

Briefing Sheet

UNITED KINGDOM



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Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



RETFORD/GAMSTON (EGNE) RUNWAY 03/21 CLOSURE FOR RUNWAY WORKS COMMENCING 20 JUNE 2022

1 Introduction

- 1.1 Works will commence to replace aerodrome lighting and markings to Runway 03/21 on **20/06/2022** and will continue until **01/09/2022**. Dates and times may be subject to change, the latest information will be promulgated via NOTAM and OPNOT.
- 1.2 Runway 03/21 and Taxiway B will be closed to all aircraft with effect from **0400 on 20/06/2022**. Upon reopening, please note the runway designation will have changed to 02/20 due to magnetic declination.
- 1.3 Upon the reopening of Runway 02/20 there will be ongoing works in other areas of the aerodrome, which will be notified separately.

2 Schedule

- 2.1 Works to the runway and other areas of the aerodrome will be phased. To enable certain aircraft operations to continue, access to the Unlicensed Runway 14/32 will be available via Taxiway A and the intersection of Runway 03/21 with a route maintained via holding points A and A2 throughout the duration of the works. See Fig 8.1
- 2.2 Phasing of works will affect various areas of aprons and grass parking areas at different times. Details of works phasing will be promulgated by NOTAM and OPIN/OPNOT ahead of confirmed Phasing dates.

3 Airport Regulation

- 3.1 The aerodrome will be available for use only by based fixed and rotary wing operators and their aircraft with prior approval granted by the aerodrome manager (PPR requests not less than two hours before the intended flight). Enquires can be made using the relevant contact information stipulated in section 7.
- 3.2 Runway 14/32 is not available for use by operators/flights requiring the use of a licensed aerodrome.
- 3.3 Pilots are reminded that Runway 14/32 does not have officially declared distances available. It has measured dimensions of 800 M between thresholds and 18 M wide.
- 3.4 Runway 14/32 is not equipped with aerodrome lighting.
- 3.5 The aerodrome will not be available for use by jet aircraft.
- 3.6 Limited non-based rotary wing aircraft may be accepted, subject to strict prior permission from the aerodrome manager (PPR requests giving as much notice as possible, but not less than two hours). For permissions granted, operators will be issued with the relevant current OPIN/OPNOT applicable for the time of the operation.
- 3.7 Local OPINs and OPNOTs will be published at the aerodrome to provide the latest operating requirements and information to based pilots, who will be required to brief themselves prior to all flights.

4 Ground Movement

4.1 General

- 4.1.1 Access to and from Runway 14/32 will be via Taxiway A and unlicensed Taxiway C.
- 4.1.2 Aircraft taxiing to runway 14/32 for departure should Taxi via Taxiway A and unlicensed Taxiway C. Between A2 and new 'Hold C1' for Runway 14/32 traffic should follow the centreline into to the left side of the wide portion of the taxiway to Hold Charlie 1 until ready for departure. See Fig 8.1

- 4.1.3 Aircraft vacating Runway 14/32 should Taxi via unlicensed Taxiway C between Runway 14/32 and A2 and, after leaving the runway, follow the taxiway centreline straight ahead passing the aircraft holding area at C1 which is to the right.
- 4.1.4 Pre-departure checks for all aircraft are to be conducted on the southern side of Taxiway C in the wide area at Hold C1.
- 4.1.5 Aircraft vacating Runway 14/32 should be given priority over aircraft taxiing for departure.
- 4.1.6 To facilitate responding Emergency Service Vehicles, if requested by Gamston Radio, all aircraft on Taxiway Charlie should hold position to the southern side of the taxiway, to permit vehicles to pass to the north side of the taxiway pavement.
- 4.1.7 Parking for all aircraft shall be within the following areas only, subject to locally published OPIN/OPNOT which may restrict particular areas at specific times:
 - a) Norther apron;
 - b) Northern grass parking area;
 - c) Southern apron;
 - d) Southern grass parking area.

5 Circuit

- 5.1 A maximum of two aircraft at a time will be permitted to fly repetitive circuits. Arriving and departing aircraft are not included in this number.
- 5.2 Circuits should be flown in accordance with the profiles shown in Figure 8.2 and 8.3.
- 5.3 Circuits shall be flown at 1000 FT AGL or 1100 FT AMSL.
- 5.4 Runway 32 is a Left Hand circuit.
- 5.5 Runway 14 is a Right Hand circuit.
- 5.6 Aircraft required to extend the downwind leg should do so as published in Figures 8.2 and 8.3 in order to avoid overflying noise sensitive areas.

6 Helicopter Operations

- 6.1 Based helicopter operations will be subject to locally issued OPIN/OPNOT which will identify specific locations and procedures relative to the works phasing programme.
- 6.2 Non-based helicopter operators given Prior Permission to Operate will be sent detailed briefing information relevant to the specific date of the flight.

7 Contact

Questions or inquiries should be addressed to:

01777-838521 extension 3 - Airport Manager;

manager@retfordairport.co.uk - Airport Manager;

Web site: www.retfordairport.co.uk.





