



Aerodrome Operators Memo		2025/3
Issued to	All Based Operators	
Issued by	Philip Wright Aerodrome Manager/SATCO	
Valid from: 6 November 2025	Valid until: 31 March 2026	

Purpose: Notify Operators about Fixed-wing Winter Operations

Introduction

We are approaching the point where the grass runways will become unserviceable for fixed-wing aircraft. This AOM is to remind fixed-wing pilots of the changes to our operations that take place when the grass is unserviceable and Runway 06/24 is in use.

Operational Changes

Runway 06/24 is available between 0900 and Sunset.

This runway is subject to a Section 106 notice issued by the Local Planning Authority that restricts the movements to a average of 85 per day over a 7-day rolling period. To achieve compliance each operator has a specific number of moments:

Operator	Daily	Weekly Movements
Cloudbase	6	42
Cubair	24	168
Redhill Aviation	42	294
Others	13	91
Total	85	595

Cloudbase, Cubair and Redhill Aviation are expected to plan their movements accordingly.

Private operators are requested to use the Book Out/PPR facility one our website.

Book Out

Registration * eg GABCD	If different to Registration	CallSign *
Aircraft Type * Aircraft Type *	Transponder equipped: --Select One--	
Date of Flight * 09/11/2025	Destination Airfield * Destination Airfield *	
Persons On Board * Persons On Board *	ETD (UTC) * 12:30	Pilot Name * Pilot Name *
Contact Email * Contact Email *	Contact Phone Contact Phone	
☐ I confirm that I am happy with the entered data		
Please note that aircraft without a transponder are prohibited from using Runway 18/06.		
Submit		

Where the flight is not landing away please enter either CCTS (circuits) or Local in the destination airfield field. Circuit training should be restricted and, where possible, carried out at other aerodromes.

Taxyways – taxiing is restricted to the paved taxyways. This causes additional ATC workload; the only passing places are C2, F loop and hatched area at H2.

Please avoid unnecessary taxiing i.e. uplift fuel at the start of or end of a flight. Inbound fixed-wing pilots requesting fuel should include that request in the joining RTF transmission.

ATC is required to provide positive control over helicopters operating in the visual circuits, this will increase the RTF loading. Please maintain a good listening watch and keep transmissions concise.

Signed



Philip Wright Redhill Aerodrome Ltd