



# RAF Halton Airfield

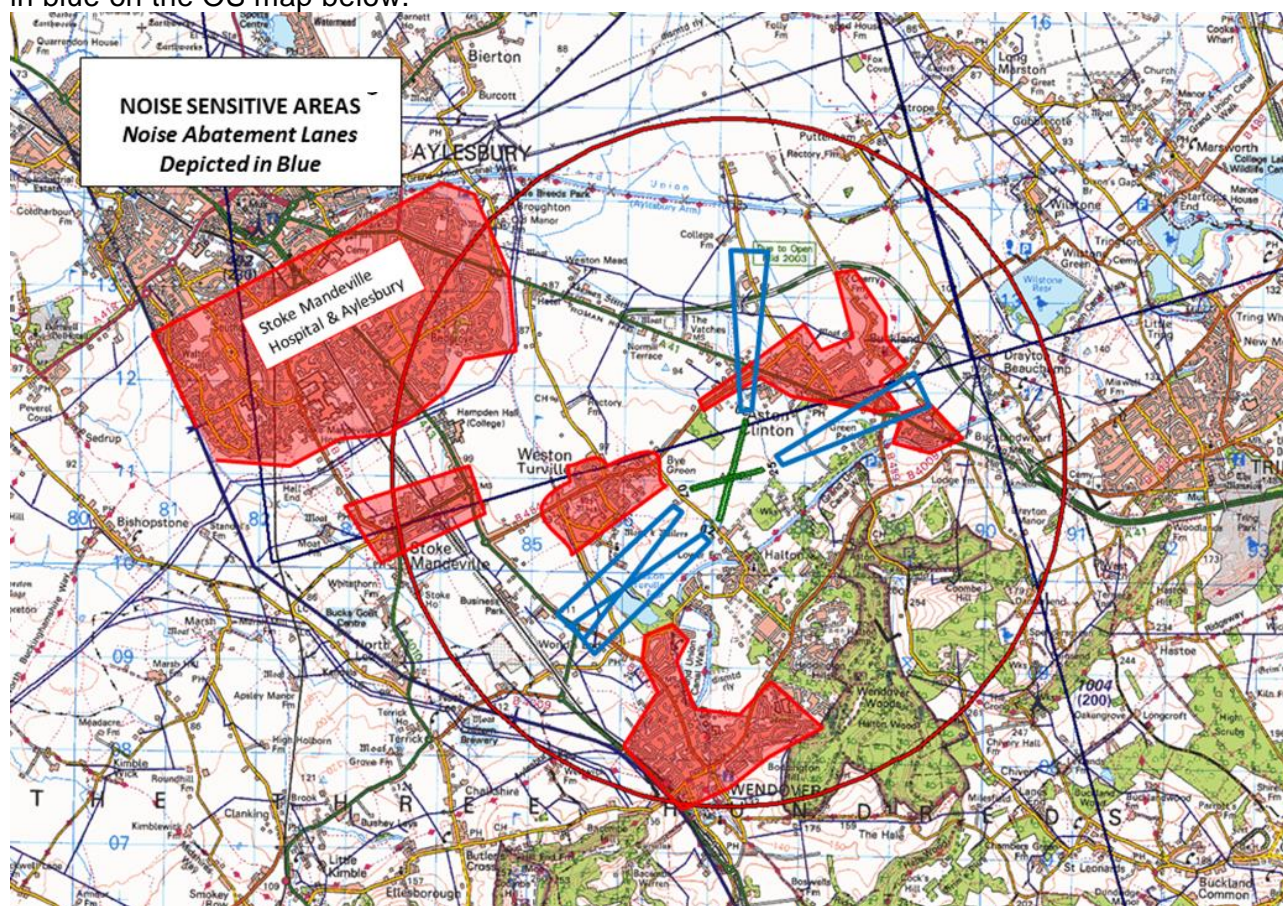
## VISITING PILOT'S BRIEF

All arrivals at RAF Halton are strictly PPR and an approximate slot will be issued to you by the RAF Halton Operations Squadron (Ops Sqn). All non Halton based flying takes place under the auspices of the RAF Halton Ops Sqn and arrivals / departures are to operate in accordance with the following procedures.

### ARRIVALS / DEPARTURES

All pilots should phone RAF Halton Ops Sqn 01296 656367 or 07771 522083 prior to first arrival at Halton for the latest info. For those on MOMIDS 3G, a Met Office cross-section for RAF Halton is available via the RAF Benson local weather page on weekdays and via RMU South at weekends.

The local villages of Weston Turville, Aston Clinton, Wendover and other local noise sensitive areas marked by red hatching are not to be directly over-flown at low-level unless unable due to flight safety, collision avoidance, flying published circuit patterns, taking off, or making an approach to land. Departures are to follow the noise abatement lanes for each runway bordered in blue on the OS map below.



Aircraft are to join via down-wind, base-leg or straight-in to land – no circuits are to be flown unless going around for safety. All powered circuits are to the north of the ATZ towards Aylesbury.

**NB. THERE ARE TO BE NO OVERHEAD JOINS AS GLIDERS OPERATE AT RAF HALTON UP TO THE BASE OF CONTROLLED AIRSPACE.**

There is a notional 200ft wide 'glass wall' (shown on the diagrams below) between powered and gliding traffic along the length of the runway in use and the departure lane from surface level to the base of the Halton ATZ. Simultaneous landings and departures are not permitted.

Exercise caution when taxiing, particularly from/to runways 25 and 20. Precise taxi routes are used due to the gliders using the southern area of the airfield with aero-towing and winch launching. The normal Halton taxi routes as detailed in the Halton Flying Order Book are to be used at all times (see overleaf) – if in doubt ask on the radio.

Pilots are to be mindful of their obligations regarding Rule 14(2) of the Rules of the Air Regulations pertaining to "landing after" at NON-ATC aerodromes.

Pilots are reminded about the proximity of Class D airspace overhead Halton (base 3500ft amsl) and the Luton CTA (base 2500ft amsl) 2nm east.

The blue departure 'noise abatement lanes' on the previous map are to be used for departures. Once safely airborne, aircraft departing on the westerly runways (20/25) should aim to overfly the reservoir between Wendover and Weston Turville. For aircraft departing on easterly runways (02/07) then they should aim for the least populated areas of Aston Clinton.

#### **GLIDER OPERATIONS**

There are glider operations in the southern half of the ATZ and captains should be alert for non-Halton based gliders 'landing out'. Gliders losing lift along the Chiltern ridge may elect to land at any time and they will have right of way under the Rules of the Air. Whilst there is a notional 200ft wide 'glass wall' between powered and gliding traffic along the length of the runway in use and the departure lane, simultaneous landings / departures are not permitted.

#### **HALTON RADIO**

An Air/Ground service will be provided on RAF Halton's frequency of 130.425MHz using military or civilian Air-Ground Radio Service operators. Please keep calls concise and to a minimum. Aircraft calling to join should be made prior to reaching 10nm of RAF Halton.

#### **FIRE COVER**

During the arrivals and departures, a CAA IER Rescue Fire Fighting (RFF) Category 'Special' coverage will be provided. Captains are responsible for ensuring they have the correct RFF category for their activity and aircraft type.

#### **FUEL**

AVGAS 100LL may be available via the RAF Halton Bulk Fuel Installation (BFI). Pilots will be expected to pay for their fuel by personal cheque on the day (no payment = no fuel). Pilots should request fuel by radio and await information – if no reply, then park up and then sort out after shutdown.

#### **PARKING**

All parking will be in the yellow box in front of the 2 large hangars or on the grass immediately in front of the hangars unless directed differently by RAF Halton Operations Squadron staff.

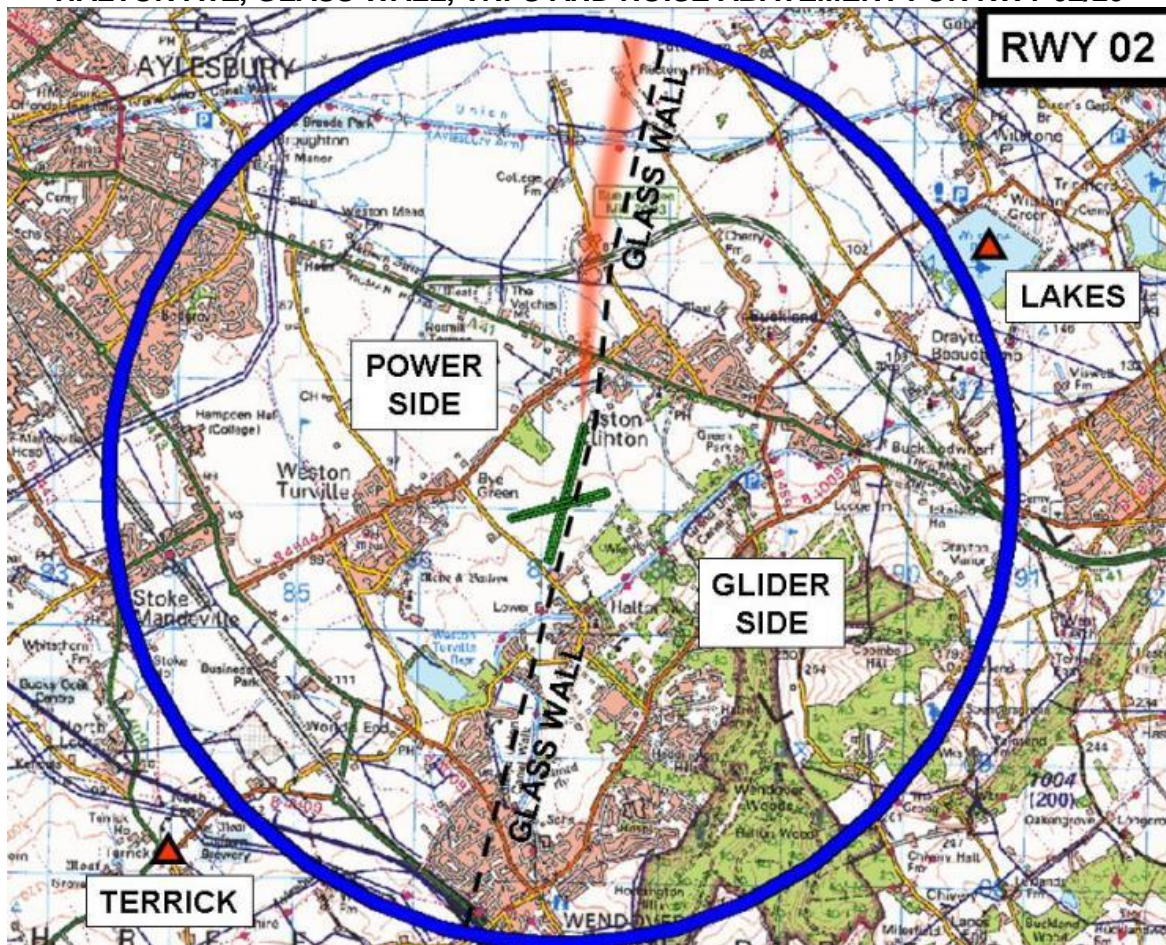
#### **DIVERSIONS**

Pilots are responsible for booking their own diversions. Below is a selection of various diversions of similar size to RAF Halton. Diverting aircraft will be required to free call their chosen diversion.

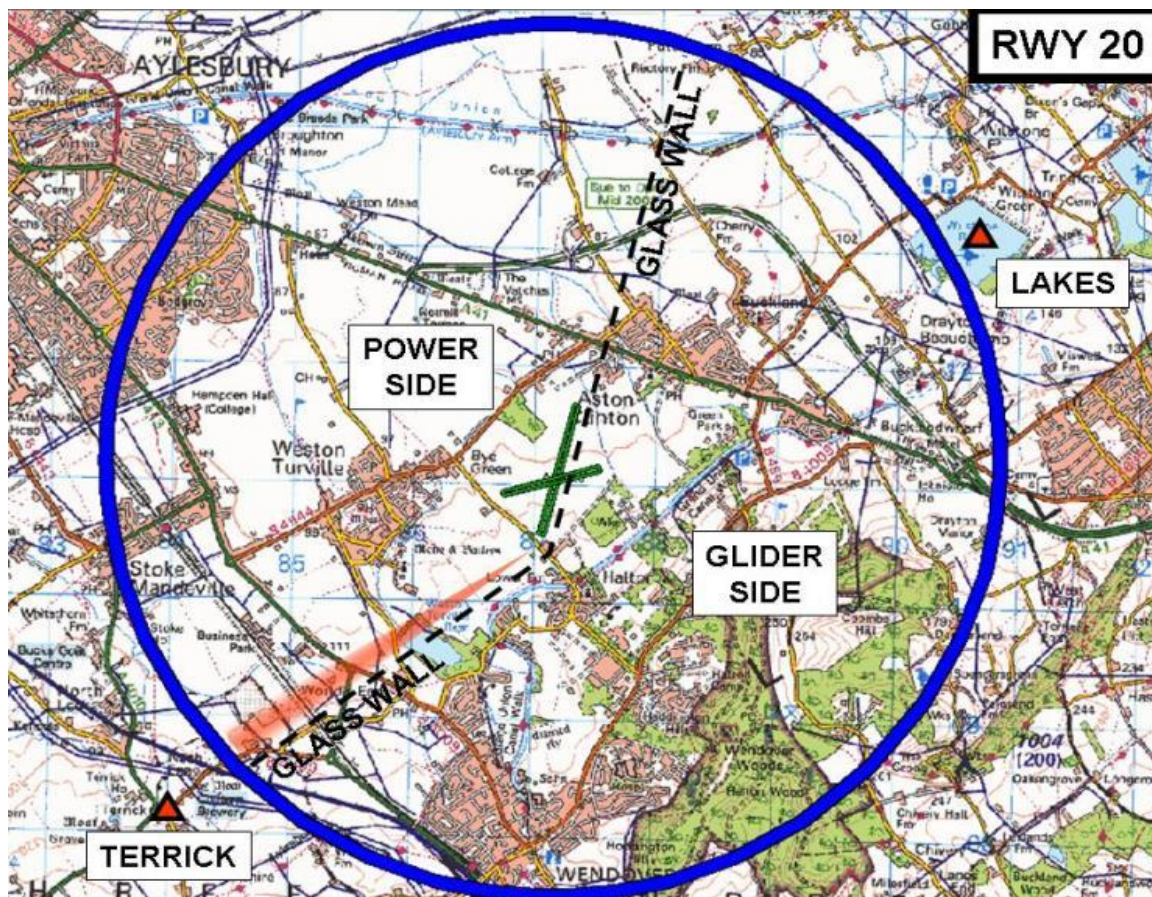




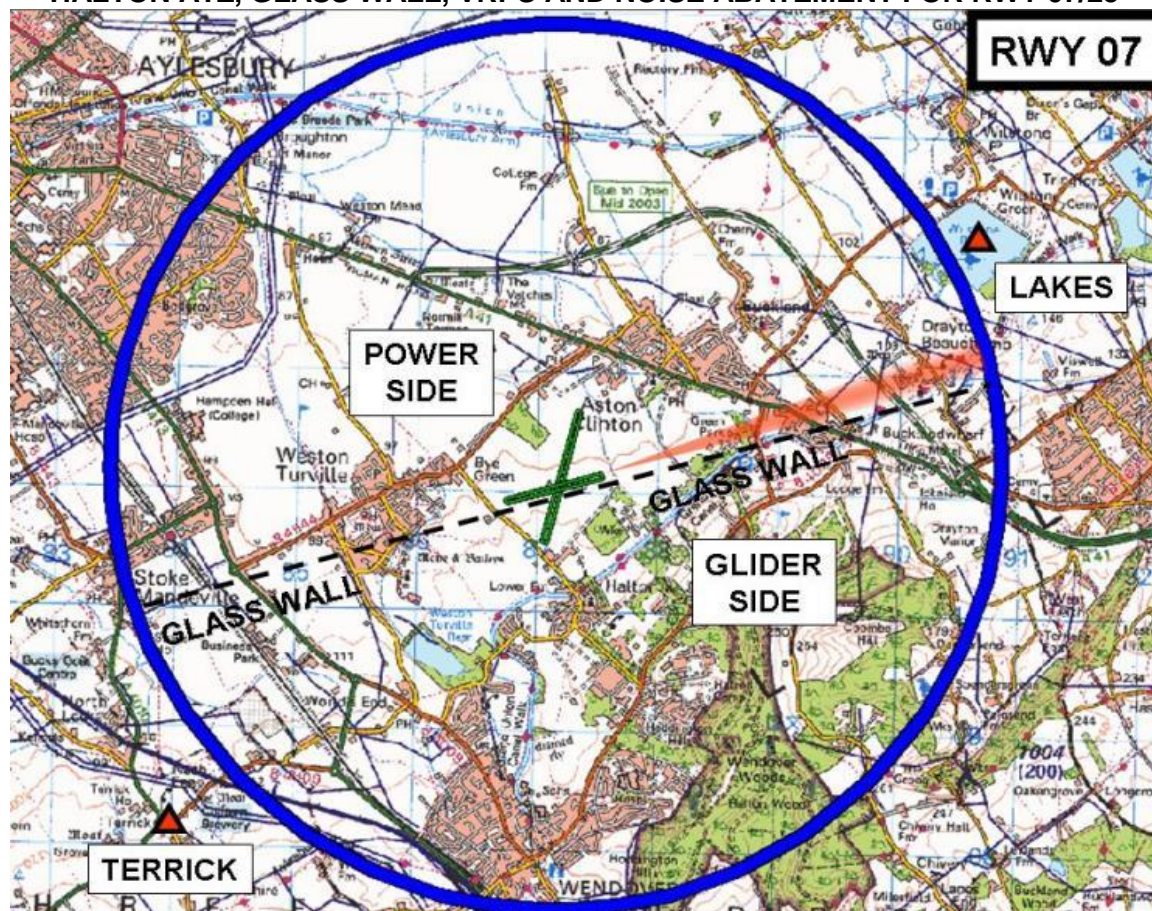
### HALTON ATZ, GLASS WALL, VRPS AND NOISE ABATEMENT FOR RWY 02/20



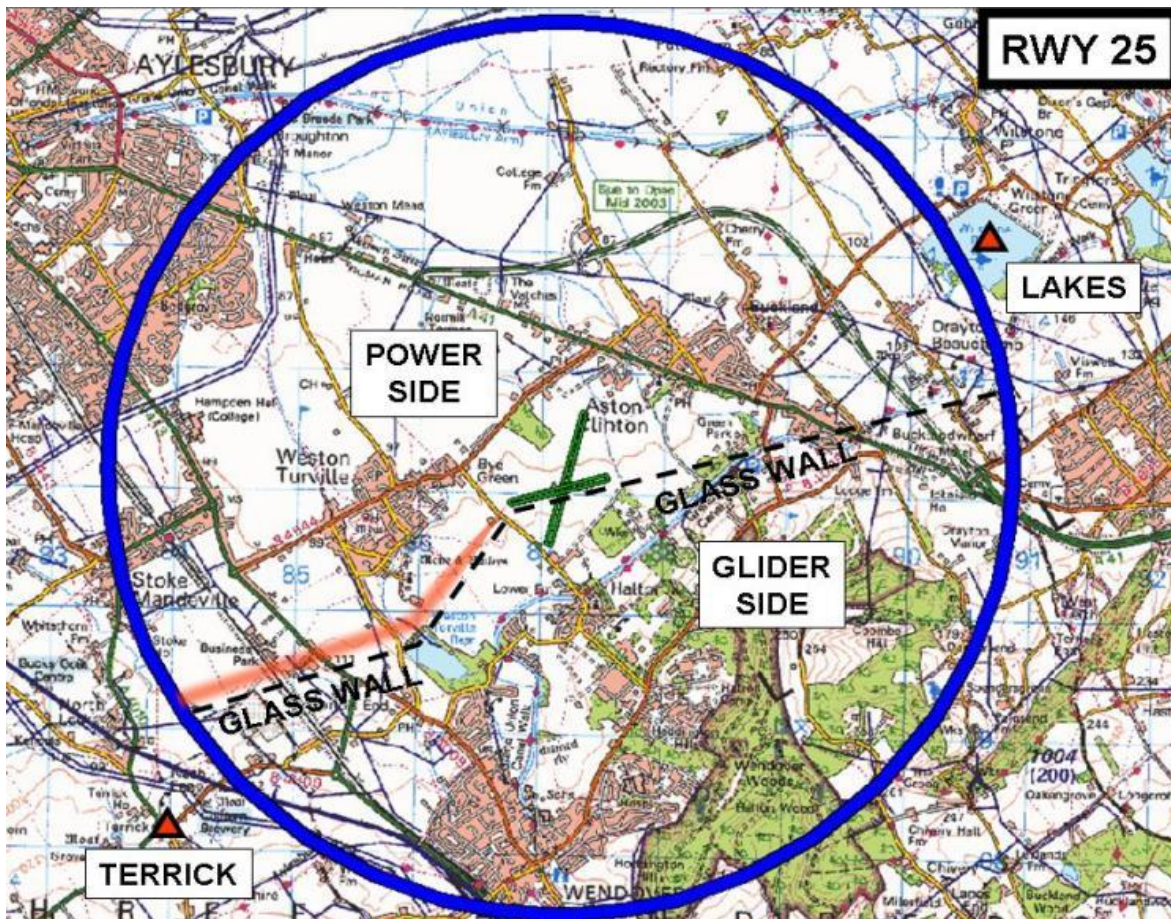




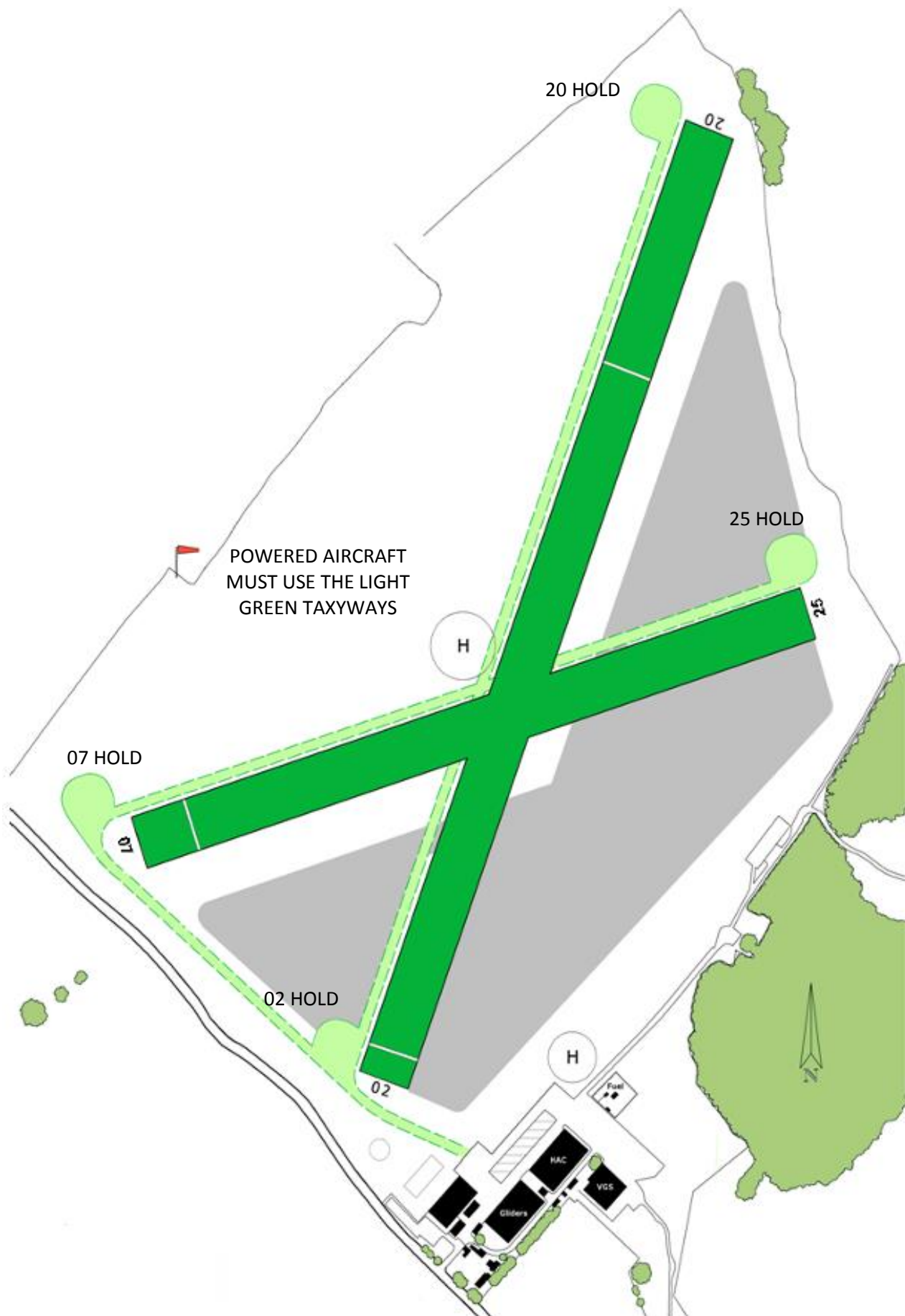
HALTON ATZ, GLASS WALL, VRPS AND NOISE ABATEMENT FOR RWY 07/25







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## **WEATHER**

The absolute minimum conditions required for arrivals or departures for pilots with or without an IMC/Instrument rating are >3km horizontal visibility and a >700ft AAL cloud base at speeds below 140KIAS. Above 140KIAS the visibility required increases to a minimum of 5km.

All aircraft should be operated in accordance with the relevant wind limits within the aircraft's Pilots' Operating Handbook. If the wind strength is >25kts steady or gusting at or above 30kts then all flying activity should cease unless expressly authorised by RAF Halton Ops Sqn.

## **QUESTIONS**

All questions regarding the content of this brief prior to arrival should be directed to:

Flt Lt Sarah Hindley – Ops Sqn – 01296 656666 (Mon – Fri 8:30am to 5:00pm)

Mr Mark Devlin – Airfield Manager – 07771 522083 (Assistant Airfield Manager is available outside office hours on the Weekends and 5pm to 8pm Apr to Mar)

*Fly safe and if in doubt ask...*

