

ROYAL AIR FORCE COLLEGE CRANWELL FLYING CLUB
SUMMER FLY- IN SUNDAY 2nd AUGUST 2009
AIR TRAFFIC PROCEDURES AND ARRIVAL BRIEF
(Issued by RAFC Flying Club Ltd)

NOTE: These rules apply for the RAFC Flying Club Fly-In on Sunday 2nd August 2009 only.

Situation. Flying at Cranwell is complicated by the fact that there are two airfields. The North Airfield is a grassed area from which only gliding and aero-tows take place. The South Airfield is the main RAF airfield from which powered flying takes place. The situation will be further complicated on the day by AEF/UAS Tutor flying which also takes place from the South Airfield. In addition, there will be RAFC Flying Club Grob115A trial lessons and Firefly Aerobatics sorties during the day. When the AEF/UAS Tutor flying is complete (at approximately 1430Z) Cranwell ATC will close and there will be a flying display that will finish at approximately 1600Z.

Separation. Within the Zone, when RW27/09 is in use, the demarcation line between North Airfield and South Airfield airspace is the public road, known as Cranwell Avenue, which runs roughly east west across the front of the RAF College and which separates the two camps. With RW 27/09 in use, no glider is to fly south of Cranwell Avenue and no powered aircraft is to fly north of it. With RW 01/19 in use, the procedures are slightly different. (See below). Pilots are to plan their approach to, and departure from the airfield accordingly.

Arrivals and Departure. Arrival and departure for visiting aircraft is strictly PPR. Pilots should telephone Cranwell Operations Squadron (01400 26 7377/7378 GPTN: 95751 7377/7378) during Station working hours. When telephoning, please have your insurance details at hand and be prepared to fax proof of Crown Indemnity. (Note Cranwell Operations Squadron is normally closed at weekends.)

It is anticipated that there will be a VFR only Air Traffic Service on 2nd August until approximately 1430Z (or when the AEF/UAS cease flying). Before initial contact with Cranwell Tower, pilots should obtain the latest ATIS on 126.35. Pilots must not enter the Cranwell ATZ without permission. Requests to enter the ATZ should be made to Cranwell Tower on 125.05 and should include the latest ATIS code letter.

Prior to contacting Cranwell, aircraft will normally have been working Waddington LARS on 127.35. Cottesmore, Wittering, and Conningsby LARS are unlikely to be manned on a Sunday.

The procedure for aircraft arriving from the sector SSW-NNW is to join from a point slightly north of Carlton Scroop Mast (53 00N 000 35W). Aircraft arriving from this sector should route to avoid gliders from Syerston and Cranwell, and free-fall parachutists from Langar. There is also considerable GA traffic in the Trent Valley at weekends.

Aircraft arriving from the sector NNE-SSE are to call Cranwell from east of Sleaford and are to avoid over-flying the town and any of the large villages in the area. They should also keep a sharp lookout for AEF/UAS aircraft.

Circuit Procedures. Oval (military) circuits are flown at Cranwell. The circuit height for piston aircraft is 800' and jets 1000' on the Cranwell QFE. The RW directions will be 27LH, 09RH, 01RH, 19LH. There are also parallel grass strips to the south of runway 27/09.

ATC orders are to be adhered to at all times. The circuit joining procedure is an overhead join from 1800' on the Cranwell QFE (ATC may allow other types of join by negotiation). *Note: With RW 27/09 in use, the dead side is quite narrow comprising only the distance between the northern edge of the main runway and the southern edge of Cranwell Avenue. Pilots have little lateral freedom during their descent to circuit height.*

Runway 01/19. If RW 19 is active pilots should still not cross Cranwell avenue as they carry out their overhead join. Pilots landing on RW19 must not encroach on glider flying from the North Airfield. Gliders **should** be operating to the north and west of the centre line, but the need for vigilance is obvious and the initial part of the final approach should be made at an angle just to the left of the RW 19 centre line.

Pilots taking off from RW01 should avoid flying too far upwind or to the left of the centre line for the same reason. However, there is no need to begin turning right excessively early or tightly.

Landing on Grass. There is a grass strip on the South Airfield running parallel to the main runway 27/09, and Cranwell based aircraft might also be using them.

Aircraft Parking. The club parking area is indicated on the map below (please note north is not at the top). Please follow the marshaller's instructions. The few RAF chocks available are likely to be too big for small aircraft, so if you need chocks, please bring your own. After parking please check in with the duty pilots at the hangar.

Taxy Procedures. When ATC is operating, Pilots are to include POB and ATIS (126.325) code letter when requesting taxy clearance with Cranwell Tower (125.050). Sortie details are to be passed to ATC by telephone. Taxy instructions issued by ATC will always contain a clearance limit, which is the

point at which the aircraft must stop unless further permission to proceed is given. For departing aircraft, the clearance limit will normally be the holding point of the runway in use, but it may be any other position on the airfield depending on the prevailing traffic. **When ATC close (approximately 1430Z) the ATIS will be switched off and “all stations” calls should be made on 119.375.**

Fuel. AVGAS 100LL will be available from the club throughout the day at £1.25 per litre. **Payment must be by cheque** (sorry but we do not have the technology to accept debit/credit cards) at the time of sale. Our bowser only holds 2000 litres, so pilots of heavier aircraft might be asked to restrict their uptake.

Oil. A supply of Aeroshell 15/50 and OMD160 will be available for topping up purposes

Safety. Flight and ground safety is paramount. Please take care and do your utmost to ensure this is a safe and enjoyable day.

Airfield Diagram. A diagram of Cranwell North and South is printed below showing the position of the RAFC Flying Club and the parking area for visiting aircraft.

Further information. Further information can be obtained from Cranwell Air Traffic Control Squadron 01400 267281 GPTN 95751 7281 or Flt Lt C V Brown (RAFC Flying Club CFI) 01347 847921 GPTN 95871 7921 (On the day 07979 420423).

