

# **VERY IMPORTANT NOTICE**

## **Tips for safer joining at Fenland**

All visiting pilots, and Fenland based pilots, **please help yourself to this leaflet** and read carefully.

At Fenland, we are very keen to improve the safety of everyone flying to and from the airfield. Everyone is very welcome.

Unfortunately, it has been noted that some pilots are a) not observing the rules for operating inside an ATZ (Aerodrome Traffic Zone) and b) not joining the circuit in the safest way possible.

### **Joining**

The preferred method and, arguably the safest, is a Standard Overhead Join. See Skyway Code if not entirely familiar.

Sometimes the Standard Overhead Join is not applicable (eg days with a cloud base less than 2,000 feet) in which case it is perfectly OK to join the circuit more directly.

However, we have often been dismayed to witness some downright dangerous methods of joining being employed eg when 26 Left-hand circuit is in use please do not join from the south aiming towards the 08 numbers, or anywhere near the crosswind leg and then turn right onto a downwind leg. This puts you into a head-on conflict with traffic joining from the dead-side onto a crosswind leg and possibly in conflict with traffic climbing in the circuit on the crosswind leg.

If joining from the south, a base leg join is much safer, but if you wish to join downwind, then please descend and arrange to be on a downwind heading at 1,000 feet well to the west of the ATZ.

Always remember, one of the rules of an ATZ is that all turns inside the ATZ should be in the same direction as the circuit direction.

### **Preferred methods of joining when Standard Overhead Join not available:**

Using 26 LH as an example, the following are the preferred and safest methods.

**From the South** - As previously mentioned a downwind join at 1000 feet from the West of the airfield or b) onto a base leg.

**From the West** – join directly onto a downwind leg, being 1000 ft before entering the ATZ.

**From the North** -descend dead-side and join crosswind.

**From the East** - a) approach from the East on the North side and turn Left onto a crosswind leg as from the North or b) join a long final, but with extreme caution ideally if there is no other circuit traffic.

**PTO**

**Please NEVER descend to circuit height on the downwind leg** – this is highly dangerous and has led to many unnecessary collisions at various airfields, most of which are not survivable!

**ALWAYS:**

1. Keep a very good lookout.
2. Follow the ATZ rules – they are there for your safety.
3. Announce on the radio clearly and succinctly your position, level, and intentions.
4. Know that safe pilots are always very welcome at Fenland.

**Please DO NOT:**

1. Land on the parking area (yes, it has happened, and recently).
2. Descend to 1000 ft in the circuit.
3. Not keep a very good look out.

And just to remind you, when taking off from Runway 26, there is no taxiway to the threshold, and no holding point at the threshold, so please expedite your backtrack, keeping your runway occupancy to a minimum. And of course, if landing, do not land if the runway is occupied, however tempting it may be.

If an aircraft is at the threshold of 26 he is occupying the runway, and a go-around will be necessary.

Finally, the radio service is an Air to Ground Service only, which means the Radio operator is unable to issue any instructions or clearances, so please don't ask for any, or expect any.

**Safe Flying and Happy Landings!**