

London Terminal Control (Swanwick)

and

Andrewsfield Aerodrome Licencee

1. INTRODUCTION

- 1.1. Andrewsfield aerodrome is situated on the eastern boundary of the Stansted CTR.
- 1.2. A portion of the Andrewsfield ATZ lies within the Stansted CTA/CTR/TMZ and this therefore requires that the procedures and flight patterns specified in this Agreement are strictly adhered to.
- 1.3. The purpose of this Agreement is to define the specific procedures and flight patterns for Andrewsfield aircraft that will permit the safe movement of aircraft under the control of London Terminal Control (Swanwick) whilst at the same time allowing Andrewsfield to operate independently within the limits specified in this Agreement.

2. PROCEDURES

The procedures to be employed by London Terminal Control (Swanwick) and Andrewsfield are detailed in this Agreement as follows:

- a. Andrewsfield Responsibilities and Procedures.
- b. London Terminal Control (Swanwick) Responsibilities and Procedures.
- c. Renewal

Letter of Agreement

3. APPLICATION OF THE LETTER OF AGREEMENT

- 3.1. This Letter of Agreement is subject to re-negotiation annually and is one of the conditions of the Andrewsfield Aerodrome Licence. It is also subject to review at the request of either signatory or should utilisation at either London Terminal Control (Swanwick) or Andrewsfield change significantly.
- 3.2. Permanent amendment of this Letter of Agreement is to be effected only with the written consent of the signatories or their successors.
- 3.3. This agreement is effective from 24th September 2009 and will remain in force until the date specified in the renewal.

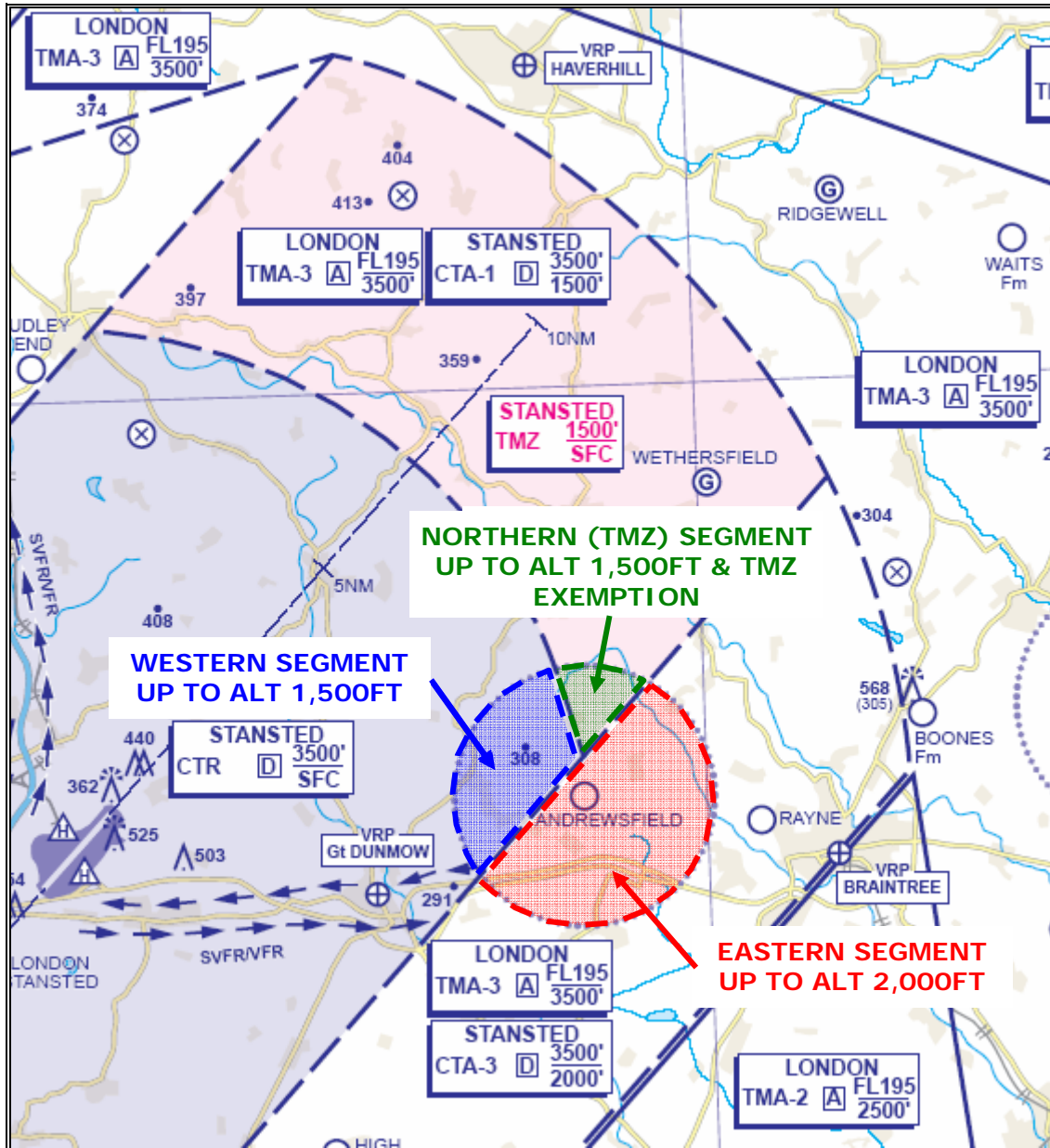
4. PARTIES TO THE LETTER OF AGREEMENT

For the avoidance of doubt, it is hereby declared that the parties to the Letter of Agreement are London Terminal Control (Swanwick) and the Andrewsfield Aerodrome Licencee.

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5. GENERAL

5.1. AIRSPACE



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- 5.1.1. The Andrewsfield Aerodrome Traffic Zone (ATZ) is a circle of radius 2nm, centred on rwy 09/27 (N515342 E0002657), up to height 2000ft aal and lies partly within the Stansted CTR/CTA/TMZ.
- 5.1.2. The Andrewsfield Local Flying Area (LFA) has the same lateral limits as the Andrewsfield ATZ but with a vertical limit of altitude 1500ft amsl and lies partly within the Stansted CTR and TMZ.
- 5.1.3. The airspace outlined in blue is called the western segment, the airspace outlined in red is called the eastern segment and the airspace outlined in green is called the northern (TMZ) segment.

5.2. VARIATION OF PROCEDURES

Nothing in these procedures prevents a controller or pilot from using his/her discretion to achieve safety of operations provided that steps are taken to rectify the situation as soon as possible.

6. ANDREWSFIELD RESPONSIBILITIES AND PROCEDURES

- 6.1. The aerodrome management at Andrewsfield is responsible for ensuring that pilots operating to/from Andrewsfield are made aware of the procedures and flight patterns specified in this Agreement.
- 6.2. The aerodrome management is responsible for obtaining an exemption from the relevant VFR minima from the CAA Directorate of Airspace Policy which will allow them to operate within the western and the eastern segments in accordance with the conditions as specified within this Agreement. The revised VFR minima are as follows:

Clear of cloud, in sight of the surface and in a flight visibility of 3km.
- 6.3. The hours of operation are :

Winter : 0830 - 2100hrs and by arrangement

Summer : 0900 - 2000hrs and by arrangement
- 6.4. The aerodrome management will notify TC GS Airports, on 02380 401106 if they have agreed to operations outside the notified hours.
- 6.5. At all other times, pilots will contact Essex Radar on 120.625 MHz for permission to enter Stansted CAS, including the LFA.
- 6.6. Andrewsfield is promulgated in the UK AIP at AD 2-EGSL-1-1 as being PPR only. Pilots of aircraft intending to visit Andrewsfield must telephone 01371 856744 or fax 01371 856500 before departure and be briefed on the procedures specified in this Agreement. A further briefing must be given before their departure from Andrewsfield.
- 6.7. The maximum circuit level will be height 700ft aal (altitude 986ft amsl). Circuit direction on rwy 09/27 is normally right-hand however, circuit flying may take place to the north and south of the aerodrome.

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- 6.8. Andrewsfield may permit aircraft to operate up to altitude 1500ft amsl within the western segment and northern (TMZ) segment.
- 6.9. Andrewsfield may permit aircraft to operate up to altitude 2000ft amsl within the eastern segment.
- 6.10. Andrewsfield may permit aircraft to operate without a pressure altitude reporting transponder, capable of operating in Mode A and Mode C, within the northern (TMZ) segment.
- 6.11. Andrewsfield may request inbound aircraft and aircraft operating within the aerodrome traffic pattern and in radio contact with Andrewsfield air/ground radio operator to squawk a conspicuity code with Mode C selected (if fitted).
- 6.12. Pilots of radio equipped aircraft departing Andrewsfield and wishing to transit Stansted CAS, shall remain in the Andrewsfield circuit until two-way communication has been established with Essex Radar on frequency 120.625 MHz and a transit clearance has been issued. All other departures/arrivals to/from Andrewsfield must remain clear of CAS.
- 6.13. Pilots of radio equipped aircraft departing Andrewsfield and wishing to transit Stansted TMZ but without a pressure altitude reporting transponder capable of operating in Mode A and Mode C, shall remain in the Andrewsfield circuit until two-way communication has been established with Farnborough Radar on frequency 132.800 during their hours of operation or from Essex Radar on frequency 120.625, at other times, and permission to access the TMZ has been granted.

7. LONDON TERMINAL CONTROL (SWANWICK) RESPONSIBILITIES AND PROCEDURES

- 7.1. London Terminal Control (Swanwick) controllers will be made aware of, and will comply with the procedures specified in this Agreement.
- 7.2. At all times when London Terminal Control (Swanwick) is aware that Andrewsfield is active, TC Stansted will not permit any IFR or SVFR aircraft under their control to overfly the western segment and northern (TMZ) segment of the designated airspace below altitude 2000ft amsl or overfly the eastern segment of the designated airspace below altitude 2500ft amsl.
- 7.3. In addition, whenever London Terminal Control (Swanwick) is aware that Andrewsfield is active, TC Stansted shall notify relevant VFR aircraft under their control accordingly.
- 7.4. TC Stansted shall permit the pilot of an aircraft that intends to either land at Andrewsfield or fly within the western or eastern segments to leave the frequency in sufficient time to obtain permission to enter the relevant airspace.
- 7.5. At all times when London Terminal Control (Swanwick) is aware that Andrewsfield is active, TC Stansted will assume all primary only returns and non-Mode C, secondary returns within the northern (TMZ) segment to be operating beneath controlled airspace.

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8. RENEWAL

This Letter of Agreement between London Terminal Control (Swanwick) and Andrewsfield Aerodrome Licencee will remain in force under the present conditions until 1 May 2010.

Agreed by:

The signed original is held on file in the LTC Procedures Office.

Date: -

Manager Swanwick Systems and Procedures

Date: -

Chief Flying Instructor
Andrewsfield Flying School Ltd