

EGKR — REDHILL

EGKR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKR — REDHILL

EGKR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511249N Long: 0000819W Mid point of Runway 08R/26L.
2	Direction and distance from city	1.5 nm SE of Redhill.
3	Elevation / Reference temperature	222 ft / 20 C
4	Geoid undulation at AD ELEV PSN	
5	Magnetic Variation/ Annual Change	0.48°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	REDHILL AERODROME LTD Post: Terminal Building, Redhill Aerodrome, Surrey, RH1 5YP. Phone: 01737-821801 (Administration) Phone: 01737-821802 (ATC) Phone: 01737-821805 (Fuel) Phone: 01737-822947 (ATIS available H24) Fax: 01737-823640 Email: accounts@redhillaerodrome.com (Administration) Email: atc@redhillaerodrome.com (ATC) Email: arffs@redhillaerodrome.com (ARFFS/Fuel)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	ATC telephone calls are recorded.

EGKR AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0900-1700. Summer: 0800-1800. (0700-0800 and 1800-1900 is PPR 24 hours notice required)
2	Customs and Immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	Winter: 0845-1715. See also AD 2.18 Summer: 0645-1915. (0645-0745 and 1815-1915 is PPR 24 hours notice required)
8	Fuelling	Winter: 0900-1645 and by arrangement. Summer: 0800-1745 and by arrangement..
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR .

EGKR AD 2.4 HANDLING SERVICES AND FACILITIES

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

EGKR AD 2.5 PASSENGER FACILITIES

1	Hotels	
2	Restaurants	
3	Transportation	
4	Medical facilities	
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGKR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGKR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

EGKR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	<p>Taxiway marking aid(s): : Painted centre-line and hold markings on Taxiways A, B, C, D, E, F and H.</p> <p>Taxiway light(s): : Runway Guard Lights at Holding Points A1, A2 and B1.</p>
3	Stop bars	
4	Remarks	

EGKR AD 2.10 AERODROME OBSTACLES

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

In circling area and at aerodrome						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
	TV Mast	511517.02N 0001204.10W	1014 ft		Yes	

EGKR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	
2	Hours of service MET Office outside hours	
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	
6	Flight documentation Language(s) used	
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing infor- mation	
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	

EGKR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 18 Threshold displaced by 151 m. Pilots are warned that it is dangerous to attempt to land short of the marked displaced threshold.
					RWY 36
					RWY 08R
					RWY 26L
					RWY 08L
					RWY 26R

EGKR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
18	851 m	851 m	851 m	699 m	
36	851 m	851 m	851 m	851 m	
08R	897 m	897 m	897 m	897 m	
26L	897 m	897 m	897 m	897 m	
08L	683 m	683 m	683 m	683 m	
26R	683 m	683 m	683 m	683 m	

EGKR AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGKR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 51 1301N 0000837W Flashing White/Green Sunset to sunrise
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	Taxiway: . Edge. Twy A and E Blue edge lights.
4	Secondary power supply/switch-over time	Generator/5 seconds.
5	Remarks	

EGKR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	FATO H08: 511245.20N 0000824.82W 149 ft, FATO H26: , 511246.69N 0000816.19W 149 ft
2	TLOF and/or FATO elevation	FATO H08: 202 ft, FATO H26: , 204 ft
3	TLOF and FATO area dimensions, surface, strength, marking	FATO H08/H26: 175 x 30 m Surface: Grass. flush concrete markings
4	True bearing of FATO	H08: 074.63° H26: 254.63°
5	Declared distance available	
6	Approach and FATO lighting	FATO lighting: FATO H08/H26: HI Fixed flush edge lights.
7	Remarks	H08/H26: Pilot Controlled Lighting available.

1	Coordinates TLOF or THR of FATO Geoid undulation	FATO H18: 511247.71N 0000845.10W 149 ft, FATO H36: , 511242.50N 0000844.57W 149 ft
2	TLOF and/or FATO elevation	FATO H18: 224 ft, FATO H36: , 219 ft
3	TLOF and FATO area dimensions, surface, strength, marking	FATO H18/H36: 165 x 30 m Surface: Grass. flush concrete markings
4	True bearing of FATO	H18: 176.34° H36: 356.34°
5	Declared distance available	
6	Approach and FATO lighting	FATO lighting: FATO H18/H36: Portable LED lights available.
7	Remarks	H08/H26: Pilot Controlled Lighting available.

EGKR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
REDHILL ATZ A circle, 2 nm radius centred at 511249N 0000819W on longest notified runway (08R/26L) except that part of the circle south of a straight line joining 511134N 0001048W and 511230N 0000511W.	Upper limit: 2000 ft Lower limit: SFC	D	REDHILL TOWER English	6000 ft	In the event of being unable to establish 2-way communications with Redhill Tower on 119.600 MHz, pilots wishing to transit the ATZ should contact Gatwick Director on 126.825 MHz. Partly within the London Gatwick CTR and CTA and also partly below Controlled Airspace. Special procedures apply in the Redhill Local Flying Area. Note: Airspace Classification: D and G Refer to Section ENR 1.4 for Notifications.

EGKR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
TWR	REDHILL TOWER	119.600 MHz DOC 10 nm/3000 ft.	Winter: 0845-1715 Summer: 0645-1915	ATZ hours H24.

EGKR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES (continued)

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
ATIS	REDHILL INFORMATION	125.300 MHz DOC 20 nm/3000 ft.	H24	Automated observations outside ATC hours.

EGKR AD 2.19 RADIO NAVIGATION AND LANDING AIDS**INTENTIONALLY BLANK****EGKR AD 2.20 LOCAL TRAFFIC REGULATIONS****1 Airport Regulations**

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

2 Ground Movement

- (a) Fixed-wing aircraft operations are confined to the marked runways and taxiways and to the grass areas north of Runway 08R/26L. Unmarked taxiways should not be used without ATC permission.
- (b) Pilots of fixed-wing aircraft must exercise caution when taxiing on the grass, especially west of Runway 18/36 where the surface is uneven in places.

3 CAT II/III Operations

Not applicable

4 Warnings

- (a) The aerodrome is subject to waterlogging.
- (b) The surface slopes up 10 ft from the centre to the West boundary.
- (c) Intensive helicopter operations (Caution wake turbulence): Care must be taken on approach and departure from all runways not to drift into the helicopter circuit area. Do not vacate any runway until instructed to by ATC.
- (d) Air Taxiing helicopters direct a forceful blast of air downwards which rolls out in all directions. Also, when a helicopter's weight is transferred from the landing gear to the rotor a strong downwash is created. Fixed-wing aircraft should not be parked close to helicopter aprons.
- (e) Helicopters may not comply with standard RTF procedures.
- (f) When Runway 18/36 is in use it is not possible to provide separation between the runway and air-taxiing helicopters. Consequently, delays may occur to both helicopters and fixed-wing aircraft.
- (g) Operations by Police and Air Ambulance helicopters take place H24.
- (h) Ridge running east - west 545 ft amsl 1.3 nm north of the aerodrome.

5 Helicopter Operations

- (a) Two day VFR grass heli-strips (H08/H26 and H18/H36) are marked on the Aerodrome with standard ICAO markings and are available for helicopters up to and including 13 m overall length. Larger helicopters will operate from the marked hover squares or the fixed-wing runways
- (b) The helicopter operating areas (heli-strips, confined areas and sloping ground) are separated from the fixed-wing runways and procedures are in place that permit independent and simultaneous helicopter/fixed-wing operations. Special procedures apply to Bell Supertransport, Puma, Tiger/Super Puma, Chinook, Sea King/S61N and EH101 helicopters.

EGKR AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

Helicopters will only be parked on marked grass or concrete pads. Nonbased helicopters will be directed by ATC to an appropriate pad.

(c) Night Operations

- (i) Helicopters are not permitted to arrive and depart via unlit areas of the Aerodrome unless operators have procedures, agreed with the Aerodrome Licensee, published in their Operations Manual.
- (ii) At night helicopters will operate to/from H08/H26 (equipped with flush green edge lights) or Runway 08R/26L.
- (iii) Additionally a lighted concrete helipad, equipped with green FATO LED edge lights, blue LED taxi area lights and red LED stop line lights, is available adjacent to the Kent Surrey Sussex Air Ambulance (KSSAA) hangar. Use of this pad is PPR through KSSAA Ops.

(d) Helicopters operating in the visual circuit must remain east of the Redhill-Brighton Railway Line.

6 Use of Runways

- (a) Runway 08R/26L is the preferential runway.
- (b) Runway 08L/26R is primarily used as a taxiway, it is only available as a runway when Runway 08R/26L is NOTAM out of service.
- (c) The aerodrome is equipped with Pilot Controlled Lighting, details from Aerodrome Licensee.
- (d) An unlicensed paved runway 07/25 is available when the licensed grass runways are unserviceable. Details on this runway are available on the aerodrome website www.redhillaerodrome.com
- (e) Runway 18/36 is not available to aircraft that are not equipped with a serviceable transponder.

7 Training

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

EGKR AD 2.21 NOISE ABATEMENT PROCEDURES

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

EGKR AD 2.22 FLIGHT PROCEDURES

1 General

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

2 VFR Arrival and Departure Procedures

- (a) ATC will require all VFR aircraft to enter and leave the ATZ by routeing via one of the VRPs (listed in paragraph 4) as follows:
 - (i) Fixed-wing aircraft:
 - (1) Join at 1400 ft QNH. If required to join overhead - enter the ATZ on the runway QDM remaining within the fixed-wing circuit area. When instructed, descend to circuit height and join the visual circuit pattern;
 - (2) Departures are to maintain 1400 ft QNH until passed the appropriate VRP
 - (ii) Helicopters:
 - (1) Join at 1200 ft QNH and enter the circuit pattern via the appropriate VRP;
Note: *When Runway 18/36 is in operation helicopters joining from the east may be instructed to route from Godstone Railway Station to the eastern aerodrome boundary at 700 ft QNH.*
 - (2) Departures are to maintain 1200 ft QNH until passed the appropriate VRP.

3 Redhill Local Flying Area (LFA) and Procedures

- (a) The southern half of Redhill aerodrome lies within the Gatwick CTR and the northern half lies beneath the Gatwick CTA. During the hours of watch of Redhill ATC, subject to the restrictions listed in paragraph (ii), flights without reference to Gatwick ATC may be made within a LFA which is bounded by the following positions:
511405N 0001047W - 511437N 0000656W thence south by the arc of a circle radius 2 nm centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W - 511248N 0001240W - 511258N 0001129W thence north by the arc of a circle radius 2 nm centred on 511249N 0000819W to 511405N 0001047W.
- (b) The following restrictions apply within that part of the Redhill LFA that lies within the Gatwick CTR (Area A) (ie south of a line joining positions 511258N 0001129W - 511234N 0000510W):
 - (i) Aircraft are to remain clear of cloud and with the surface in sight;
 - (ii) Maximum altitude — 1500 ft QNH;
 - (iii) Minimum in-flight visibility: fixed-wing aircraft — 5000 m; helicopters — 1500 m.
 - (iv) Limits of circuit:
 - Middle of Benting Wood to the west;
 - Redhill — Bletchingley Road (A25) to the north;
 - Outwood — Bletchingley road to the east;
 - Picketts and Brownslade farms to the south.
- (c) Within that part of the Redhill Local Flying Area that lies outside the Gatwick CTR (Area B) the maximum altitude is 1500 ft QNH.
- (d) Aircraft joining or leaving Redhill Local Flying Area must do so at a point north of the Gatwick CTR. Joining procedures and Visual Reference Points are as detailed.
- (e) The LFA is depicted at AD 2-EGKR-4-1.
- (f) Refer to Section ENR 1.4 for Notifications.

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

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

EGKR AD 2.22 FLIGHT PROCEDURES (continued)

4 Visual Reference Points (VRP)

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

VRP	VOR/DME
Buckland 511424N 0001445W	OCK R118/D9 BIG R243/D12
Godstone (Junction of A25 and B2236 roads) 511450N 0000401W	OCK R104/D15 BIG R218/D6
Godstone Railway Station 511305N 0000304W	OCK R110/D16 BIG R206/D7
Junction 7 M25/Junction 8 M23 511550N 0000741W	OCK R102/D12 BIG R237/D7

EGKR AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGKR AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGKR-2-1

Figure: LOCAL FLYING AREA CHART

AD 2-EGKR-4-1