

RETFORD (GAMSTON) AIRPORT EGNE USER GUIDE

VERSION 1.0

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2 Introduction

This user guide provides the information required to operate safely at, or in the vicinity of, Retford (Gamston) Airport. Some local procedures may have changed since your last visit. If you are in any doubt, please call our Operations Team on 01777 838521 (ext. 1) for a telephone briefing.

3 Dual Operations

3.1 Introduction to Dual Operations

Retford (Gamston) Airport is a Dual Operations facility, bringing together automotive testing and aviation activity. Both aircraft and vehicles may operate on the airfield at the same time coordinated by the AGCSO (Gamston Radio – 130.480 MHz).

3.2 Effect on Aviation

- Automotive testing activity may be taking place Monday – Friday only, in different areas across the aerodrome.
- Certain automotive tests may require the closure of an aerodrome runway or taxiway. This may include Runway 02/20, the Bravo Taxiway, the Bravo holding point, and (on rare occasions) reduced availability to the Apron. This information will be promulgated *via* NOTAM.
- On occasions, a controlled drone may be in use by the track testing team. This operation is conducted in partnership with the AGCSO and controlled under company policy. Its location and altitude are restricted and closely controlled to maintain safety. This information will be promulgated *via* NOTAM.
- In any case, the Aerodrome will remain open and accessible to visiting pilots, however all visiting pilots must obtain PPR prior to flight. Our preferred method of PPR submission is online, but we can also accept PPR *via* email or telephone. **Airborne PPR is not accepted.**

3.3 Arriving & Departing

- When automotive testing is taking place, the AGCSO will assist by providing information on the runway in use and any other relevant information. We may be using the Unlicensed Runway 14/32.
- When you need to cross Runway 02/20, the AGCSO will coordinate with testing vehicles and will inform you when it is safe to proceed.
- The AGCSO can also advise on where aircraft parking is available as parking is subject to change.

3.4 Precautions for Pedestrians

- Take the time to stop, look, and listen.
- **High-viz jackets must be worn when walking airside. This is mandatory.**
- There is a solid white line along the full length of the Apron. This demarcates the Designated Safe Route for pedestrians.
- Access to the Operations Building & The Apron Café is *via* the marked pedestrian gate.
- All payments, *e.g.* landing & fuel fees, are to be paid at Reception, on the ground floor of the Operations Building.
- Due to the nature of the automotive testing, photography & videography is forbidden.

3.5 Useful Contacts

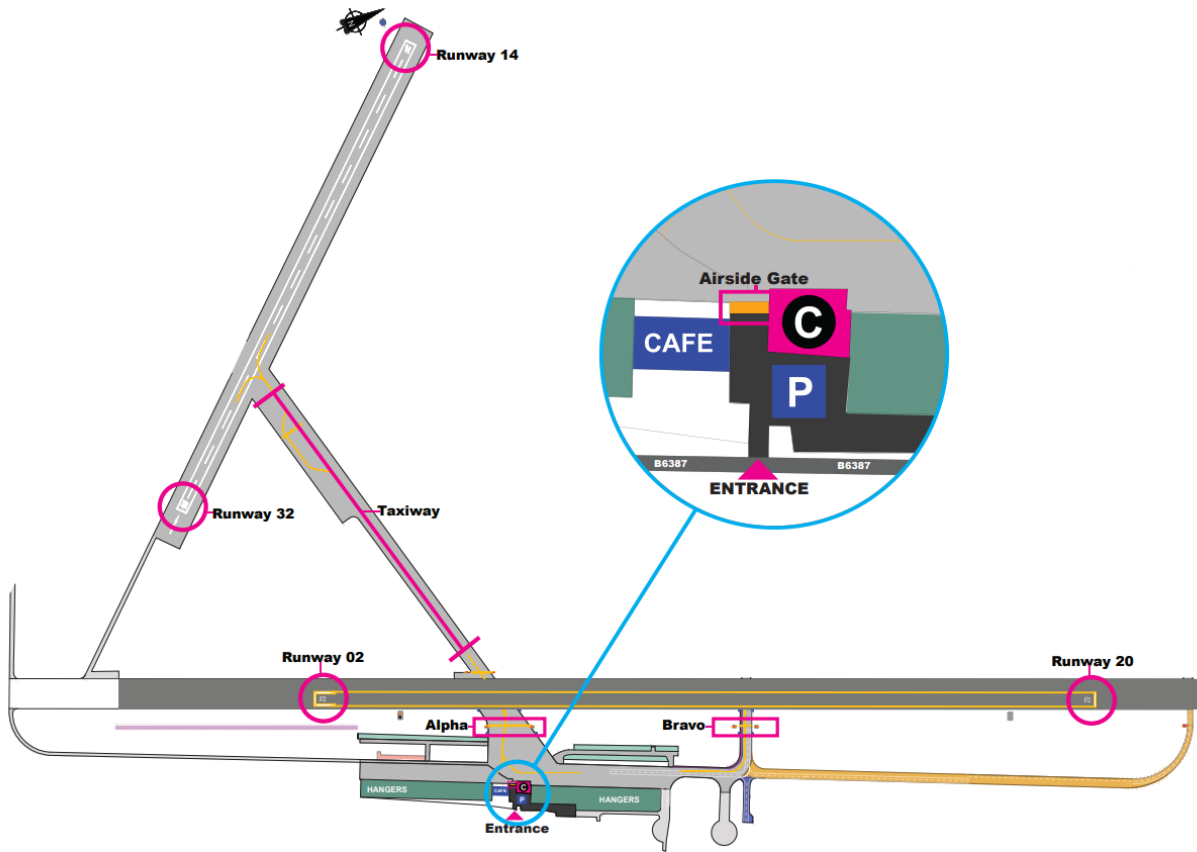
- Airport Operations Coordinator (AOC): 01777 838521 ext. 1 / operations@retfordairport.co.uk

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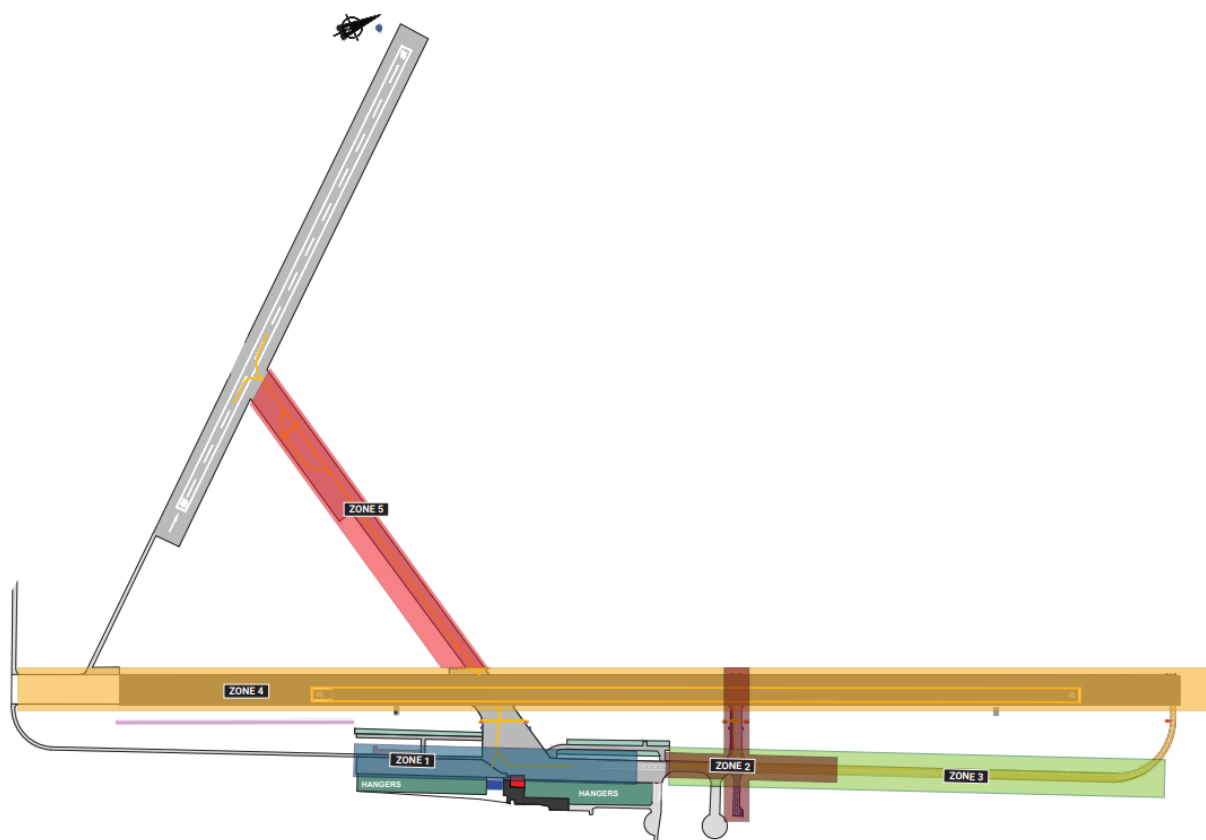
- AGCSO / 'Gamston Radio': 130.480 MHz

4 Aerodrome & Automotive Test Zone Diagrams

4.1 Aerodrome Diagram



4.2 Zone Diagram



5 Circuit Parameters & Diagrams – Runway 02/20

5.1 General Guidelines

- The circuit parameters and diagrams, as described and shown below, incorporate **noise preferential routings**. Circuits should be flown in line with the parameters and diagrams below. The circuit descriptions and diagrams make note of several key Visual Reference Points (VRPs) (see section 5). The images and accompanying information below are designed to help pilots to identify these VRPs to enable them to fly the circuits as accurately as possible. Distances and tracks in these descriptions are measured from the center of Runway 02/20, using the measuring tool in SkyDemon.
- Noise abatement areas (see Circuit Diagrams below) must be avoided at all times where possible and safe to do so.
- Please pay close attention to circuit height and how to conduct an overhead join.
- On RWY 02/20 do not descend below circuit height (1000 ft AGL).
- Standard positional reporting must be used to aid situational awareness. When remaining in the circuit, 'Downwind' and 'Final' calls are expected. When joining the circuit 'Overhead', 'Dead side descending', 'Downwind' and 'Final' calls are expected.
- Taxi information must be readback correctly. It is especially important that the circuit direction is readback, to avoid any confusion or misinterpretation. For example, 'Runway 02 Left Hand Circuit' must be readback in full.

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5.2 Runway 02 Left Hand Circuit (Fixed Wing 1000 ft AGL)

Taking Off	<ul style="list-style-type: none"> • Maintain runway track taking care to avoid Eaton village on your right (east). • Make a left turn onto cross wind tracking 290°, remaining south of Ordsall village.
Downwind	<ul style="list-style-type: none"> • Make your downwind turn over the Golf Course, tracking 200°. • Maintain 1000 ft AGL and keep to the outside (west) of the square pond.
Base	<ul style="list-style-type: none"> • Cross the A1 and make your turn onto base leg tracking 110° when the 02 threshold is 45 degrees behind you. • Avoid overflying the villages of Elkesley (next to the A1) and Bothamsall (on the southern edge of the ATZ).
Final	<ul style="list-style-type: none"> • Begin your turn to final overhead the farmyard, tracking 020°. • Remain clear of Elkesley village (west of final approach). • Keep a good lookout for rotary traffic.
Dead side descending	<ul style="list-style-type: none"> • Avoid overflying Gamston village to the East of the aerodrome. • Once at circuit height (1000 ft AGL), overfly the '20 Threshold'. • When overflying the threshold, keep a good lookout for fixed wing and rotary traffic that may be active in the circuit. • Turn left into the downwind leg.

5.3 Runway 02 Left Hand Circuit (Rotary 1000 ft AGL)

Taking Off	<ul style="list-style-type: none"> • Rotary traffic may lift from holding point C, remaining west of the runway if traffic permits and it is safe to do so. • Maintain runway track, remaining inside of the fixed wing circuit. • At 500 ft AGL make a left turn onto crosswind tracking 290°. • Remain south of Ordsall village.
Downwind	<ul style="list-style-type: none"> • Turn down wind, tracking 200°. • Maintain 1000 ft AGL, flying inside (east) of the square pond.
Base	<ul style="list-style-type: none"> • Make your base turn before the woodyard, tracking 110°. • Remain south of Elkesley village. • Keep a good lookout for fixed wing traffic on final.
Final	<ul style="list-style-type: none"> • Turn final, tracking 020°. • Remain in-between the villages of Thaymar and Elkesley. • Rotary traffic may approach direct to holding point C, remaining west of the runway if traffic permits and it is safe to do so.
Dead side descending	<ul style="list-style-type: none"> • Avoid overflying Gamston village to the east of the aerodrome. • Once at circuit height (1000 ft AGL), overfly the '20 Threshold'. • Turn left into the downwind leg.

5.4 Runway 20 Right Hand Circuit (Fixed Wing 1000 ft AGL)

Taking Off	<ul style="list-style-type: none"> • Maintain runway track, taking care to avoid overflying Elkesley village on your right (on the southern side of the A1). • Make a right turn onto track 290° (cross wind) abeam the woodland. • Fly between the villages of Elkesley (next to the A1) and Bothamsall (on the southern edge of the ATZ).
Downwind	<ul style="list-style-type: none"> • Turn down wind once abeam the woodyard, tracking 020°. • Maintain 1000 ft AGL and keep to the outside (west) of the square pond.
Base	<ul style="list-style-type: none"> • Make your Base turn overhead the golf course, tracking 110°. • Remain south of the railway line.
Final	<ul style="list-style-type: none"> • Turn final, tracking 200°. • Avoid overflying Eaton village to the east.

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	<ul style="list-style-type: none"> • Keep a good lookout for rotary traffic.
Dead side descending	<ul style="list-style-type: none"> • Avoid overflying Gamston village to the east of the aerodrome. • Once at circuit height (1000 ft AGL), overfly the '02 Threshold.' • When overflying the threshold, keep a good lookout for fixed wing and rotary traffic that may be active in the circuit. • Turn right into the downwind leg.

5.5 Runway 20 Right Hand Circuit (Rotary 1000 ft AGL)

Taking Off	<ul style="list-style-type: none"> • Rotary traffic may lift from holding point C, remaining west of the runway if traffic permits and it is safe to do so. • Maintain runway track, remaining inside of the fixed wing circuit. • Avoid overflying Elkesley village on your right (on the southern side of the A1). • Make a right turn onto crosswind, tracking 290°, overflying the woodland.
Downwind	<ul style="list-style-type: none"> • Turn down wind inside of the woodyard tracking 020°. • Maintain 1000 ft AGL, flying inside (east) of the square pond.
Base	<ul style="list-style-type: none"> • Turn base tracking 110°, remaining south of Ordsall village. • Keep a good lookout for fixed wing traffic on final.
Final	<ul style="list-style-type: none"> • Turn final, tracking 200° remaining inside the fixed wing circuit. • Rotary traffic may approach direct to holding point C, remaining west of the runway if traffic permits and it is safe to do so.
Dead side descending	<ul style="list-style-type: none"> • Avoid overflying Gamston village to the east of the aerodrome. • Once at circuit height (1000 ft AGL), overfly the '02 Threshold.' • Turn right into the downwind leg.

5.6 Circuit Diagrams Runway 02/20



6 Circuit Parameters – Unlicensed Runway 14/32

6.1 General Guidelines

- The circuit parameters and diagrams, as described and shown below, incorporate **noise preferential routings**. Circuits should be flown in line with the parameters and diagrams below. The circuit descriptions and diagrams make note of several key Visual Reference Points (VRPs) (see section 5). The images and accompanying information below are designed to help pilots to identify these VRPs to enable them to fly the circuits as accurately as possible. Distances and tracks in these descriptions are measured from the center of Runway 02/20, using the measuring tool in SkyDemon.
- Please pay close attention to circuit height and how to conduct an overhead join. The circuit height for unlicensed RWY 14/32 is **non-standard**.
- **Do not descend below 1300 ft AGL** when on the dead side until south of the runway centerline to maintain adequate separation from rotary traffic operating at 1000 ft.
- Standard positional reporting must be used to aid situational awareness. When remaining in the circuit, 'Downwind' and 'Final' calls are expected. When joining the circuit 'Overhead', 'Dead side descending', 'Downwind' and 'Final' calls are expected.
- Taxi information must be readback correctly. It is especially important that the circuit direction is readback, to avoid any confusion or misinterpretation. For example, 'Unlicensed Runway 32 Left Hand Fixed Wing Circuit' must be readback in full.

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6.2 Unlicensed Runway 14 Right Hand Circuit (Fixed Wing 1000 ft AGL)

Taking off	<ul style="list-style-type: none"> • Maintain runway track. • Turn crosswind before reaching West Drayton village, tracking 230°.
Downwind	<ul style="list-style-type: none"> • Turn downwind, tracking 320°. • Maintain 1000 ft AGL • Fly between the villages of Elkesley (next to the A1) and Bothamsall (on the southern edge of the ATZ).
Base	<ul style="list-style-type: none"> • Start your base leg turn at the ATZ boundary, abeam the square pond on your right. • Track 050° remaining to the west of the square pond. • Overfly the farm, north of the A1. • Keep a good lookout for rotary traffic.
Final	<ul style="list-style-type: none"> • Turn final overhead the road tracking 140°. • Remain north of the road and avoid overflying the houses on your approach.
Dead side descending	<ul style="list-style-type: none"> • DO NOT descend below 1300 ft AGL on the dead side until south of the runway centerline to maintain separation from the rotary circuit operating to the North.

6.3 Unlicensed Runway 14 Left Hand Circuit (Rotary 1000 ft AGL)

Taking off	<ul style="list-style-type: none"> • Rotary traffic may lift from holding point C, remaining east of the runway if traffic permits and it is safe to do so. • Maintain runway track. • Turn crosswind tracking 050° prior to West Drayton village for noise abatement. • Avoid overflying Gamston village to the east of the aerodrome.
Downwind	<ul style="list-style-type: none"> • Turn downwind tracking 320°, flying inside (southwest) of Eaton village. • Maintain 1000 ft AGL
Base	<ul style="list-style-type: none"> • Turn base leg, tracking 230°, flying towards the square pond. • Keep a good lookout for fixed wing traffic on final.
Final	<ul style="list-style-type: none"> • Turn final, tracking 140°. • Remain north of the road and avoid overflying the houses on your approach. • Rotary traffic may approach direct to holding point C1, remaining east of the runway if traffic permits and it is safe to do so.

6.4 Unlicensed Runway 32 Left Hand Circuit (Fixed Wing 1000 ft AGL)

Taking off	<ul style="list-style-type: none"> • Maintain runway track. • Make an early left turn to overfly the square pond. • Overhead the square pond, turn crosswind tracking 230°. • 'Fan stop' (practice EFATOs) are not permitted on Runway 32.
Downwind	<ul style="list-style-type: none"> • Turn downwind tracking 140°, maintaining 1000 ft AGL. • Fly between the villages of Elkesley (next to the A1) and Bothamsall (on the southern edge of the ATZ). • Aim to overfly the woodyard.
Base	<ul style="list-style-type: none"> • Make your base turn when abeam the old pit, tracking 030°. • Avoid overflying West Drayton village to the east. • Keep a good lookout for rotary traffic.
Final	<ul style="list-style-type: none"> • Turn final, tracking 320° as you cross the A1.

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Dead side descending	<ul style="list-style-type: none"> DO NOT descend below 1300 ft AGL on the until south of the runway centerline to maintain separation from the rotary circuit operating to the North.
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6.5 Unlicensed Runway 32 Right Hand Circuit (Rotary 1000 ft AGL)

Taking off	<ul style="list-style-type: none"> Rotary traffic may lift from holding point C, remaining east of the runway if traffic permits and it is safe to do so. Maintain runway track. Turn right onto crosswind tracking 050°, when abeam the square pond on your left.
Downwind	<ul style="list-style-type: none"> Turn downwind tracking 140°, flying between the end of Runway 02 and Eaton village. Maintain 1000 ft AGL. Avoid overflying Gamston village to the east of the aerodrome.
Base	<ul style="list-style-type: none"> Turn right onto base leg tracking 230°, aiming between Gamston village and West Drayton village. Keep a good lookout for fixed wing traffic on final.
Final	<ul style="list-style-type: none"> Turn final tracking 320° before West Drayton village. Maintain a good lookout for fixed wing traffic on left base for Runway 32. Rotary traffic may approach direct to holding point C, remaining east of the runway if traffic permits and it is safe to do so.

6.6 Circuit Diagrams Runway 14/32



7 Visual Reference Points (VRPs)

7.1 General Guidelines

- The circuit descriptions and diagrams make note of several key Visual Reference Points (VRPs). The images and accompanying information below are designed to help pilots to identify these VRPs to enable them to fly the circuits as accurately as possible.
- Distances and tracks in these descriptions are measured from the center point of RWY02/20, using the measuring tool in SkyDemon.
- All images are orientated 'north up'.

7.2 Golf Course

- **Location:** 345° at 1.7 nm from the midpoint of RWY 02/20, on the western side of Ordsall.
- **NB:** Note the railway line running along the Northern edge of the Golf Course.



7.3 Square Pond

- **Location:** 285° at 1.1 nm from the midpoint of RWY 02/20, approx. 700 m north of the A1.
- **NB:** There is another square pond outside the ATZ, to the south of the A1. Take care to identify the correct one!



7.4 Farm Yard

- **Location:** 215° at 1.6 nm from the midpoint of RWY 02/20, between the villages of Elkesley and Bothamsall.
- **NB:** The farmyard sits to the west of the old Bevercotes Colliery site. The industrial scarring on the site is a helpful identifier.



7.5 Wood Yard

- **Location:** 243° at 1.6 nm from the midpoint of RWY 02/20, to the west of Elkesley.
- **NB:** For identification, there is a green warehouse on the northern edge of this site, and woodland to the south and west of it.



7.6 Farm North of A1

- **Location:** 288° at 1.6 nm from the midpoint of RWY 02/20, to the west of the Square Pond.
- **NB:** Not to be confused with 'Farm Yard' to the south of the aerodrome!



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8 Image credit

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