

At It Again!

Yes! It's happening again. More of the Open FIR is being heisted and turned into Class D, this time 'oop north'.

Doncaster Robin Hood is grabbing its own huge volume of airspace as of 28th August. As you all know, having kept up with every new addition to the AIP Yellows, this will affect anyone intending going north of a line from Waddington to Coal Aston.

However, this time there are some additional warnings for everyone.

1. If you have looked at the AIP Yellow concerning Doncaster's Class D then be careful! It has some minor(!) errors. For example, confusing Waddington & Scampton and, far worse as far as GA is concerned, introducing a low level VFR/SVFR route through the zone which requires you to fly on the **left side+** of the feature!

We have contacted Doncaster and they have passed us a revision to Annex B of the AIP Yellow (attached) which is now believed to be correct.

For information, the low level corridor follows the routes of the A1(M) and/or the M18.

2. The revised airspace will be shown **ONLY** on the new Northern half-mil map due to be published on 28th August, but is not present on the Southern map - although this map extends north all the way to the Doncaster ATZ. If you are going anywhere near, or as far north as, Gamston or Netherthorpe, make sure you are fully aware of the Doncaster CTAs - which extend that far south.

3. Sandtoft will now be located partially within the northern Doncaster CTR and partially under a 1500ft CTA ceiling. Phone them for arrival details before attempting to visit them or you may find you have inadvertently infringed.

4. Netherthorpe and Gamston will both be under a 2000ft CTA ceiling. Make sure you are aware of any new local arrival/departure rules before visiting them.

5. There is a considerable overlap between the Southern and Northern half-mil maps but the new Class D detail will only appear on the Northern map until the next issue of the Southern one (in 2009?). If you intend going close to or through the zone on a trip, make sure you switch to the new Northern map and have contacted Doncaster Approach and made your intentions clear in plenty of time.

Please be careful, Folks. No-one wants that nasty letter from the CAA and I don't want that icy phone call from ATC asking me to get you to contact them on landing!

John McLinden
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+ Although the Right Hand Rule does not have to apply inside controlled airspace [Rule of the Air 16(2)], flying from the left hand seat in most aircraft makes anything other than a right hand track very difficult to follow in practice.