

**THIS IS A LARGE DOCUMENT. - REDHILL OPERATES BOTH FIXED AND ROTORY WING A/C, TRAINING AND OTHERS.**  
**REDHILL HAS A COMPLICATED AND MANDATORY SET OF PROCEDURES FOR ALL AIRCRAFT -**  
**READ THIS DOCUMENT CAREFULLY BEFORE ATTEMPTING TO FLY IN or OUT OF REDHILL.**  
**THIS DOCUMENT IS NOT TO BE USED FOR REAL WORLD OPERATIONS.**

AIRFIELD NAME AND ICAO	November 23	<b>REDHILL</b>		<b>EGKR</b>	South
CALLSIGN (A/C RADIO)	Redhill Tower			119.605	
CALLSIGN (ES/VATSIM)	EGKR_TWR			120.270- Helio Twr if needed	
LOCATION	Lat N051.12.49.000	Long W000.08.19.000		Elev. 222ft	
LOCATION GEOGRAPHIC	1.5nm SE of Redhill. <b>2.5nm N of EGKK Gatwick</b>			VFR Conspicuity 3767	
CHART SOURCE	NATS/EGKR Manager.	<b>QNH ONLY in LFA</b> Pilots may request QFE (QNH -7HPscIs)			
METAR AIRPORT	EGKR 125.305	With grateful thanks from The Club, to the EGKR manager for permission to use EGKR documentation and charts.			
NAV AIDS (FSX / PLANG3)	<b>NONE ON A/F</b>				
<b>Maximum Altitude</b> within <b>LFA is 1500ft QNH</b> <b>FLY AT MAX 1400ft QNH</b> RUNWAYS -> <b>AIRFIELD OPERATIONS</b> <b>are complicated,</b> <b>read the notes/charts</b>	Headings	Dimension	Surface & notes		
	18 / 36	851m x 25m	Grass - <b>Only</b> if Xwnd on 08/26>7kts		
	08R /26L	897m x 30m	Grass; <b>PREFERRED RUNWAY</b>		
	08L / 26R	683m x 23m	Grass; <b>NORMALLY USED AS TAXIWAY</b>		
	07 / 25	UNLICENSED	Asphalt; <b>ONLY</b> if grass Runways unavailable		
	08H 26H	175m x 30m	Grass; Group 1 HELICOPTERS, E / W OPERATIONS		
18H / 36H	165m x 30m	Grass; Group 1 HELICOPTERS, N / S OPERATIONS			
AIRSPACE/TRANS ALT QNH	CLASS D	Transition level 6000ft	Airspace above is Class A1500/2500 CTR/CTA		
CIRCUITS HEIGHT	1200ft QNH for <b>ALL A/C</b>		<b>ALL A/C USE EGKR QNH</b> ; FW North and EAST, Helios S and W.		
	Helicopters may be required to arrive/depart from/to the VRP at A700 <b>by ATC due traffic.</b>				
	<b>IF VISIBILITY&lt;5000M &amp;/OR CLOUD BASE &lt;1300FT ( 1500FT QNH) THE FW CIRCUIT WILL BE CLOSED</b>				
<b>SPECIAL NOTES</b>	<b>OPERATIONS AT THIS AIRFIELD ARE COMPLICATED, DUE TO MIXED (TRAINING) TRAFFIC.</b>				
<ol style="list-style-type: none"> <li>The <b>GATWICK CTA/CTR</b> split is overhead the airfield.</li> <li>Maximum altitude is <b>A1400</b>. (EGKK CTA @A1500)</li> <li>The Airfield has a <b>Low Flying Area LFA - NOT</b> an ATZ.</li> <li><b>ALL A/C</b> will use <b>EGKR QNH AT ALL TIMES</b>.</li> <li>The Airfield is split into 2 flight operational areas.</li> <li>The split will depend on runway in use <b>along the c/I</b>.</li> <li>Fixed wing one side of c/I Rotary wing, the other.</li> <li><b>DO NOT CROSS YOUR CENTRE LINE AT ANY TIME</b>.</li> <li><b>ALL A/C MAINTAIN ALTITUDES WITHIN +/- 100ft</b></li> <li><b>ALL ENTRY / EXIT ROUTES ARE MANDATORY</b></li> <li><b>THIS IS WHY YOU MUST BE FAMILIARE WITH ALL THE FLIGHT RULES FOR THIS A/F. Or STAY AWAY.</b></li> </ol>					
NO FLY AREAS	<b>OUTSIDE DESIGNATED AIRFIELD ATZ/ LFA - UNDER EGKK CTA . SEE CHARTS BELOW</b> Built up area NE of BENTING WOOD ( <b>PURPLE</b> ), Designated <b>FARMS/STABLES (YELLOW) or (RED)</b>				
LOCAL HAZARDS	REDHILL has Rotary and Fixed Wing training. It is also <b>PARTLY inside Gatwick's CTR and PART beneath Gatwick's CTA.</b> <b>SPECIAL RULES AND PROCEDURES APPLY AT ALL TIMES</b> see charts below. <b>550ft RIDGE AGL, 1.3nm NORTH</b> <b>FIXED WING A/C. Ensure you are at least 3 times the rotor diameter from any Helicopter due DnwsH.</b>				
HELICOPTER OPERATIONS	<b>AS ABOVE. LIGHT</b> helicopters (max 13m length) can use the Heli-strips. <b>ALL OTHER HELIOS</b> must use the Hover Squares or Fixed Wing Runways as directed by ATC. <b>Helicopters must remain within their designated areas at all times.</b> <b>THERE IS NO DEAD SIDE TO REDHIL AIR OPERATIONS:</b> <b>DO NOT CROSS THE ACTIVE c/I AT ANY TIME</b> <b>When 18/36 ACTIVE-Conflicts possible, expect delays.</b>				
<b>ICAO Helicopter groups - downwash/wake turbulence</b>					
<b>GROUPS</b>	<b>TYPES</b>			<b>EGKR RULES</b>	
<b>Max. Overall Length: 13 M</b> <b>Wake Category: light</b>	<b>ALOU, AS50, B06, B407, EC20, EN28, EN48, H269, H500, MD52, MD60, R22, R44, R66, S330and SCOU.</b>			<b>May ARRIVE / DEPARTE via the marked Heli-strips</b>	
<b>Max. Overall Length: 17M</b> <b>Wake Category: Light</b>	<b>A109,A139,A169,A189,B205,B212, B427, B105, BK17, AS55, AS65, EC15, EC35, EC75, EXPL, S67 and LYNX.</b>			<b>May ARR. / DEP. via the Hover squares, or runways</b>	
<b>Max. Overall Length: 23M</b> <b>Wake Category: Small</b>	<b>EH101, H53, H47, PUMA, AS32, EC25, S61, S64, H65, S92 and B609(VTOL).</b>			<b>Restricted to arr./dep. via runways/taxiways</b>	
<b>NO helicopter movement without ATC clearance at any time, includes to/from A/F training areas.</b>					

NO visiting Microlights; NO NORDO A/C.  
 BASICALLY; FIXED WING NORTH & EAST of Runway; Rotary SOUTH & WEST.

**NOTE; OVERHEAD JOINS DO NOT CROSS THE CENTRELINE AT ANY TIME**

**BOTH RUNWAY OPERATIONS HAVE SPECIFIC ARRIVAL/DEPARTURE ROUTES AND HEIGHTS. THESE ARE MANDATORY.** See charts below.

ALL ROUTES IN/OUT USE **SET ROUTES/HEIGHTS AND VRPS. NO DEVIATIONS.** **PLAN AHEAD**

For 'off Airfield' special Heli training areas (sloping ground/copse and other challenging landing areas) - see NATS Area Chart.

If transiting EGKK CTR, through EGKR LFA, your (EGKK) clearance **WILL NOT** include clearance through EGKR ATZ. YOU WILL NEED TO CONTACT EGKR\_TWR or have clearance relayed by KK\_APP. **FIRST CHECK BEFORE ATZ ENTRY. WITHIN THE LFA or UNDER EGKK CTR. remain NOT ABOVE A1400ft QNH.**

**POLICE and AIR AMBULANCE** operations are 24/7 and **HAVE PRIORITY AT ALL TIMES.**

ALL A/C should call Tower 5 minutes before ETA. When approaching EGKR.  
 (Use 6 minute rule i.e. speed 90kts, call 9nm out).

**DO NOT PASS ENTRY VRP UNLESS IN CONTACT WITH TOWER. (hold at the VRP if needed/instructed)**

**All A/C NOT to EXCEED 140kts IAS, whilst under Tower control. FW A/C MUST NOT VACATE a RUNWAY UNTIL INSTRUCTED BY ATC**

**THERE IS NO DEAD SIDE TO REDHIL AIR OPERATIONS:**

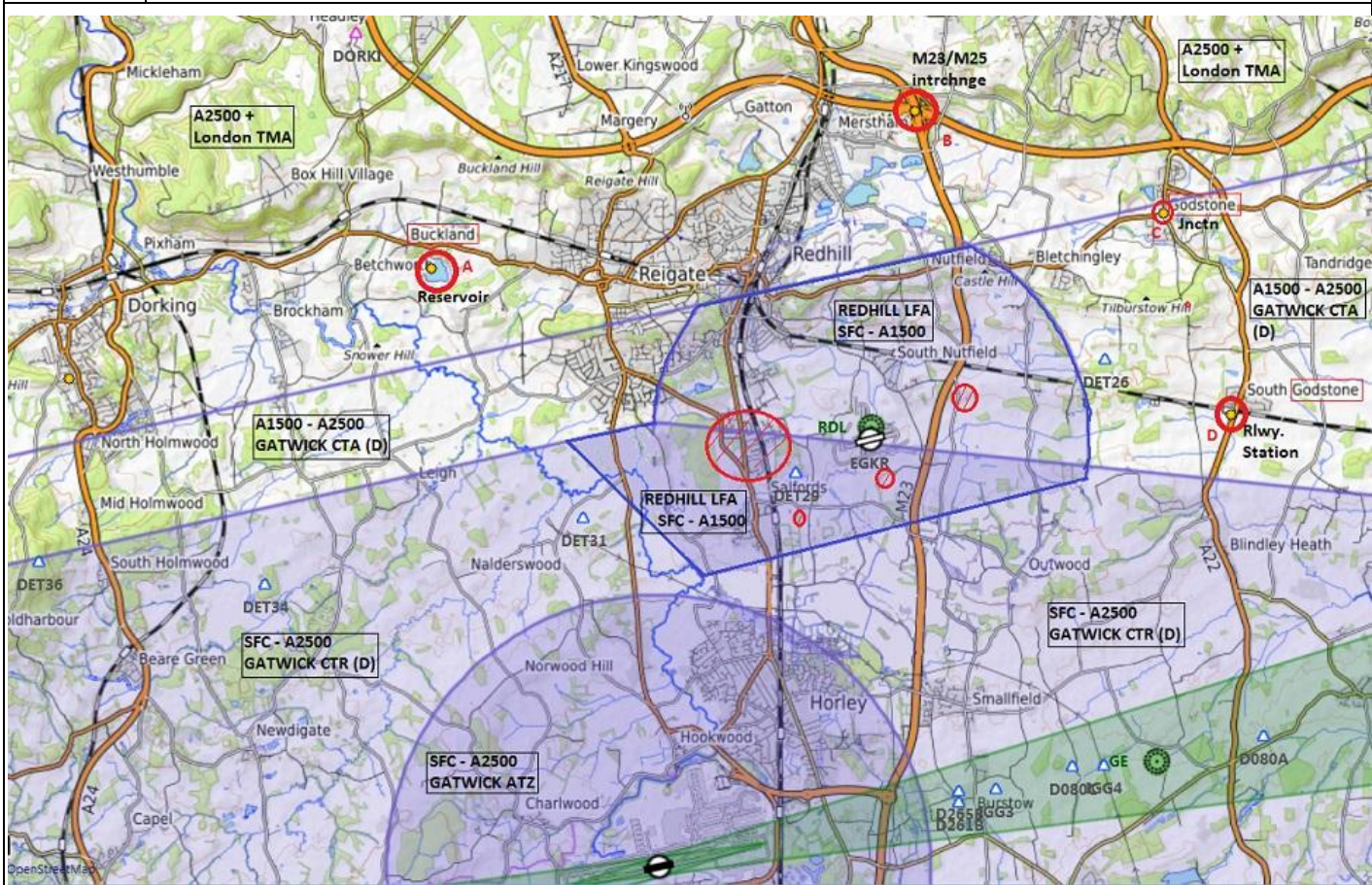
**DO NOT CROSS THE ACTIVE c/I AT ANY TIME**

REMARKS

If (VATSIM/CIX) training/group flights with mixed Fxd Wing/Rotary wing traffic. A second tower controller may be used. NB. THESE NOTES ARE BASICS ONLY. A CIX Helpnotes will follow.

**Airfield Operations charts and documents courtesy of (RW) EGKR training A/F SATCO.**

**When 18/36 ACTIVE-Conflicts possible, expect delays.**



1. INBOUND AIRCRAFT. **FIXED WING**, CROSS ENTRY VRP AT **A1400**. **HELICOPTERS** CROSS ENTRY VRP AT **A1200**
2. **OUTBOUND UNTIL AFTER OUTBOUND VRP -FIXED WING** NORMALLY **A1400**. **HELICOPTERS** NORMALLY **A1200**
3. DO NOT DEVIATE from MANDATORY ROUTE / Assigned Altitude. KEEP CLEAR OF DESIGNATED SENSITIVE AREAS.
4. FLIGHT WITHIN GATWICKS CTR - OUTSIDE THE LFA. REQUIRES PRIOR CLEARANCE FROM GATWICK APPROACH.
5. THIS IS EGKR TOWER CONTROLLED AIRSPACE, NOT AFISO. KEEP A SHARP LOOKOUT & LISTEN AT ALL TIMES.
6. BEFORE YOU ATTEMPT TO FLY INTO EGKR. KNOW THE A/F FLIGHT OPERATIONS FOR YOUR A/C, or stay away.



7. ALL A/C MUST SQUWK MODE CHARLIE and ENSURE THEY CAN MAINTAIN VMC MINIMA

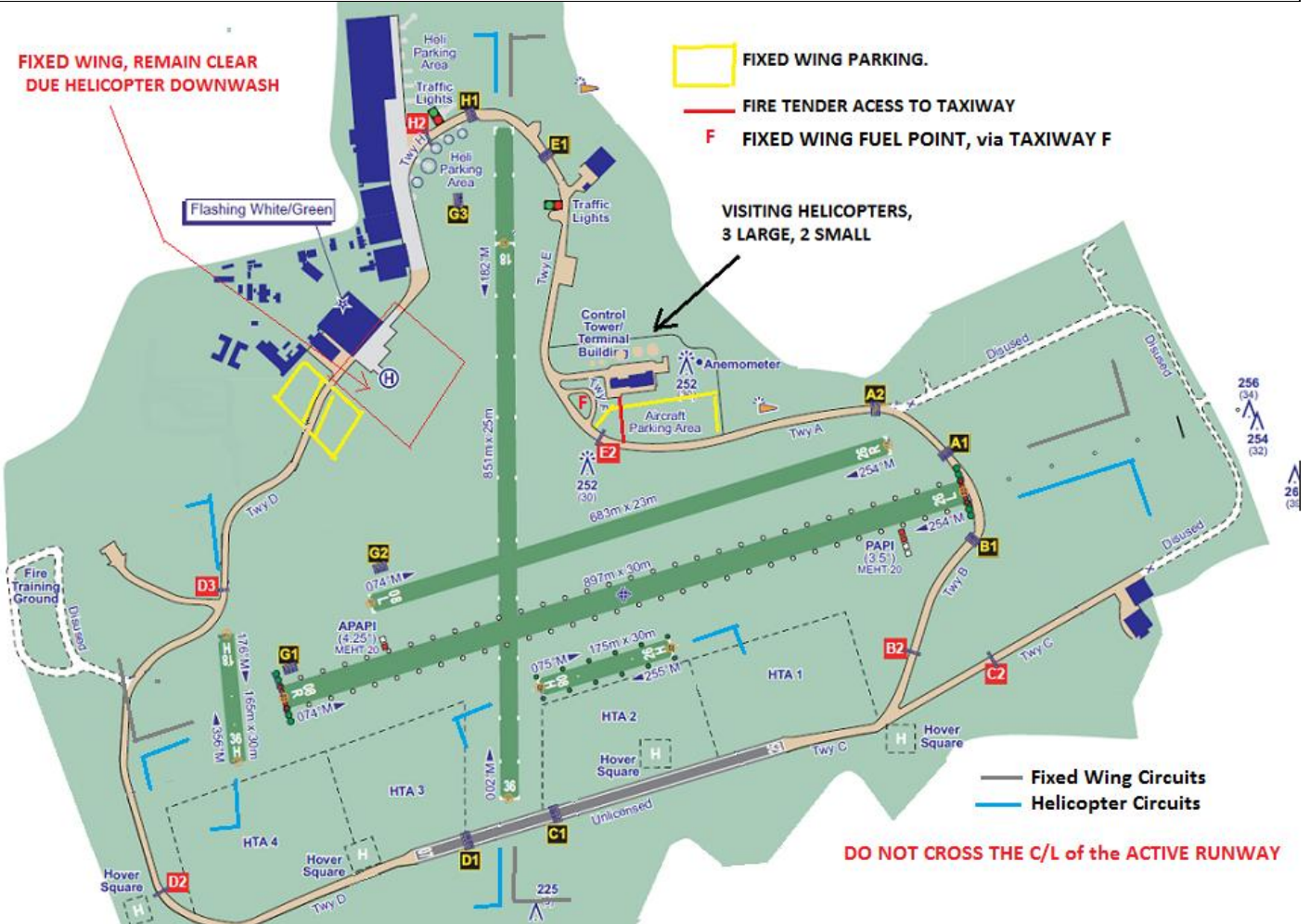
VRPs.

A. BUCKLAND (reservoir). N051.14.24. W000.14.45

B. M25/M23 Junction N051.15.50 W000.07.41

C. GODSTONE (junction A25/B2236). N051.14.50 W000.04.01

D. GONSTONE RLWY STN. N051.13.05 W000.03.04

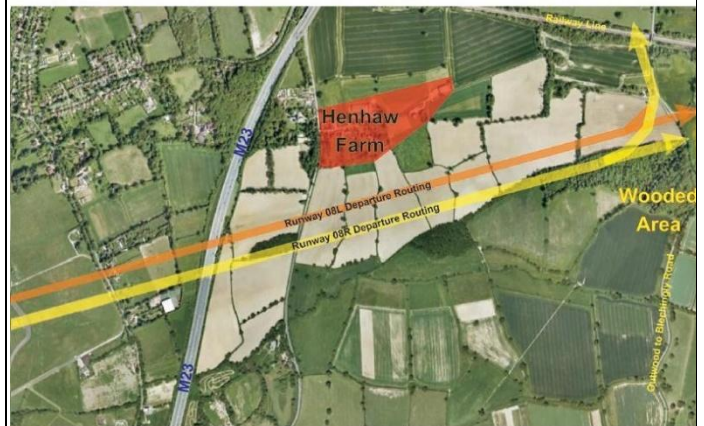


**NOISE ABATEMENT DEPARTURES**

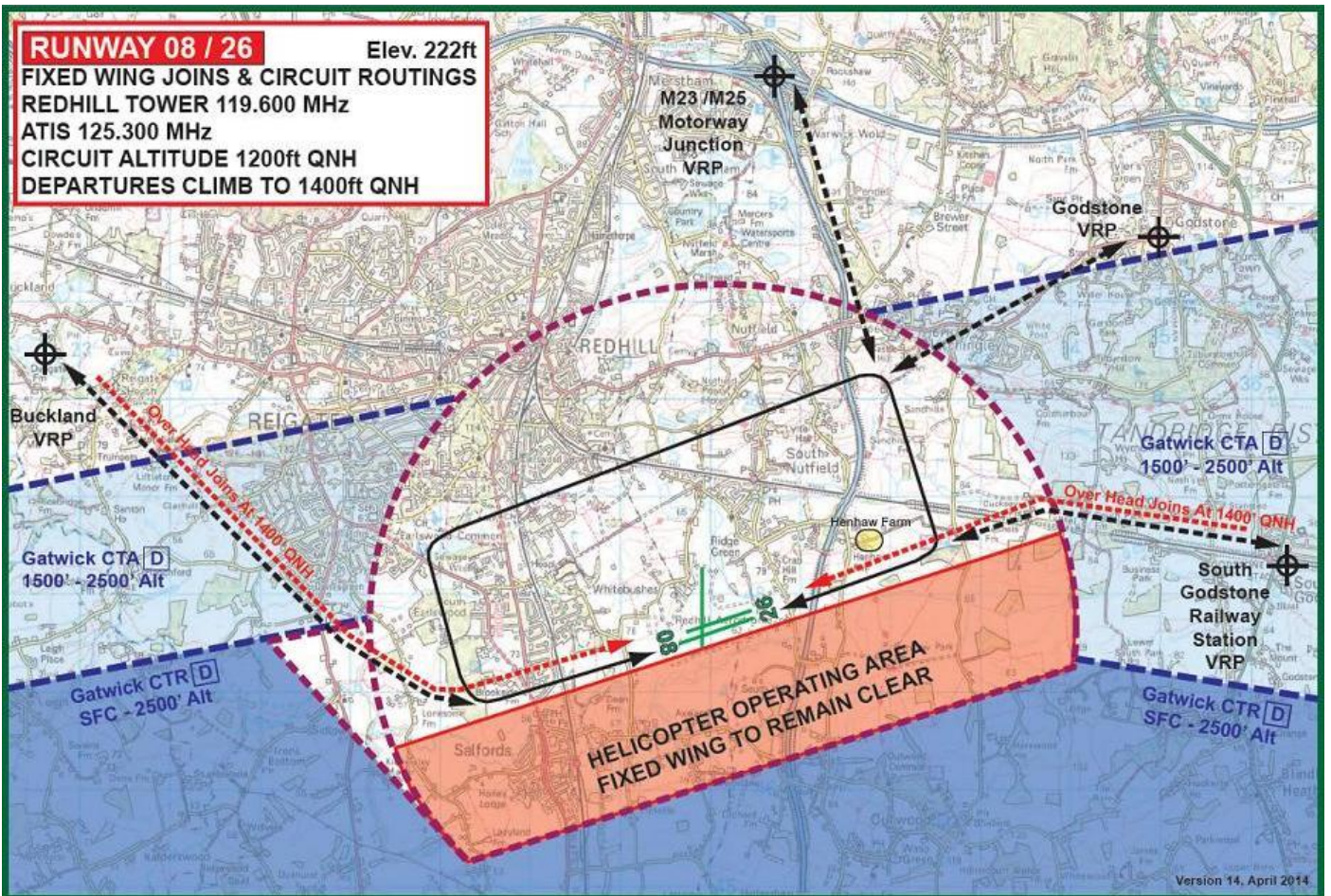
**Runway 26L & 26R Departure Routings**



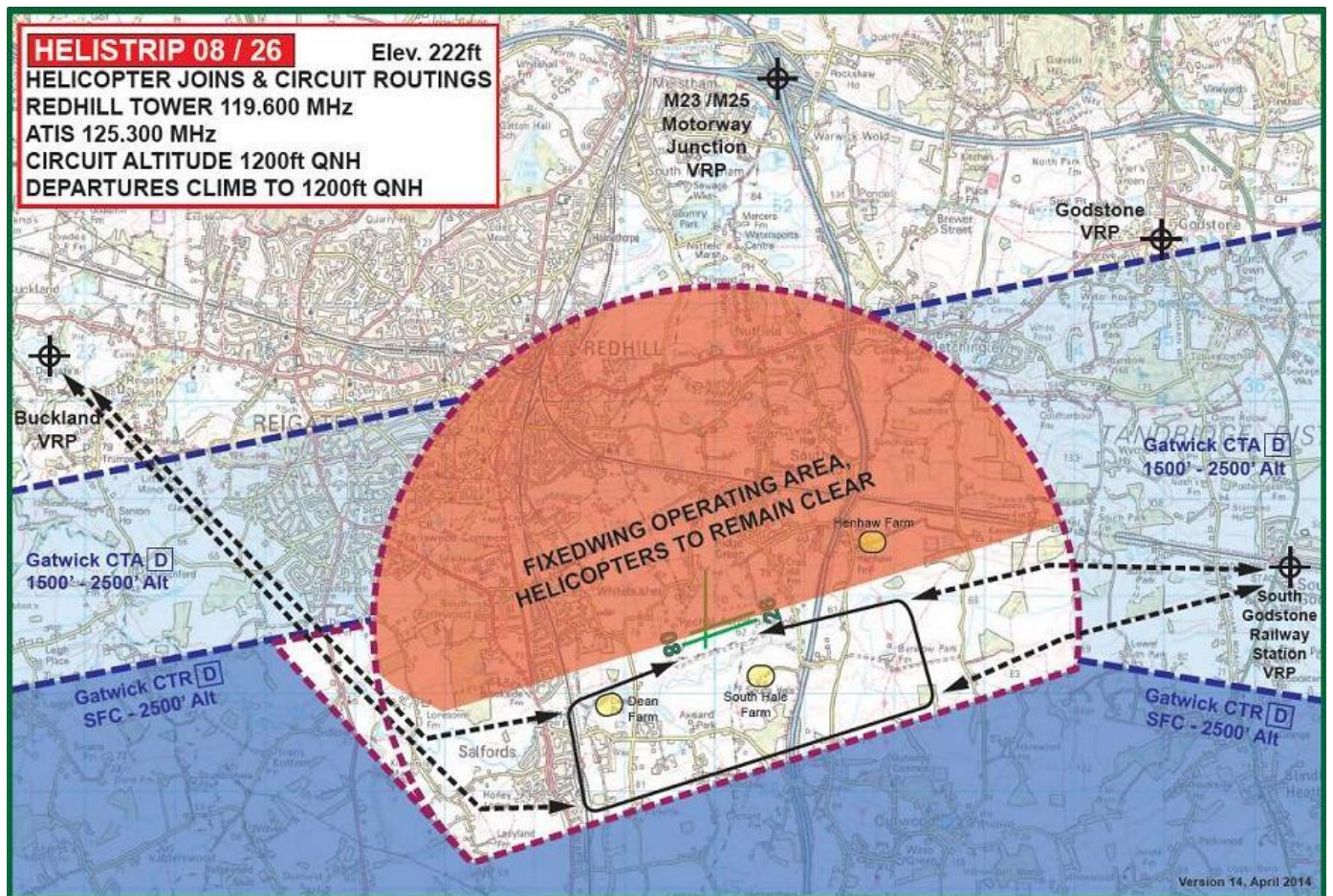
**Runway 08L & 08R Departure Routings**



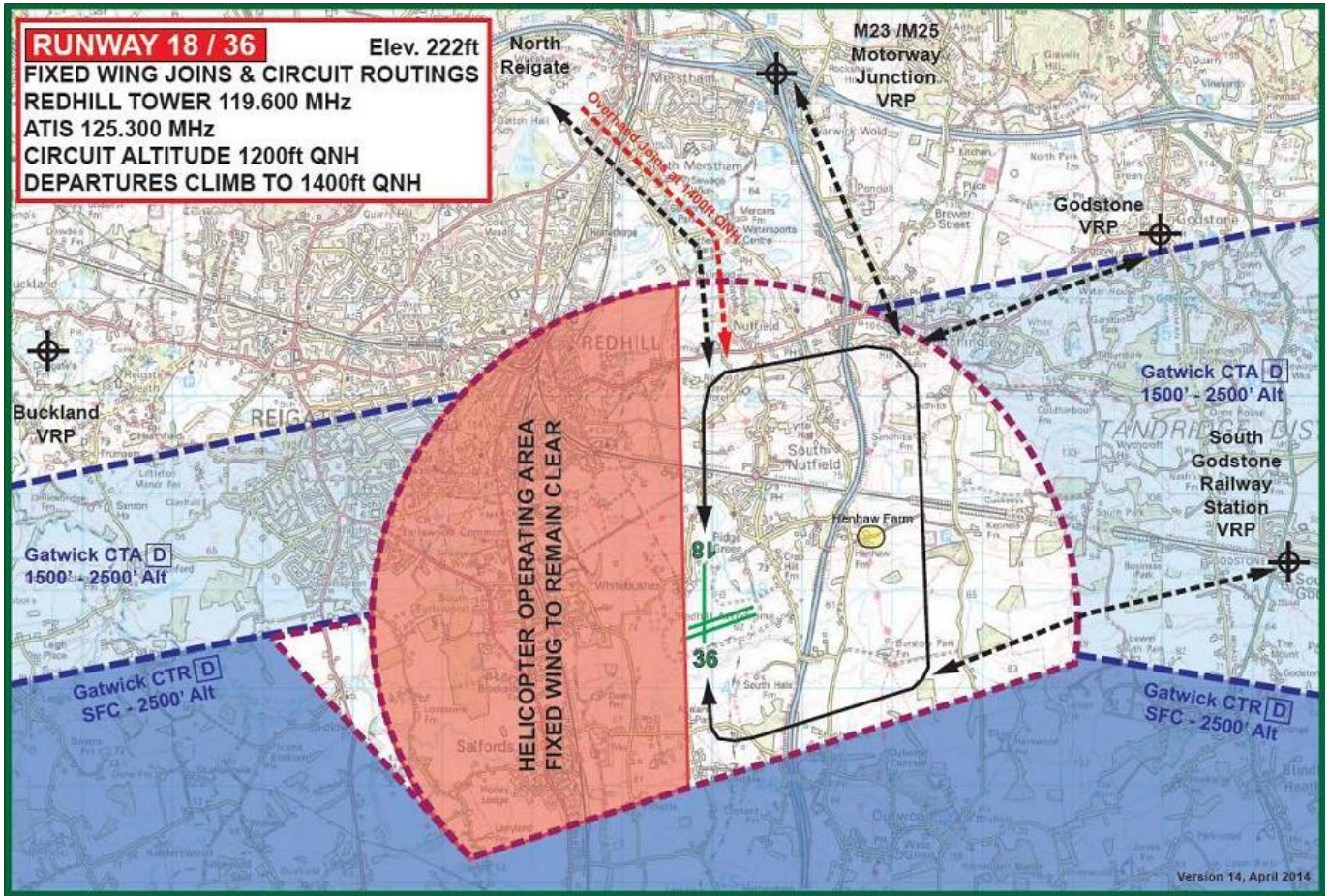




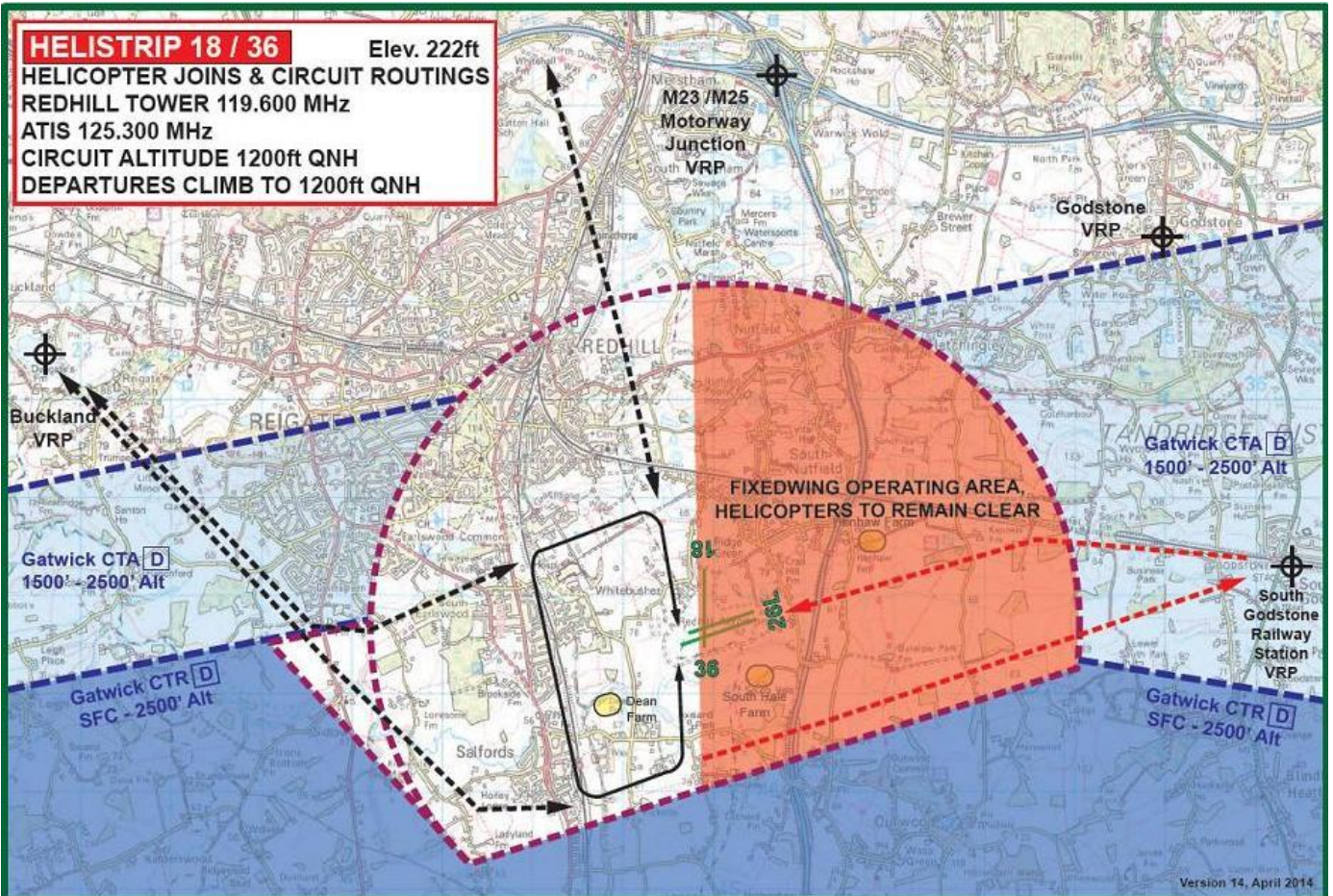
**OVERHEAD JOINS: ENTER LFA at A1400, on the QDM, HOLD within the FW circuit until instructed to descend to circuit Altitude - A1200ft DO NOT CROSS THE CENTRE LINE**







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**PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS**



It greatly assists ATC if pilots adopt the following, modified, RTF procedures:

13.1 First call outbound:

**“Redhill Tower (callsign) outbound Information \_\_ QNH \_\_\_\_”**

**This is the only information required.**

13.2 When ATC say **“Pass your message”** give the following details:

**“(callsign)**

**(registration if different to callsign)**

**(type)**

**(POB)**

**(parking area)**

**request taxi for (local east or west/destination/circuits\*)” \*as appropriate.**

**DO NOT include SSR code, wait for ATC to issue it.**

13.3 Fuel - Initial contact:

**“Redhill Tower (callsign) request taxi fuel.”**

13.4 Initial contact (inbound from another aerodrome):

**“Redhill Tower (callsign) inbound, Information \_\_ QNH \_\_\_\_.”**

13.5 Re-joining from local flying:

**“Redhill Tower (callsign) re-joining from (direction) Information \_\_ QNH \_\_\_\_.”**

13.6 Please ensure that you read back mandatory instructions/information.

**At Redhill these will usually be:**

(i) taxi instructions

(ii) altitude instructions

(iii) runway in use

(iv) clearance to enter, land, take-off, backtrack, cross or hold short of any active runway

(v) altimeter settings

(vi) frequency changes

(vii) route clearances (Gatwick CTR)

(viii) SSR code.

**A full list is set out in CAP413 Radiotelephony Manual.**

13.6.1 **ATC are required to ensure that pilots read back these items. When pilots do not comply ATC have to make additional transmissions until a read back of all the applicable**