

# OPERATIONS NOTICE

Reference: CA-AON-2022-3  
Issued: 26/03/2022

Effective: 27/03/2022  
Expires: 03/07/2022

## Monday Opening Procedures Trial Extension

This document outlines an extension to the trial procedure providing additional ability for based aircraft to operate from the airport on an Out of Hours Indemnity basis on Mondays between 0930-1600hrs local (or sunset if earlier). This extension to the trial runs from 27<sup>th</sup> March 2022 to 3<sup>rd</sup> July 2022.

### First Year Trial Outcome Summary

The first year trial period proved generally successful with a few observations still to note.

- Lack of completion of booking out procedures.
- Some flights not adhering to the published limitations such as no circuits, no PFLs.
- Some pilots squawking 7365 (which is only for use when requested by the ATS), pilots should squawk 7000 when transmitting blind calls on 120.255 MHz.

The trial was discussed at the flight safety committee and was found to be successful and general opinion was for the procedure to be implemented permanently. This extension for the trial is to allow for some final review before the procedure is implemented as a permanent procedure.

### Book Out Requirements

The PIC should submit a bookout at [www.egcbatis.co.uk](http://www.egcbatis.co.uk) prior to 0800hrs on the day of the flight. The pilot/operator must be satisfied that the weather conditions forecast are suitable for the intended flight. The PIC must check the ATIS for availability status to confirm whether the airfield is available for use with regard to surface conditions.

### Operating Procedure

The ATIS will be updated by 0930hrs (local) providing information on the suitability of runway conditions to permit flights. Should the ATIS indicate the Airfield is 'Not Available to Fixed Winged Aircraft', then planned flights by fixed winged aircraft are not permitted to take place.

Make blind calls on 120.255 MHz to 'Barton Traffic' and make position and intention calls including;

- Taxiing intention and runway being used.
- When crossing any runways whilst taxiing to the runway holding point.
- When ready for departure, lining up and departing (including runway designator).  
*[Pilot must face the approach and check for traffic before entering the runway].*
- When changing frequency.
- When joining inbound (state position, altitude, and intentions), overhead, downwind, base, and final (stating runway being used). *[Landing lights should be used where available].*  
*[The standard 200ft go-around procedure applies if the runway is occupied].*
- When vacated runway.
- When crossing any runways whilst taxiing to park. *[Ensure a visual check prior to crossing].*

The pilot/operator must give way to any emergency service helicopters as appropriate. Consideration must be given should a go-around be performed where such helicopters may be performing a take-off manoeuvre directly from the Heliport facility.

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### Terms and Conditions

1. Pilots must comply with the requirements of the Air Navigation Order.
2. The pilot/operator confirms that the flight does not require the use of a licenced aerodrome and acknowledges that no RFFS or alerting service is provided.
3. The pilot/operator agrees that no claim will be made against City Airport Ltd or any group/company or any of their respective employees or agents when operating in accordance with these procedures.
4. The pilots/operator agrees to comply with the airport standard terms and conditions of use and the procedures and limitations within this notice.
5. This procedure is only available to based aircraft (except where otherwise agreed) which must be equipped with radio.
6. This out of hours permission may be temporarily withdrawn at any time if, in the opinion of ATS and/or the aerodrome authority, the airfield is not suitable for the movement of aircraft. Examples of circumstances where this out of hours agreement may be withdrawn include, but are not limited to;
  - Essential aerodrome works – i.e.; repairs/maintenance.
  - A temporary reduction in runway declared distances.
  - Where the aerodrome surface has been assessed as unsuitable due to surface conditions.
7. Should any pilot/operator fail to comply with the procedures or cause any safety concerns, permission to operate out of hours in accordance with this procedure may with withdrawn.

### The following limitations apply:

- No circuits (other than that required to re-join for landing or in the event of a go-around).
- Runway 14/32 and 02/20 are not available (except for emergencies or by prior arrangement).
- All inbound joins should be made overhead (unless weather precludes).
- No nonstandard manoeuvres on or within 2nm of the aerodrome, including no orbits, no PFLs, no fan stops, no aerobatic manoeuvres and no formation departures or arrivals.
- No 1<sup>st</sup> or early solo students. Solo students conducting local area or navigational flights must be fully briefed on these procedures. Flying schools are responsible for determining suitable ability and briefing of the student.
- If wind is light/calm, then runway 26L/R should be used.

Use of the conspicuity squawk 7365 does not apply when no Air Traffic Service is being provided and should not be used, unless instructed by the Air Traffic Service.

It is suggested that pilots should consider selecting squawk 7366 and monitoring Manchester Radar on 118.580MHz when operating within the vicinity (except when within the normal confines of the Barton ATZ).

By arrangement, an Air Traffic Service may be provided at times.

This trial may be amended or withdrawn at any time. A revised notice will be published if applicable.

Please direct any enquiries regarding this trial to [ops@cityairportltd.co.uk](mailto:ops@cityairportltd.co.uk)

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