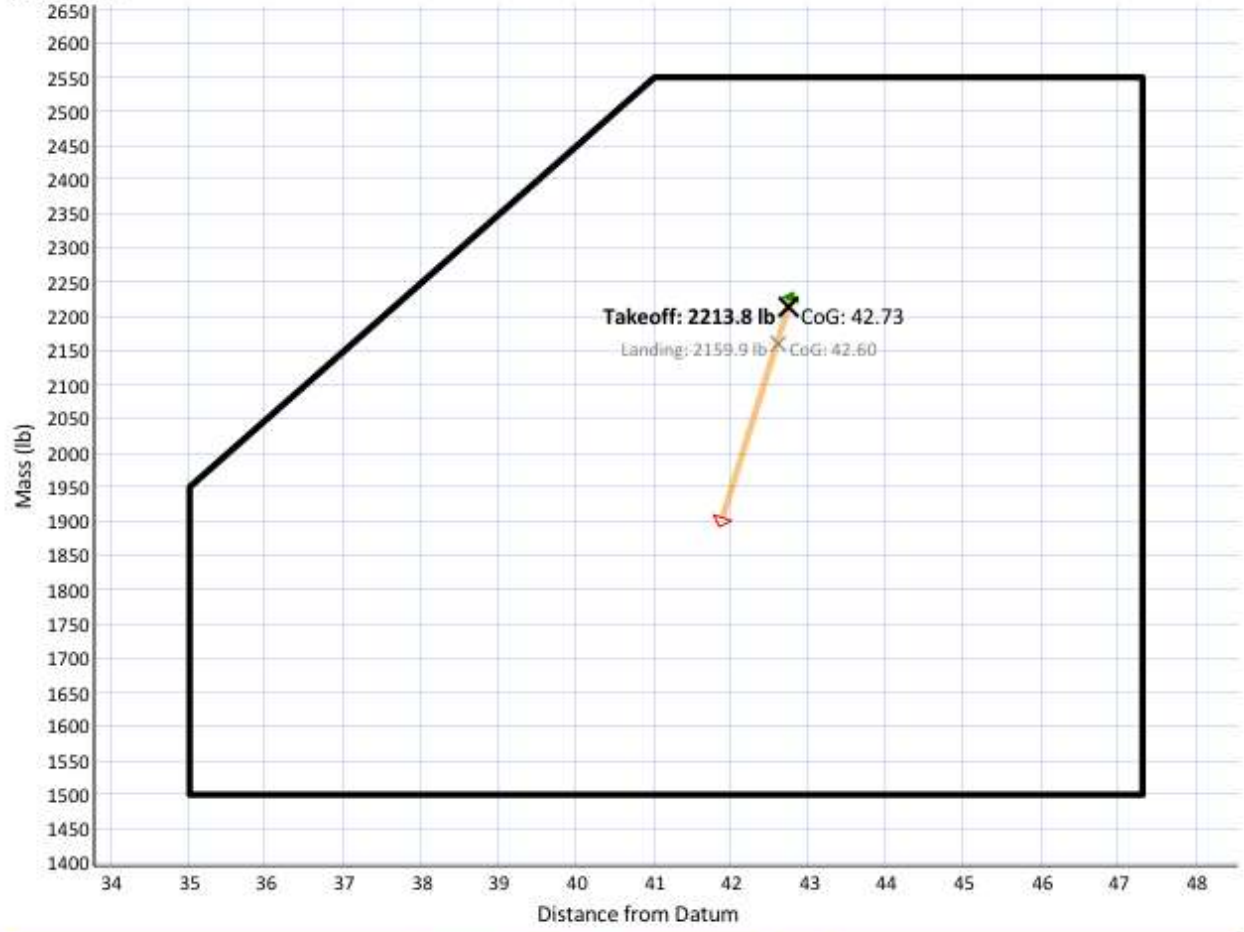
Fuel

Taxi/Takeoff		5.3 ltr	Landing		5.0 ltr	Minimum	68.3 ltr
Enroute	1h 7m	34.0 ltr	Contingency (5%)		1.7 ltr	**Planned**	**6h 23m**	**200.0 ltr**
Holding Time		0.0 ltr	Final Reserve	45m	22.3 ltr		

Weight and Balance

	Weight	Arm (lon)	Mom (lon)
Empty	1725.4 lb	41.04	70810
Fuel (200.0 ltr)	316.8 lb	48.00	15206
Pilot	140.0 lb	37.00	5180
Front Passenger	0.0 lb	37.00	0
Row 1 Left	0.0 lb	73.00	0
Row 1 Right	0.0 lb	73.00	0
Baggage 1	40.0 lb	95.00	3799
Baggage 2	0.0 lb	123.00	0
Totals	**2222.2 lb**	**42.75**	**94996**

Note that where a takeoff weight is displayed in the graph, the taxi/takeoff fuel has been deducted from the startup weight shown in the table.



Generated by SkyDemon on 2025/07/27 06:21 Z

Fuel and Mass & Balance calculations, G-OJAG, LFRC → EGTP

G-OJAG 2. LFRC - EGTP via Mont & Channel Islands — Fuel, Weight and Balance

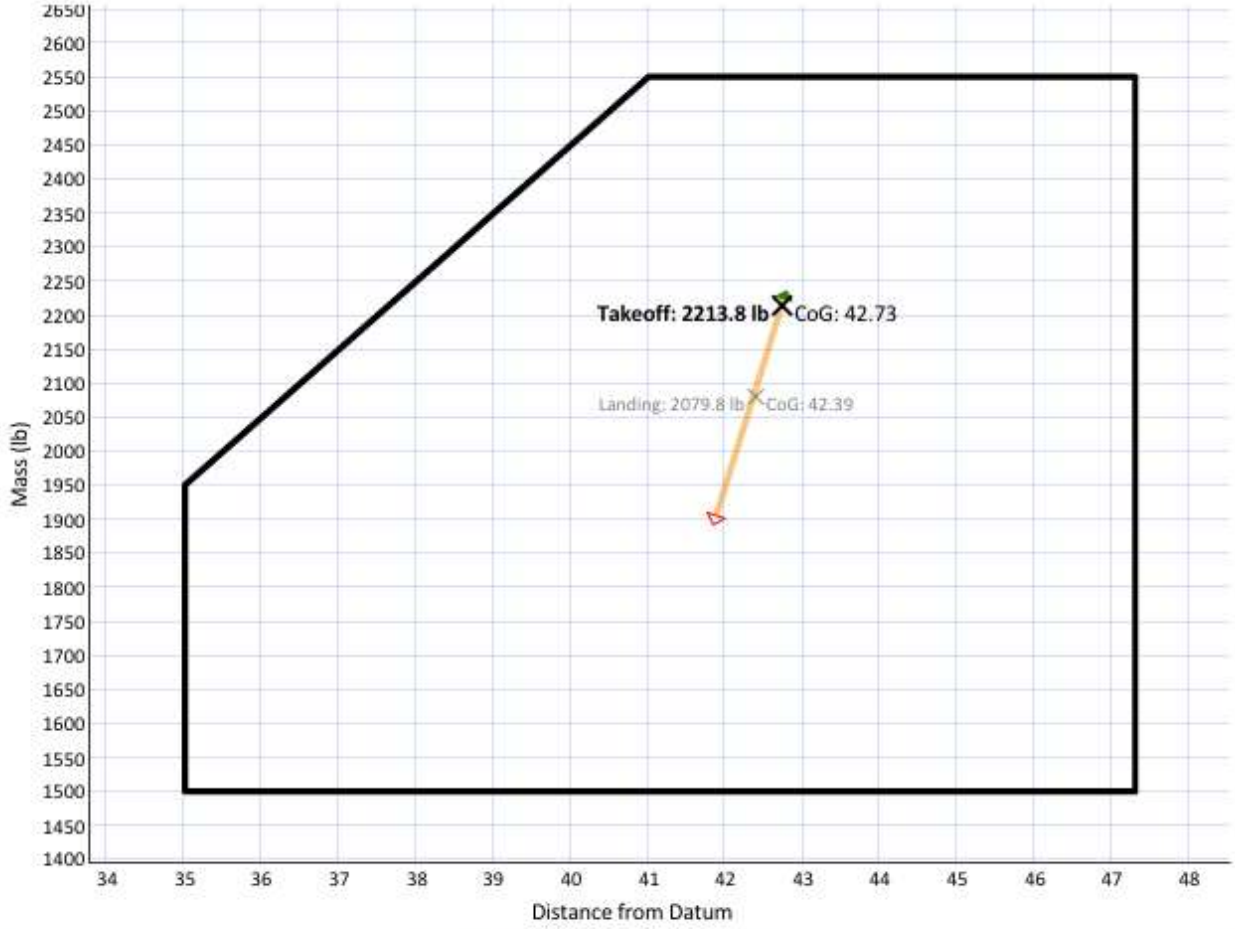
Fuel

Taxi/Takeoff		5.3 ltr	Landing		5.0 ltr	Minimum	121.4 ltr
Enroute	2h 49m	84.6 ltr	Contingency (5%)		4.2 ltr	**Planned**	**6h 23m**	**200.0 ltr**
Holding Time		0.0 ltr	Final Reserve	45m	22.3 ltr		

Weight and Balance

	Weight	Arm (lon)	Mom (lon)
Empty	1725.4 lb	41.04	70810
Fuel (200.0 ltr)	316.8 lb	48.00	15206
Pilot	140.0 lb	37.00	5180
Front Passenger	0.0 lb	37.00	0
Row 1 Left	0.0 lb	73.00	0
Row 1 Right	0.0 lb	73.00	0
Baggage 1	40.0 lb	95.00	3800
Baggage 2	0.0 lb	123.00	0
Totals	**2222.2 lb**	**42.75**	**94997**

Note that where a takeoff weight is displayed in the graph, the taxi/takeoff fuel has been deducted from the startup weight shown in the table.



Generated by SkyDemon on 2025/07/27 06:51 Z

Fuel and Mass & Balance calculations, G-OJAG, EGTP → EGTB

G-OJAG 3. EGTP - EGTB — Fuel, Weight and Balance

Fuel

Taxi/Takeoff		5.3 ltr	Landing		5.0 ltr	Minimum		89.0 ltr
Enroute	1h 47m	53.8 ltr	Contingency (5%)		2.7 ltr	**Planned**	**6h 23m**	**200.0 ltr**
Holding Time		0.0 ltr	Final Reserve	45m	22.2 ltr			

Weight and Balance

	Weight	Arm (lon)	Mom (lon)
Empty	1725.4 lb	41.04	70810
Fuel (200.0 ltr)	316.8 lb	48.00	15206
Pilot	140.0 lb	37.00	5180
Front Passenger	0.0 lb	37.00	0
Row 1 Left	0.0 lb	73.00	0
Row 1 Right	0.0 lb	73.00	0
Baggage 1	40.0 lb	95.00	3800
Baggage 2	0.0 lb	123.00	0
Totals	**2222.2 lb**	**42.75**	**94997**

Note that where a takeoff weight is displayed in the graph, the taxi/takeoff fuel has been deducted from the startup weight shown in the table.

Generated by SkyDemon on 2025/07/27 06:50 Z

5. Performance Calculations

C172 Take-Off Distance

TORA = Take Off Run Available
EGTB Wycombe 06/24 Hard is 730 m = 2,395 ft
LFRC Cherbourg 10/28 Hard is 2,440 m = 8,000 ft
EGTP Perranporth 09/27 Hard is 741 m = 2,431 ft

- ➔ Temperature:20 degrees Celsius
- ➔ Altitude Wycombe is 516 ft AMSL, alt. Cherbourg is 459 ft AMSL, alt. Perranporth is 330 ft AMSL. Calculation will be done with Wycombe EGTB as shorter TORA for similar altitudes.
- ➔ Wind considered nil at the time of performance calculations. Plan was always to land with headwind, not tailwind.

WING FLAP SETTINGS

Normal takeoffs are accomplished with wing flaps 0°-10°. Using 10° wing flaps reduces the ground roll and total distance over an obstacle by approximately 10 percent. **Flap deflections greater than 10° are not approved for takeoff.** If 10° wing flaps are used for takeoff, they should be left down until all obstacles are cleared and a safe flap retraction speed of 60 KIAS is reached. On a short field, 10° wing flaps and an obstacle clearance speed of 56 KIAS should be used.

SHORT FIELD TAKEOFF DISTANCE AT 2550 POUNDS

CONDITIONS:

Flaps 10°
Full Throttle Prior to Brake Release
Paved, level, dry runway
Zero Wind
Lift Off: 51 KIAS
Speed at 50 Ft: 56 KIAS

Press Alt In Feet	0°C		10°C		20°C		30°C		40°C	
	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst
S. L.	860	1465	925	1575	995	1690	1070	1810	1150	1945
1000	940	1600	1010	1720	1090	1850	1170	1990	1260	2135
2000	1025	1755	1110	1890	1195	2035	1285	2190	1380	2355
3000	1125	1925	1215	2080	1310	2240	1410	2420	1515	2605
4000	1235	2120	1335	2295	1440	2480	1550	2685	1660	2880
5000	1355	2345	1465	2545	1585	2755	1705	2975	1825	3205
6000	1495	2605	1615	2830	1745	3075	1875	3320	2010	3585
7000	1645	2910	1785	3170	1920	3440	2065	3730	2215	4045
8000	1820	3265	1970	3575	2120	3880	2280	4225	2450	4615

NOTES:

1. Short field technique as specified in Section 4.
2. Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
3. Decrease distances 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distances by 10% for each 2 knots.
4. For operation on dry, grass runway, increase distances by 15% of the "ground roll" figure.

Safety Sense / 09 / Weight, balance and performance

Performance changes		
For every	**Take-off distances**	**Landing distances**
10% increase in weight	x1.2	x1.1
1,000 ft increase in elevation	x1.1	x1.05
10°C increase in temperature	x1.1	x1.05
Tailwind component 10% of lift-off speed	x1.2	x1.2
2% Slope (uphill)	x1.1	-
2% Slope (downhill)	-	x1.1

Note: If calculating multiple factors, they should be multiplied together, for example 1.2 x 1.1.

Safety factors		
Condition	**Take-off**	**Landing**
Dry grass (up to 20cm)	x1.2	x1.15
Wet grass (up to 20cm)	x1.3	x1.35
Wet paved surface	-	x1.15
Soft ground or snow	x1.25	x1.25
General safety factors	x1.33	1.43

Note: You should apply this after the application of the other factors.

Take-Off with 10 degrees flaps (no wind):

- ➔ Ground roll distance (temp 20 degrees C, altitude 500 ft AMSL) is 1,042 ft
- ➔ Ground roll distance (temp 20 degrees C, altitude 500 ft AMSL), with safety factor (1.33) is 1,386.5 ft
- ➔ All ok as TORA is 2395 ft
- ➔ Clear 50 ft obstacle (temp 20 degrees C, altitude 500 ft AMSL) is 1,770 ft
- ➔ Clear 50 ft obstacle (temp 20 degrees C, altitude 500 ft AMSL), with safety factor (1.33) is 2,354 ft

Take-Off with 0 degrees flaps (no wind):

- ➔ Ground roll distance 0 flap is (Ground roll distance 10 flap +10%), with safety factor = 1,525 ft
- ➔ All ok as TORA is 2395 ft
- ➔ Clear 50 ft obstacle 0 flap is (Clear 50 ft obstacle 10 flap + 10%), with safety factor = 2,589 ft

C172 Landing Distance

LDA = Landing Distance Available
EGTB Wycombe 06/24 Hard is 730 m = 2,395 ft
LFRC Cherbourg 10/28 Hard is 2,440 m = 8,000 ft
EGTP Perranporth 09/27 Hard is 741 m = 2,431 ft

- ➔ Temperature: 20 degrees Celsius
- ➔ Altitude Wycombe is 516 ft AMSL, alt. Cherbourg is 459 ft AMSL, alt. Perranporth is 330 ft AMSL.
- ➔ Wind considered nil at the time of performance calculations. Plan was always to land with headwind, not tailwind.

SHORT FIELD LANDING DISTANCE AT 2550 POUNDS

CONDITIONS:

Flaps 30°
Power Off
Maximum Braking
Paved, level, dry runway
Zero Wind
Speed at 50 Ft: 61 KIAS

Press Alt In Feet	0°C		10°C		20°C		30°C		40°C	
	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst
S. L.	545	1290	565	1320	585	1350	605	1380	625	1415
1000	565	1320	585	1350	605	1385	625	1420	650	1450
2000	585	1355	610	1385	630	1420	650	1455	670	1490
3000	610	1385	630	1425	655	1460	675	1495	695	1530
4000	630	1425	655	1460	675	1495	700	1535	725	1570
5000	655	1460	680	1500	705	1535	725	1575	750	1615
6000	680	1500	705	1540	730	1580	755	1620	780	1660
7000	705	1545	730	1585	760	1625	785	1665	810	1705
8000	735	1585	760	1630	790	1670	815	1715	840	1755

NOTES:

1. Short field technique as specified in Section 4.
2. Decrease distances 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation on dry, grass runway, increase distances by 45% of the "ground roll" figure.
4. If landing with flaps up, increase the approach speed by 9 KIAS and allow for 35% longer distances.

Figure 5-11. Short Field Landing Distance

Safety Sense / 09 / Weight, balance and performance

Performance changes		
For every	**Take-off distances**	**Landing distances**
10% increase in weight	x1.2	x1.1
1,000 ft increase in elevation	x1.1	x1.05
10°C increase in temperature	x1.1	x1.05
Tailwind component 10% of lift-off speed	x1.2	x1.2
2% Slope (uphill)	x1.1	-
2% Slope (downhill)	-	x1.1

Note: If calculating multiple factors, they should be multiplied together, for example 1.2 x 1.1.

Safety factors		
Condition	**Take-off**	**Landing**
Dry grass (up to 20cm)	x1.2	x1.15
Wet grass (up to 20cm)	x1.3	x1.35
Wet paved surface	-	x1.15
Soft ground or snow	x1.25	x1.25
General safety factors	x1.33	1.43

Note: You should apply this after the application of the other factors.

Landing with 30 degrees flaps (no wind):

- ➔ Ground roll distance (temp 20 degrees C, altitude 500 ft AMSL) is 595 ft
- ➔ Ground roll distance (temp 20 degrees C, altitude 500 ft AMSL), with safety factor (1.43) is 850.85 ft
- ➔ All ok as LDA is 2395 ft
- ➔ Clear 50 ft obstacle (temp 20 degrees C, altitude 500 ft AMSL) is 1367.5 ft

➔ Clear 50 ft obstacle (temp 20 degrees C, altitude 500 ft AMSL), with safety factor (1.43) is 1955.52 ft

Landing with 0 degrees flaps (no wind):

➔ Ground roll distance 0 flap is (Ground roll distance 10 flap + 35%), with safety factor = 1,148.65 ft

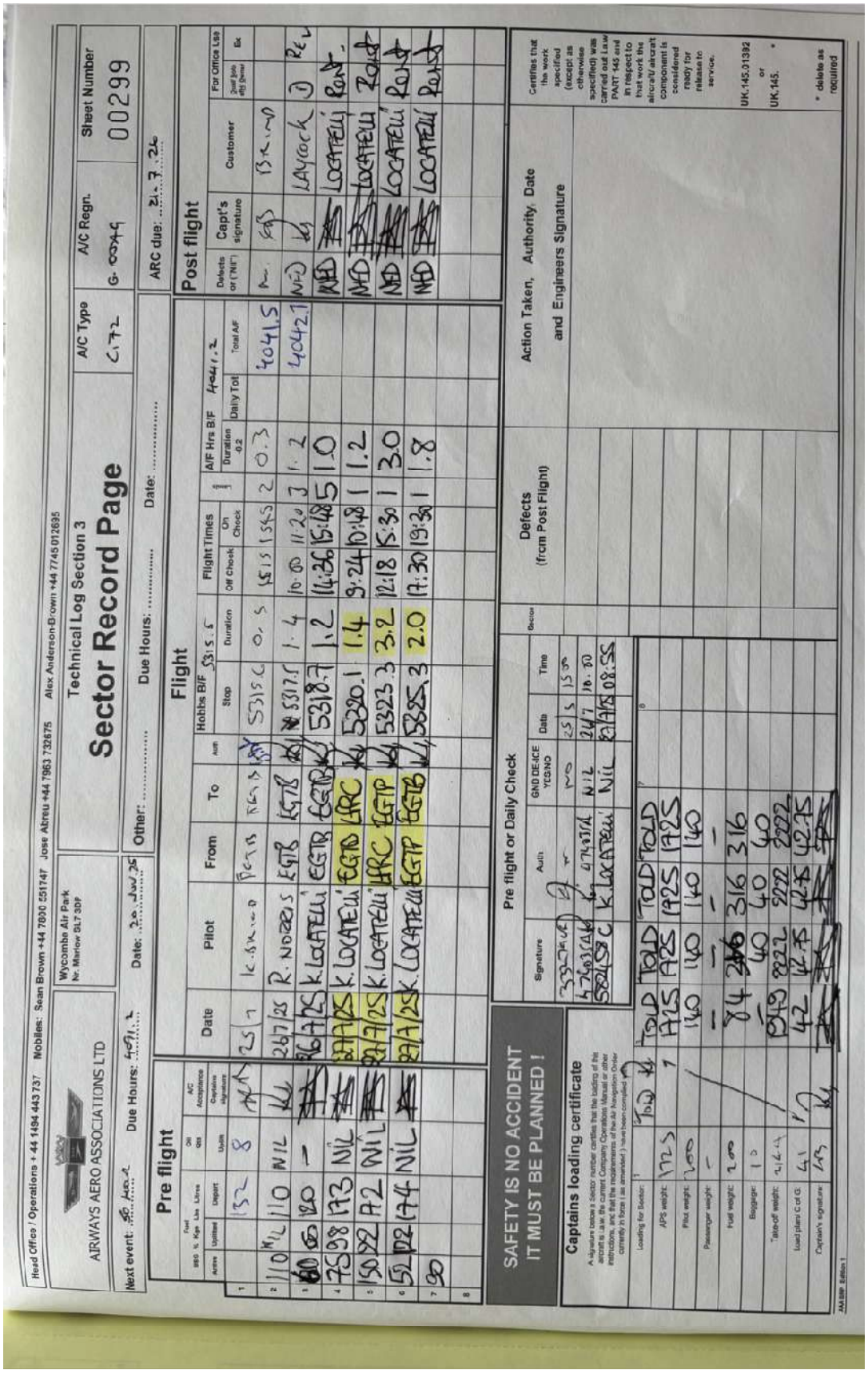
➔ All ok as LDA is 2395 ft

➔ Clear 50 ft obstacle 0 flap is (Clear 50 ft obstacle 10 flap + 35%), with safety factor = 2,639.95 ft

Cessna 172 G-OJAG amongst Wycombe's fleet, evening of Sunday 27th July 2025

6. Technical Log – Cessna 172, G-OJAG

3 entries authorised by Instructor – Rental 27/07/2025 (highlighted in yellow)



7. Flight Plans

Manage Flight Plan

GOJAG, EGTB Wycombe Air Park - LFRC Cherbourg Manche

Back to Flightplans

Use the tools on this page to delay, cancel or close your flightplan. You can also view its history and the list of recipients to whom it has been sent.

Closed

Filing History

Filed at 2025-07-27 08:09 Z
Sent to EGTBZTZX EGZYVFRT LFRRZFZX LFRCZTZX LFYNZPZX LFRGZTZX LFRGZPZX EGJJZTZX EGJJZRZX

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(FPL-GOJAG-VG
-C172/L-DFO/C
-EGTB0830
-N0103VFR DCT 5135N00051W DCT 5132N00055W DCT 5116N00106W DCT
5059N00059W DCT KATHY DCT GARMI DCT
-LFRC0108 EGJJ
-EET/LFRR0057 RMK/PILOT KAREN LOCATELLI +44 , CREATED BY
SKYDEMON, SUPP INFO RQS KBLIHAEX DOF/250727)
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Closed at 2025-07-27 11:02 Z
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(ARR-GOJAG-EGTB0830-LFRC1102-DOF/250727)
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Manage Flight Plan

GOJAG, LFRC Cherbourg Manche - EGTP Perranporth

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Closed

Filing History

Filed at 2025-07-27 11:05 Z
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-C172/L-DFO/C
-LFRC1125
-N0103VFR DCT 4838N00131W DCT ORVAL DCT 4912N00212W DCT 4926N00236W
DCT EPLEF DCT 5007N00529W DCT 5012N00526W DCT
-EGTP0249 EGHQ
-EET/EGTT0137 RMK/PILOT KAREN LOCATELLI +44 , CREATED BY
SKYDEMON, SUPP INFO RQS KBLIHAEX DOF/250727)
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Closed at 2025-07-27 14:32 Z
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(ARR-GOJAG-LFRC1125-EGTP1432-DOF/250727)
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