

1 Introduction

- 1.1 The Redhill Aerodrome Traffic Zone (ATZ) is divided into two sections (i) the helicopter circuit and (ii) the fixed-wing circuit area. The dividing line is orientated according to the runway in use and extends to the boundary of the ATZ. **Fixed-wing aircraft shall not fly within the helicopter circuit area unless it is an emergency or authorised by ATC.**
- 1.2 All procedures are based on the QNH. The QFE will only be provided if requested by a pilot.
- 1.3 All aircraft must either have a serviceable transponder, including altitude reporting, or obtain an exemption from the Aerodrome Manager. Note: Aircraft operating with an exemption are prohibited from using Runway 18/36.
- 1.4 Operations will normally be conducted under Visual Flight Rules (VFR) observing the minima applicable to Class D airspace below 3000ft AMSL and less than 140kts IAS.
 - 1.4.1 Fixed-wing aircraft: minimum meteorological visibility 5000m, clear of cloud and with the surface in sight. Helicopters: minimum meteorological visibility 1500m, clear of cloud and with the surface in sight.

Note: when the weather conditions observed by Redhill ATC are below these values Special VFR operations may take place, see paragraph 15.
- 1.5 An Air Traffic Control Service, callsign Redhill Tower, is provided between the 0900 -1900 hours local (summer) and 0900-1700 hours local (winter) and at other times as required by the Aerodrome Licensee.

2 Taxiing

- 2.1 Fixed-wing taxiing is restricted to paved taxiways, runways and the grass areas north of Runway 07R/25L and east of the H18/H36 FATO. Pilots must exercise caution when taxiing on the grass, especially west of Runway 18/36 where the surface is uneven. Grass areas, including the unlit runways, are only available between sunrise and sunset.
- 2.2 Fixed-wing aircraft must not vacate a runway until instructed to by so ATC.
- 2.3 Specific clearances to cross a runway that is not in use will only be issued where the taxi route crosses the runway between the marked thresholds.

Note: for ATC and licensing purposes Runways 07L/25R and 07R/25L are treated as one; they cannot be used contemporaneously. A specific clearance to cross Runway 07L/25R will only be issued when it is in use as a runway.
- 2.4 Fixed-wing aircraft crossing Runway 18 must do so south of the displaced threshold.
- 2.5 Fixed-wing aircraft are to enter/exit Taxiway E south of the entrance road to the Terminal Building.
- 2.6 Rwy 18 – when the grass is serviceable all departures will be from Hold G3. Pilots requiring the full length must inform ATC. Full length departures will enter via G3, back track and line-up. Aircraft requiring the full length may expect a delay.

Note: Holding Points H1 and H2 will not normally be available when the grass is serviceable to minimise interaction between fixed-wing aircraft, helicopters and motor vehicles.
- 2.7 Rwy 36 – From Hangar 9, 8 or 6 taxi to G3, when instructed cross the runway and then join Taxiway E south of the entrance road to the Terminal Building then continue to C1 or as instructed by ATC.

From Redhill Aviation taxi to D1 via Taxiway D. Caution helicopters arriving and departing via H36.

- 2.8 When taxiing on the grass west of Runway 18/38 remain well away from the Air Ambulance Hangar (Hgr 10) due to possible helicopter downwash.



- 2.9 Low-wing multi engine fixed-wing aircraft are not permitted to taxi on the grass west of Runway 18/36 outside the marked runways 07L/25R or 07R/25L.
- 2.10 When positioning for refuelling on Taxiway F, unless ATC have specified an entry point (FS or FN), always park into wind. This ensures any spillages/fumes are blown away from the fueller.

3 Circuit Procedures

- 3.1 Fixed-wing aircraft shall fly the following circuit patterns:

Runways 36 and 25 right-hand circuit
Runways 07 and 18 left-hand circuit

remaining within the ATZ and south of the A25 Nutfield – Bletchingley road.

- 3.2 Runway 07 – climb straight ahead, commence the crosswind turn after passing to the south of Henhaw Farm. See Appendix 2.
- 3.3 Runway 25 - climb straight ahead, commence the crosswind turn over the middle of Bunting Wood. See Appendix 2.
- 3.4 Runway 18 - Make a left turn at Axes Lane/Green Lane to track parallel with Rwy 07R on crossing the M23 a slight right turn to join the Redhill/Tonbridge railway line and follow it to Godstone Railway Station. Note: avoid turning too early and overflying South Hale Farm. See Appendix 3.
- 3.5 Runway 36 - the base-leg turn must be made immediately on passing Burstow Park Farm to track parallel with Rwy 25L. See Appendix 3.

Caution: Runway 18/36 is a tight circuit and may not be suitable for student or inexperienced pilots in strong winds.

- 3.6 There is NO DEADSIDE - helicopters fly a circuit pattern opposite to that used by fixed-wing aircraft. Circuit altitude 1200ft QNH.
- 3.7 In the event of a go-around remain within the fixed-wing circuit area i.e. north of Runway 07R/25L or east of Runway 18/36.
- 3.8 The maximum number of fixed-wing aircraft permitted to fly circuits at any one time is restricted as follows:
Runways 07, 18 and 25 - 4, Runway 36 – 3.

- 3.9 The fixed-wing circuit will be closed if the reported meteorological visibility is less than 5000m and/or the cloud ceiling (BKN) is below 1,000ft. ATC may also restrict the numbers of aircraft in the circuit if they cannot maintain visual contact with aircraft throughout the circuit pattern.
- 3.10 Flapless and glide approaches must be requested and are subject to ATC approval. A maximum of 3 glide approaches per detail.
- 3.11 Practice fan-stops are permitted in the climb out from Runway 07L/R; these are restricted to 3 per detail per aircraft. Pilots are to call the R/T prior to commencing the exercise and to report climbing away. From all other runways the exercise will be simulated by initiating a go-around on final approach and completing the exercise over the Aerodrome.
- 3.12 If required to carry out an orbit in the circuit this will be made in the circuit direction.
- 3.13 Care must be taken on approach and departure from all runways not to drift into the helicopter circuit area. ATC will warn pilots of helicopter circuit activity by informing joining pilots "...the helicopter circuit is active."
- 3.14 Pilots should note that helicopters in the visual circuit pattern operate a semi-passive RTF system. ATC issue positive take-off clearances to assist with deconflicting helicopters and fixed-wing in the climb-out area. Helicopter pilots make position/intention reports primarily for situational awareness of other pilots; these calls are acknowledged by ATC however no further action is taken unless ATC detects an unsafe situation developing.
- 3.15 Positive control of helicopters will be provided by day when SVFR operations are taking place or when Runway 06/24 is in use and at night.

4 Visual Reference Points (VRPs)

ATC will require all aircraft to route via one of the following VRPs depending on the runway in use:

Visual Reference Point	Lat/Long (WGS84)
M25/M23 Junction (junction of M25/M23 motorways)	511550N 0000741W
Godstone Junction (junction of A25 and B2236 roads)	511450N 0000401W
Godstone Railway Station (Godstone Railway Station)	511305N 0000304W
Buckland (Buckland Lake)	511424N 0001445W

5 Departures

- 5.1 The following outbound VFR routings will be issued by ATC to fixed-wing aircraft:

Runway 07	Runway 25
East – Godstone Railway Station VRP	East – Godstone Junction VRP
West & North – Junction VRP	West & North – Buckland VRP
Runway 18	Runway 36
West & North – Junction VRP	West – North of Reigate
East – Godstone Railway Station VRP	East – Godstone Junction VRP

- 5.2 ATC will issue the outbound routing together with an altitude restriction to the aircraft at the holding point prior to issuing of a take-off clearance. This must be read back. Aircraft unable to comply with these routings or requiring an alternative routing must inform ATC prior to departure.

6 Arrivals

6.1 Inbound fixed-wing aircraft are to monitor the ATIS (channel 125.305) prior to establishing contact with Redhill ATC on channel 119.605 at least 5 minutes before their ETA at the appropriate VRP. This enables ATC to pass traffic information and plan the join.

6.2 The standard VFR/SVFR inbound routings are:

Runway 07	Runway 25
East – Godstone Junction VRP	East – Godstone Railway Station VRP
West & North – Buckland VRP	West & North – Junction VRP
Runway 18	Runway 36
West & North – North of Reigate	West & North – Junction VRP
East – Godstone Junction VRP	East – Godstone Railway Station VRP

6.3 Fixed-wing aircraft operated by based Flying Training Organisations will not be given a straight-in approach unless specifically requested by the pilot in command.

Useful tip: Overhead Joins – enter the ATZ parallel with the runway in use aiming to fly directly over the Tower.

7 Holding Outside the ATZ

7.1 Contrary to MATS Part 1 Section 3 Chapter 1 Redhill ATC may require an aircraft to hold (or orbit) at a VRP before entering the ATZ. Normally only one aircraft will be held at a VRP however, if it is necessary to hold more than one aircraft at a particular VRP traffic information will be passed to all pilots concerned. Pilots are responsible for deciding the direction to orbit, see 7.2.1.

7.2 When Runway 25 is in use aircraft will not be held at Godstone Railway Station. Pilots routing via this VRP will be given an overhead join.

7.2.1 When Runway 36 is in use aircraft may be held at Godstone Railway Station. Pilots must be aware of the proximity of the Gatwick CTR and ensure they remain outside it.

8 Practice Fan-Stops

Practice fan-stops are permitted in the climb out from Runway 07 or 06 however; these are restricted to 3 per detail per aircraft. Pilots are to call the R/T prior to commencing the exercise, this call will be acknowledged by ATC with the instruction to report climbing. From all other runways the exercise will be simulated by the instructor initiating a go-around on final approach and completing the exercise over the Aerodrome.

9 Radio Failure

These procedures apply to all fixed-wing aircraft operating to/from Redhill.

9.1 **Circuit** - In the event of a radio failure occurring in the circuit squawk 7600 (if transponder equipped). Continue to fly the circuit pattern and comply with any light signals issued by ATC. After landing hold on the runway and await the RFFS and follow to parking.

9.2 **Inbound** - If permission has been given to enter the ATZ/LFA squawk 7600 (if transponder equipped). Fly the published circuit pattern and comply with any light signals issued by ATC. After landing hold on the runway and await the RFFS and follow to parking.

9.2.1 RWY 07, 18 and 25 - if permission has **not** been issued to enter the ATZ/LFA squawk 7600 (if transponder equipped). If in receipt of the current ATIS join overhead at 1,400ft QNH. Once overhead, descend circuit altitude (1,200ft QNH), fly the standard circuit and comply with any light signals issued by ATC. After landing hold on the runway and await the RFFS and follow to parking.

9.2.2 RWY 36 – if permission has **not** been issued to enter the ATZ/LFA squawk 7600 (if transponder equipped). If in receipt of the current ATIS route to Godstone Railway Station VRP (joining from the east) or M25/M23 Motorway Junction (joining from the west). If in receipt of the current ATIS join the circuit pattern at 1400ft

QNH, base leg (Godstone Railway Station) or downwind (M25/M23 Motorway Junction). Fly the circuit pattern maintaining 1, 400ft QNH until overhead the mid-point of RWY 36. Turn right, descend to circuit altitude (1,200ft QNH) fly the standard circuit and comply with any light signals issued by ATC. After landing hold on the runway and await the RFFS and follow to parking.

9.3 If unable to receive the ATIS via VHF consider using a telephone 01737 822947 or this link <http://81.2.71.178:8080/mini-met> to obtain the information.

9.4 **Outbound** – hold position, telephone ATC on 01737 821802. Follow the RFFS back to parking.

10 Use of Unlicensed Runway 06/24

10.1 A section of taxiway C/D is marked as an unlicensed runway: Runway 06/24 498m x 10m. See Appendix 4 for circuit pattern.

10.2 Use of the unlicensed runway is subject to a Section 106 agreement with the local planning authority. The main operational conditions are:

- 1) Not at any time to use any part of Taxiway C/D (including the Unlicensed Runway) for any Flight Movement* (other than in the case of emergency or damaged aircraft) unless:
 - i) the Grass Runways are unserviceable; or
 - ii) if no Grass Runway is available due to weather conditions, waterlogging, obstruction, regulatory requirement, emergency reasons or safety reasons.

*take-off and landing of a fixed-wing aircraft including touch and go and emergency landings.

- 2) Between 1 November and 31 March each year no more than an average total of 85 daily fixed-wing movements permitted to occur assessed on a rolling seven-day average basis.

10.3 The daily movement limit will be managed by ATC, on a tactical basis, by restricting touch and goes.

10.3.1 When touch and goes are restricted full stop landings with a backtrack for further circuits will also be prohibited.

11 RTF Procedures

11.1 Outbound: "Redhill Tower (callsign) outbound Information ___ QNH ___" or
Fuel: "Redhill Tower (callsign) request taxi fuel."

11.2 When ATC say "Pass your message" give the following details:
"(callsign) or (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.

11.3 Inbound - Initial contact at least 5 minutes prior to a VRP (inbound from another aerodrome): "Redhill Tower (callsign) inbound Information ___ QNH___."

11.4 Re-joining from local flying: "Redhill Tower (callsign) re-joining from (direction) Information ___ QNH ___." This transmission shall be made at least 5 minutes prior to the inbound VRP.

11.5 Please ensure that you read back mandatory instructions/information

- (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
- (viii) SSR code. A full list is set out in CAP413 Radiotelephony Manual.

11.6 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 items has been obtained.

12 Noise Abatement Procedures

12.1 The Aerodrome Licensee publishes certain local procedures or restrictions designed to minimise the nuisance caused to local residents. These are:

- (a) Aerobatic manoeuvres are prohibited within the Redhill ATZ.
- (b) Runway 07R/25L is the preferential runway.
- (c) Comply with the published circuit patterns
- (d) Multi-engine fixed-wing aircraft may only use Runway 18/36 when the surface wind precludes the safe use of Runway 07R/25L.
- (e) Circuit training by multi-engine fixed-wing aircraft is not permitted on Runway 18/36.
- (f) 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.

13 Helicopter Operations

13.1 Helicopter operations by single engine piston/turbine and medium/heavy multi-engine turbine helicopters take place at Redhill - caution wake turbulence.

13.2 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 must not be park close to helicopter aprons or stands.

13.2.1 Fixed-wing pilots operating from EBG Helicopters (Hangar 6) must pay particular attention to where they park their aircraft. Fixed-wing flying controls are easily damaged by helicopter downwash.

13.3 ICAO divides helicopters into groups according to their MAUW. The helicopter groups, their wake turbulence classification together with the dimensions of the largest helicopter in each group is set out below.

ICAO Helicopter Groups/Wake Turbulence Categories

Group 1	Wake Turbulence Category
Max overall length: 13m	Light
Group 2	Wake Turbulence Category
Max overall length: 17m	Light
Group 3	Wake Turbulence Category
Max overall length: 23m	Small

13.4 Fixed-wing pilots should maintain a distance of at least 3 x the rotor diameter from a helicopter. The maximum overall length in the table is based on the largest helicopter in each category; pilots may use this information as a guide to the distance required between themselves and a helicopter.

14 Wake Turbulence

14.1 Helicopters (A139 and A189) in the SMALL wake turbulence category use the Aerodrome. These helicopters will operate from the active runway. ATC are required to apply wake turbulence separation when the following aircraft is in the LIGHT category.

15 Special VFR (SVFR) Operations

15.1 When the weather conditions reported by Redhill ATC are below those set out in paragraph 1.4 fixed-wing and helicopters will be offered SVFR clearances with the ATZ.

15.2 SVFR operations are only available from Runway 07R/25L. The runway lighting will be switched on whenever SVFR flights are taking place.

15.3 The minimum weather limits for SVFR at Redhill are:

	Visibility	Cloud Ceiling
Fixed-wing	3000m	BKN007
Helicopter	800m	BKN007

15.4 ATC is required to provide standard separation between SVFR flights and between VFR flights and IFR flights.

15.4.1 ATC will normally achieve separation by either maintaining visual contact with each aircraft or by asking each aircraft if they are visual with each other. If pilots report visual and can accept visual separation, they become responsible for ensuring they remain clear of each other.

15.4.4.2 If either pilot is not visual then aircraft will be held until ATC can ensure they are separated.

15.5 Pilots requesting to use the Aerodrome when the weather is below VFR limits will be assumed to be able to operate SVFR.

15.6 A pilot operating SVFR:

a) must comply with ATC instructions

b) is responsible for ensuring that the flight conditions enable them to remain clear of cloud, determine their flight path with reference to the surface and keep clear of obstructions

c) ensure they fly at an indicated airspeed of 140kts or less in order to provide adequate opportunity to observe any obstacles in time to avoid a collision. SERA.5010(b)(3) refers

d) is responsible for ensuring they fly within the limitations of their licence

e) is responsible for complying with the Rules of the Air Regulations low flying restrictions (other than the 1000ft rule)

f) is responsible for remaining outside an ATZ unless prior permission to enter has been obtained from an ATC Unit. CAP 493 MATS Part 1 Section 1 Chapter 2 refers.

15.7 Fixed-wing circuit flying is not permitted under SVFR.

15.8 Arriving aircraft shall take priority of departing aircraft.

15.9 When the meteorological visibility consists of two values, the lower of the two values shall be used when determining if a SVFR clearance can be issued. (MATS Part 1 Section 1 Chapter 2 Flight Rules refers).

16 Fixed-wing Operations Outside the Published Aerodrome Hours

16.1 Use of Redhill Aerodrome outside the published closing times is restricted to operators who have obtained prior permission from the Aerodrome Manager, have a valid Out of Hours Permit and comply with the conditions stated within the Permit.

16.2 Due to uncontrolled works (grass cutting and sweeping) that take place prior to ATC opening fixed-wing Out of Hours Permits are only valid for the period 1900 – 2200 hours local (summer only). Departures prior to 0900 hours local require prior from ATC who will advise if this will be possible.

16.3 Out of Hours permits are issued by the Aerodrome Manager.

17. Hi-Visibility Clothing

- 17.1 This is only required to be worn during daylight hours by persons, on foot, on the runways/taxiways and by pilots/ops staff engaged in helicopter rotors-running or fixed-wing engine running crew/passenger change overs. It is not required on apron areas.
- 17.2 At night all pilots/ops staff on foot must wear high visibility clothing on taxiways, runways and aprons.

Philip Wright
Aerodrome Manager/SATCO

27.07.2026

AERODROME
CHART - ICAO

ARP 511249N 0000819W

AD ELEV 222FT

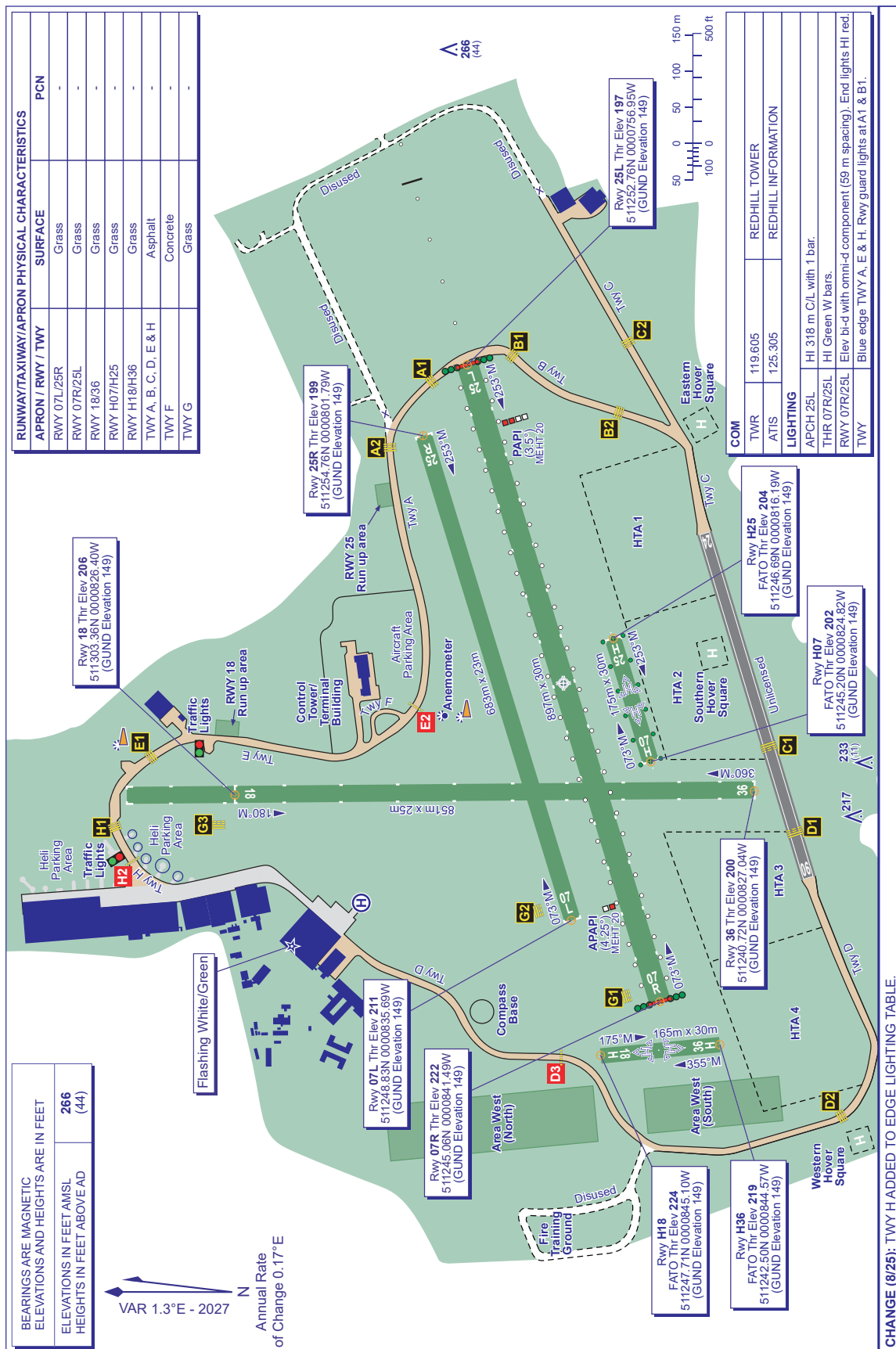
**REDHILL
EGKR**

BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	266 (44)

VAR 1.3°E - 2027

Annual Rate
of Change 0.17°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCN
RWY 07L/25R	Grass	-
RWY 07R/25L	Grass	-
RWY 18/36	Grass	-
RWY H07/H25	Grass	-
RWY H18/H36	Grass	-
TWY A, B, C, D, E & H	Asphalt	-
TWY F	Concrete	-
TWY G	Grass	



CHANGE (8/25): TWY H ADDED TO EDGE LIGHTING TABLE.

AERO INFO DATE 14 MAY 26

AD 2-EGKR-2-1

