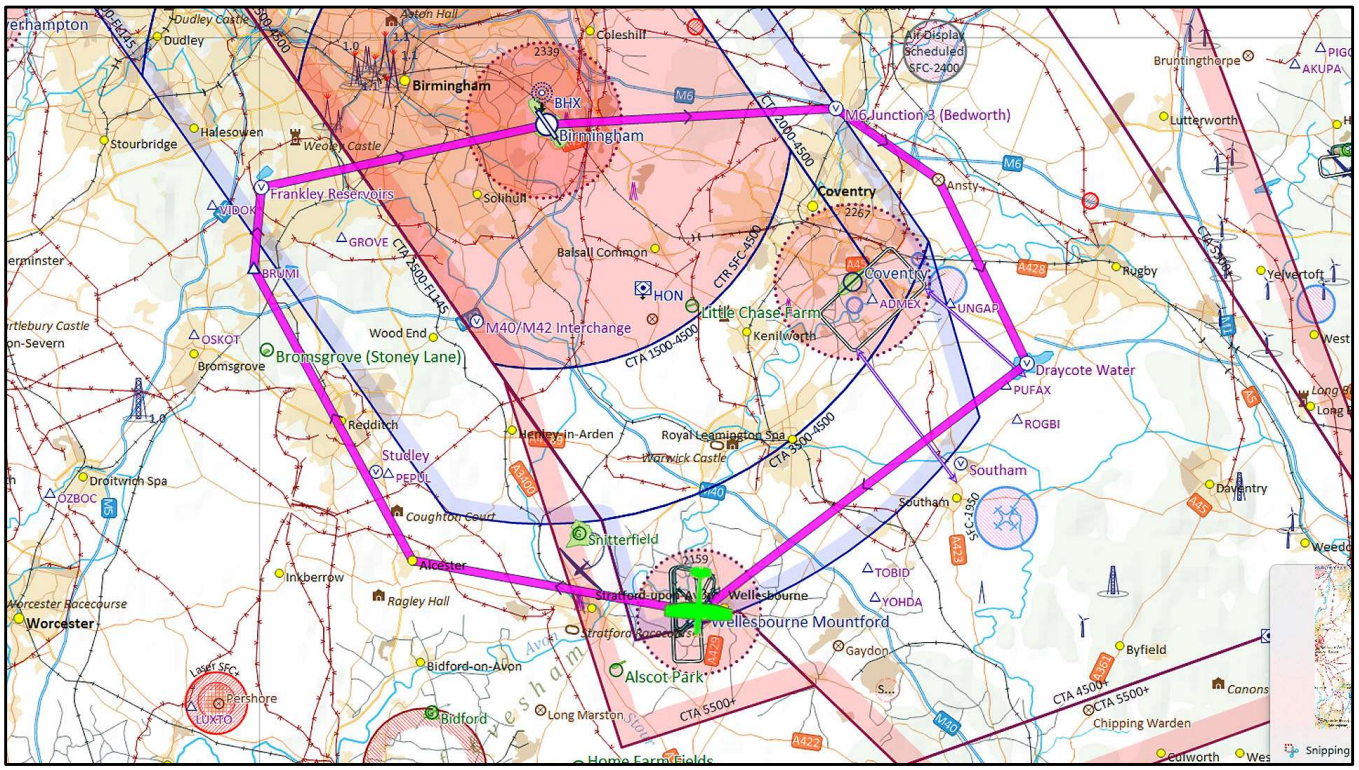
RT5 – BHX transit

South Warwickshire Flying School

RT5b



Frequency set to Wellesbourne Information, 124.030.

Aircraft: Wellesbourne Information, G-BWNB request Radio Check on 124.030.

Wellesbourne Information: G-BWNB, Wellesbourne Information, readability 5, pass your message.

Aircraft: Readability 5 also. Request Airfield Information & taxi, Navex Wellesbourne to Wellesbourne, via Birmingham Zone, 2 POB, G-BWNB.

Wellesbourne Information: G-NB, taxi holding point Alpha, runway 18, right hand circuit, QNH 1010.

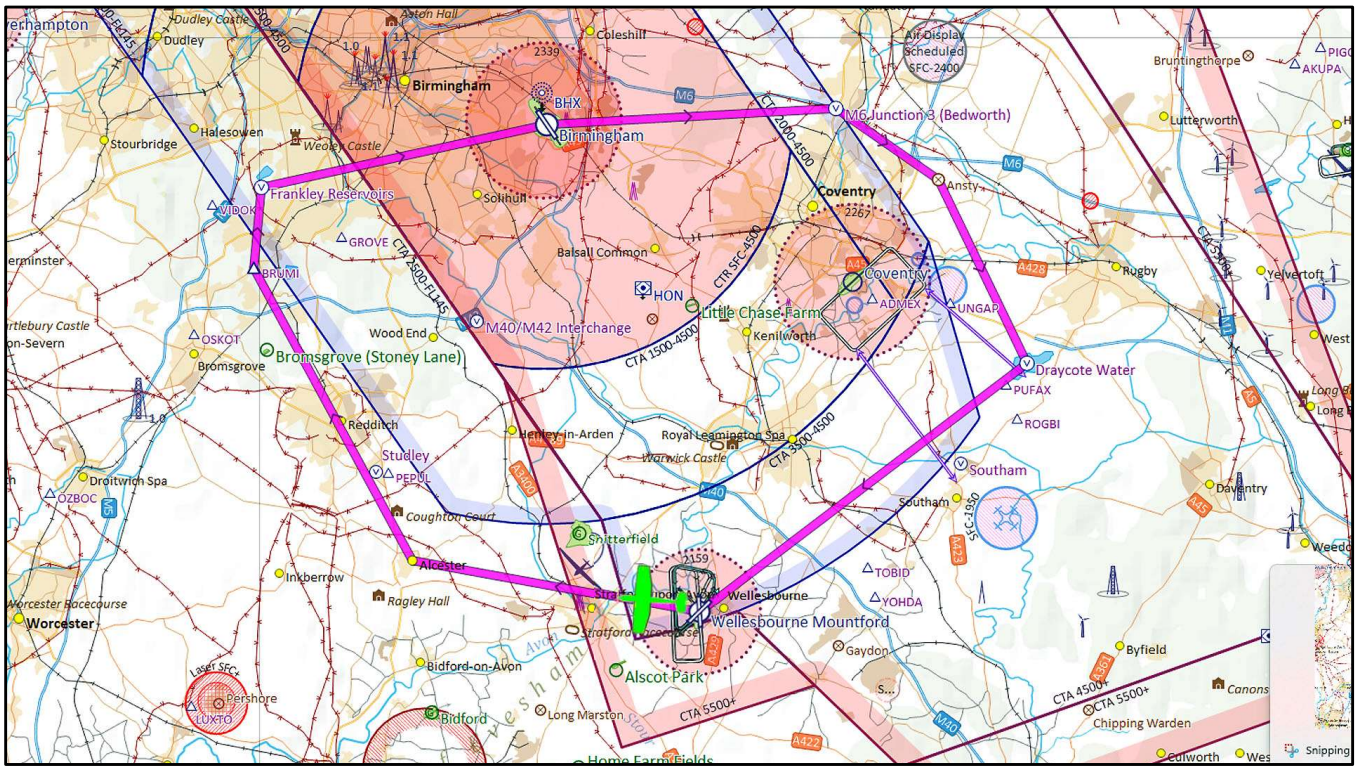
Aircraft: Taxi holding point Alpha, runway 18, right hand circuit, QNH 1010, G-NB.

Aircraft: G-NB, holding at Alpha, ready for departure.

Wellesbourne Information: G-NB, winds 210^{o} 10kt, take off at your discretion.

Aircraft: Taking off, G-NB.

[N.B. The actual runway in use will depend on the wind direction].



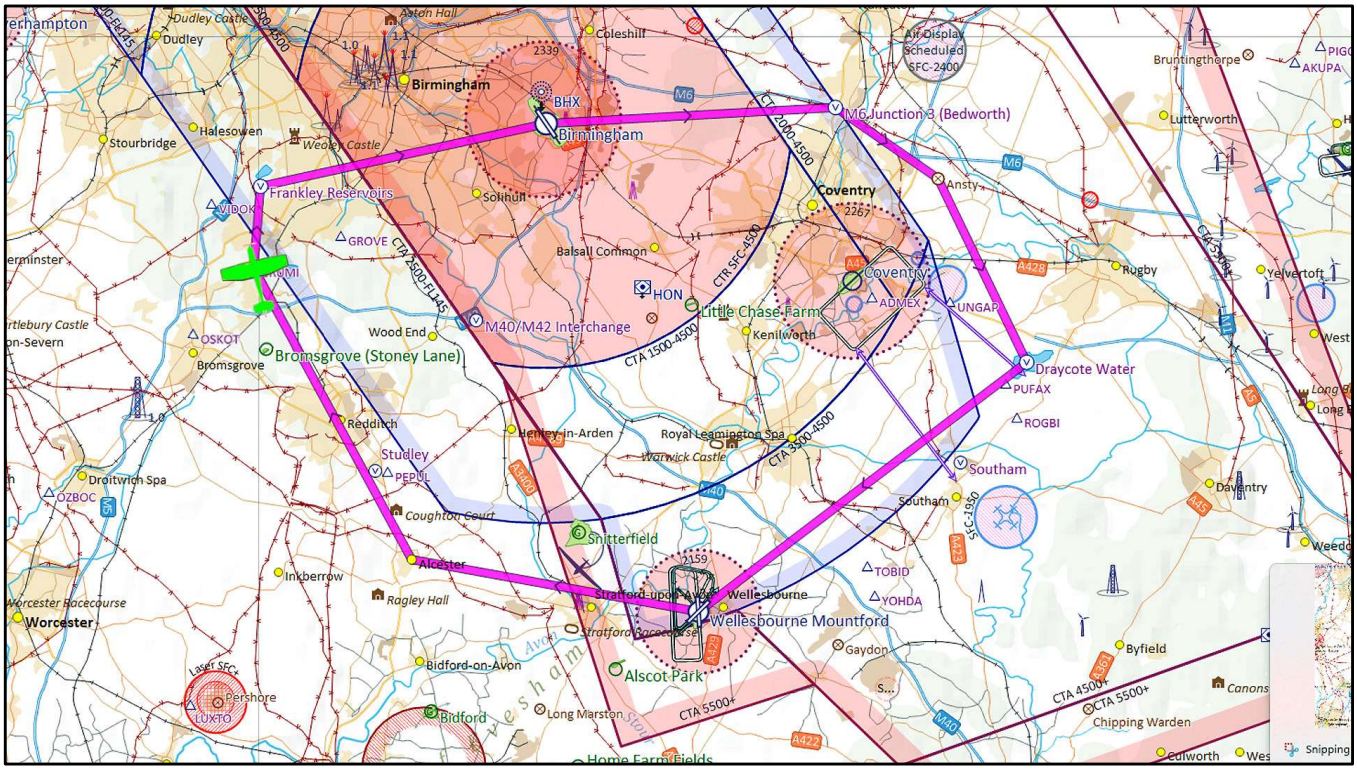
Aircraft: G-NB leaving the ATZ to the West, changing to Birmingham Radar on 123.980.

Wellesbourne Information: G-NB, to Birmingham. Enjoy your flight.

Aircraft: Thank you, bye, G-NB.

Frequency change to Birmingham Radar 123.980, listening squawk 0010.

[N.B. Squawk 0010 tells Birmingham Radar that we are listening out on their frequency, but they won't call us unless there is a problem or a potential conflict with other traffic in the area].



Frequency set to Birmingham Radar, 123.980.

Aircraft: Birmingham Radar, good morning. G-BWNB request Zone Transit.

Birmingham Radar: G-BWNB, good morning, squawk 5253. Pass your message.

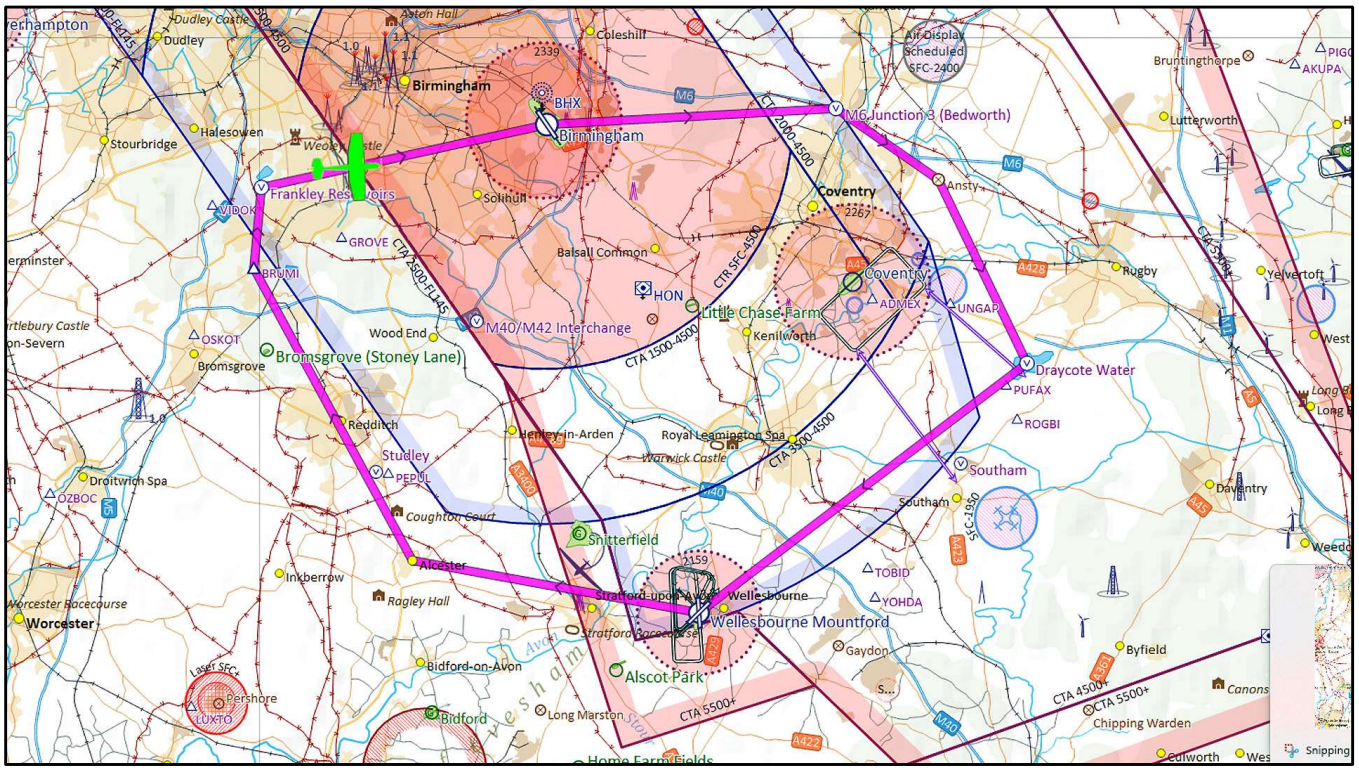
Aircraft: Squawk 5253. G-BWNB is a Cessna 152, Navex Wellesbourne to Wellesbourne, via Frankley Reservoir, J3 Bedworth VRP, & Draycote Water. 3nm South of Frankley, 2,300 ft QNH 1010, request Zone Transit, Frankley to Bedworth VRP.

Birmingham Radar: G-NB, you are cleared to enter the zone at Frankley, initially to the airfield western ATZ boundary, not above altitude 2,500ft on Birmingham QNH 1009.

Aircraft: Cleared to enter the zone at Frankley, initially to the airfield western ATZ boundary, not above altitude 2,500ft on Birmingham QNH 1009, G-NB.

Birmingham Radar: G-NB, read-back correct.

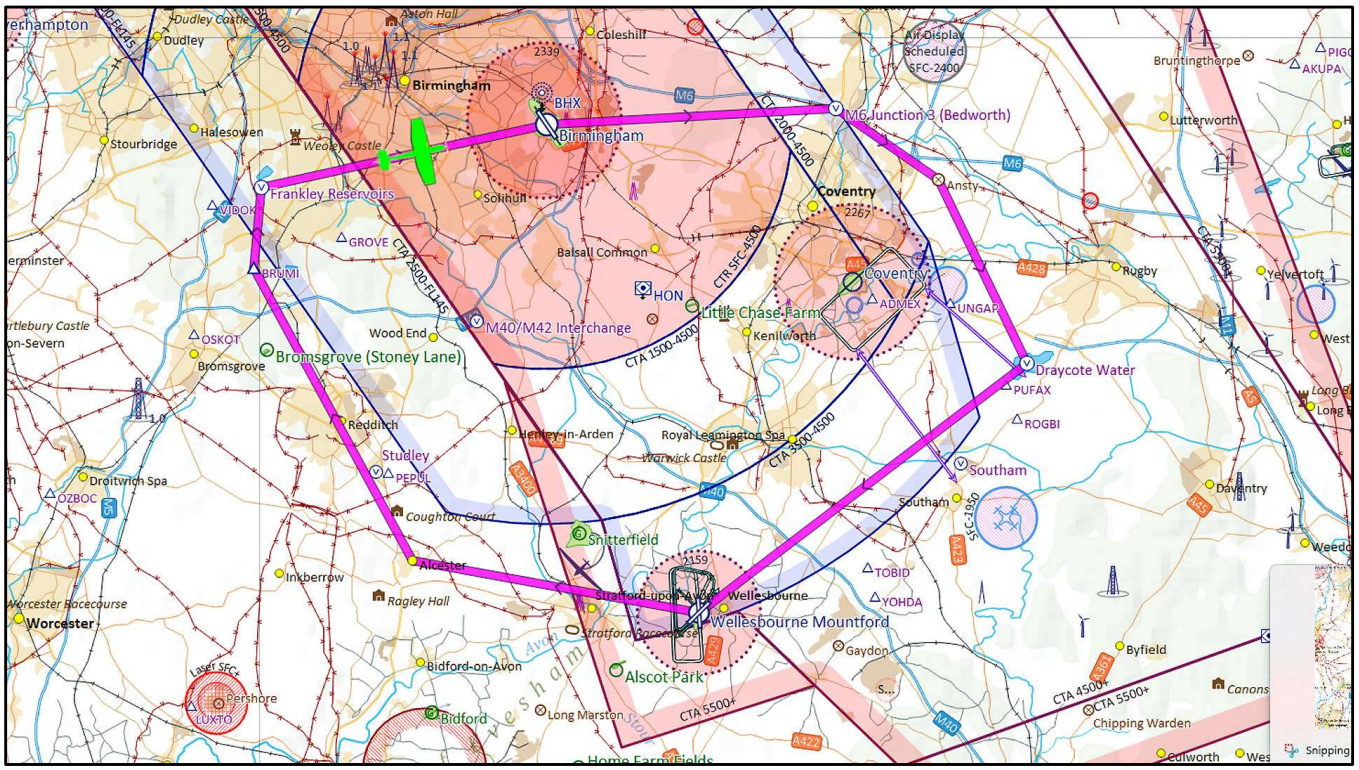
[N.B. A VRP is a Visual Reference Point, a point on the ground that is easily recognisable, such as a reservoir or motorway service area.
The airfield ATZ boundary is defined by the dark shaded circle. We've been given clearance to transit as far as the western (left hand) edge. We may be instructed to orbit (circle) at this point if there is any landing traffic, as Birmingham Radar are legally required to maintain a minimum separation].



Birmingham Radar: G-NB, you are entering Birmingham Control Zone. Radar Controlled Service. Report airfield in sight.

Aircraft: Entering the Zone. Radar Controlled Service. Wilco, G-NB.

[N.B. 'Radar Controlled Service' means that we are required to fly in accordance with Birmingham Radar's instructions, precisely].



Aircraft: G-NB, airfield in sight.

Birmingham Radar: G-NB, roger, contact Birmingham Tower on 118.305.

Aircraft: Birmingham Tower on 118.305, G-NB.

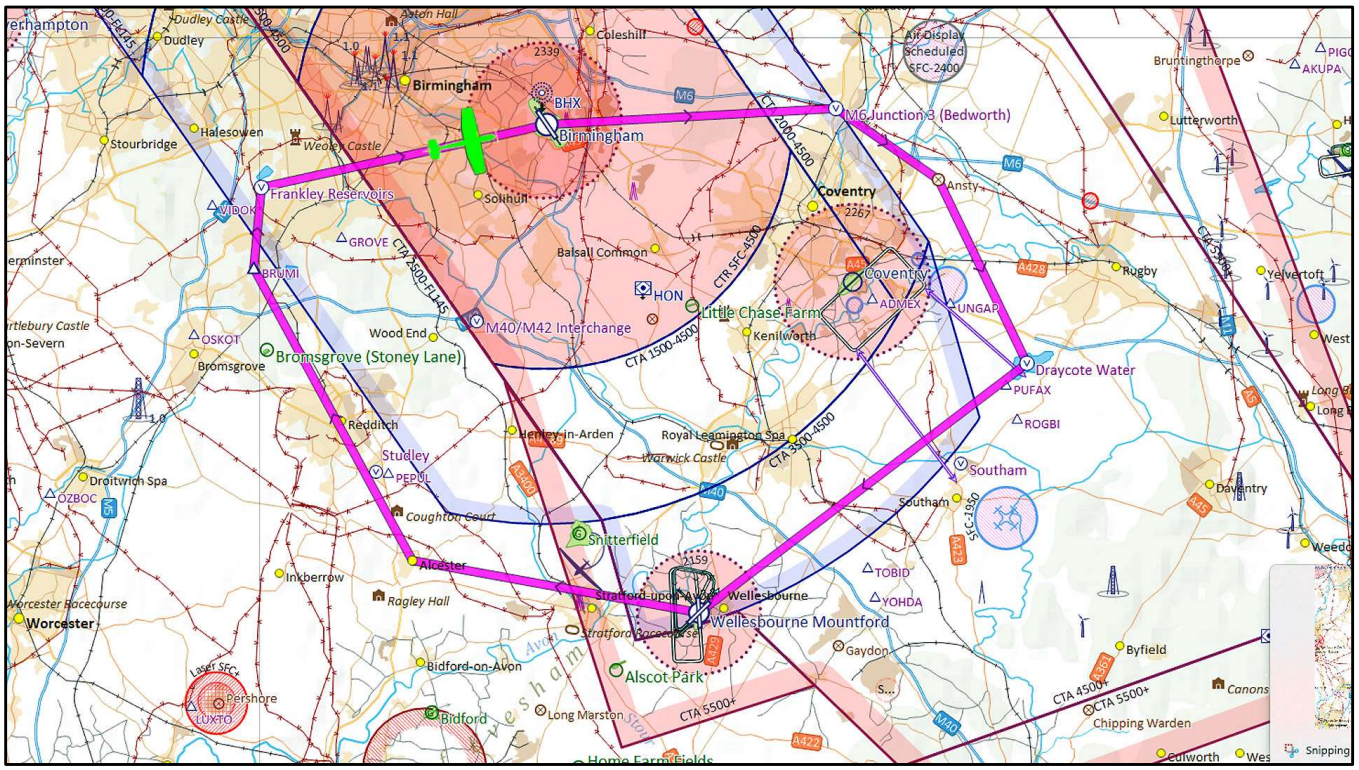
Change frequency to Birmingham Tower, 118.305

Aircraft: Birmingham Tower, G-BWNB, airfield in sight.

Birmingham Tower : G-NB, Birmingham Tower, good morning. Continue to the western ATZ boundary, not above 2,500 ft. Report at the western ATZ boundary.

Aircraft: Continue to the western ATZ boundary, not above 2,500 ft. Wilco, G-NB.

[N.B. Birmingham Tower have been passed our details from Birmingham Radar, so there is no need to repeat this].

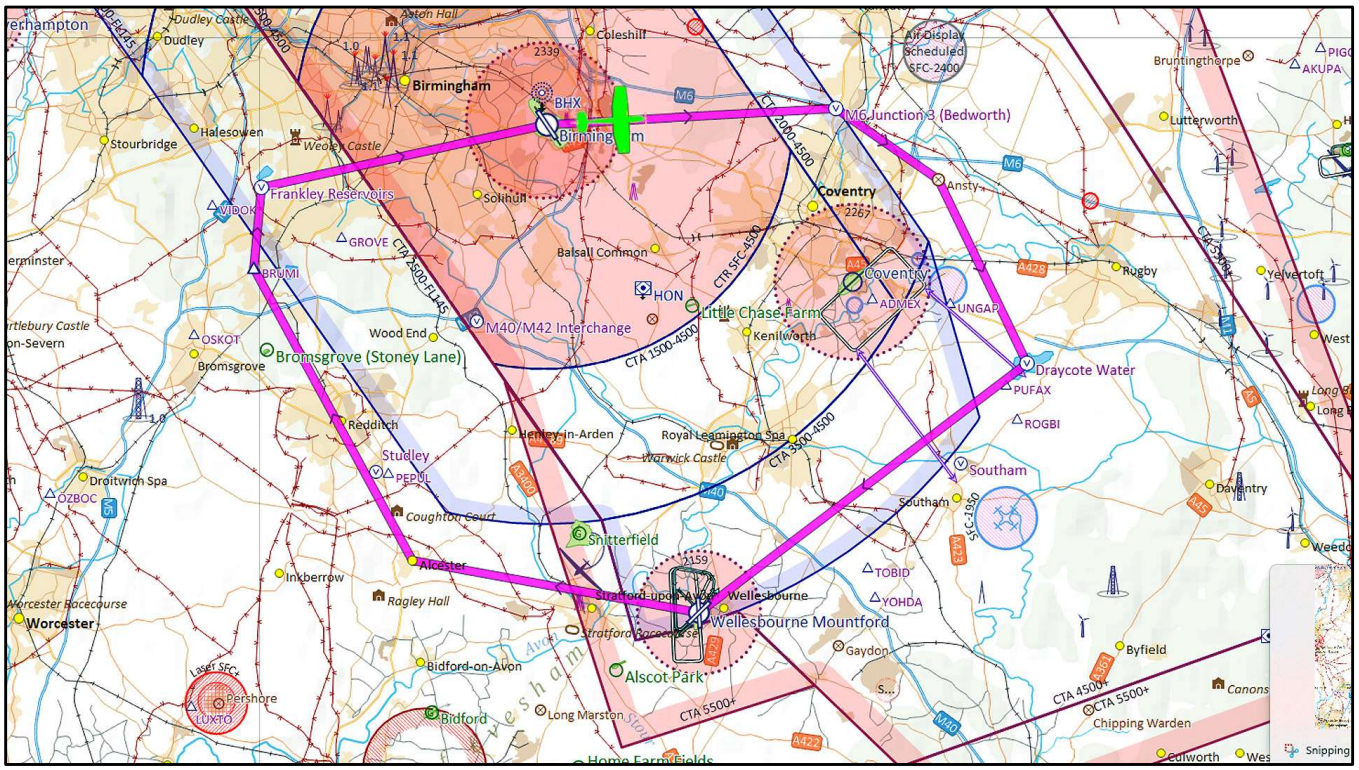


Aircraft: G-NB, western ATZ boundary.

Birmingham Tower: G-NB, roger. Continue on track. Report eastern ATZ boundary.

Aircraft: Continue on track, wilco. G-NB.

[N.B. We've now been given clearance to transit through the airfield overhead as far as the eastern (right hand) edge of the ATZ].



Aircraft: G-NB, eastern ATZ boundary.

Birmingham Tower: G-NB, roger. You are cleared to Bedworth VRP, not above 2,500ft.

Aircraft: Cleared to Bedworth VRP, not above 2,500ft. G-NB.

Birmingham Tower: G-NB, correct. Contact Birmingham Tower on 123.980.

Aircraft: Contact Birmingham Radar on 123.980. G-NB.

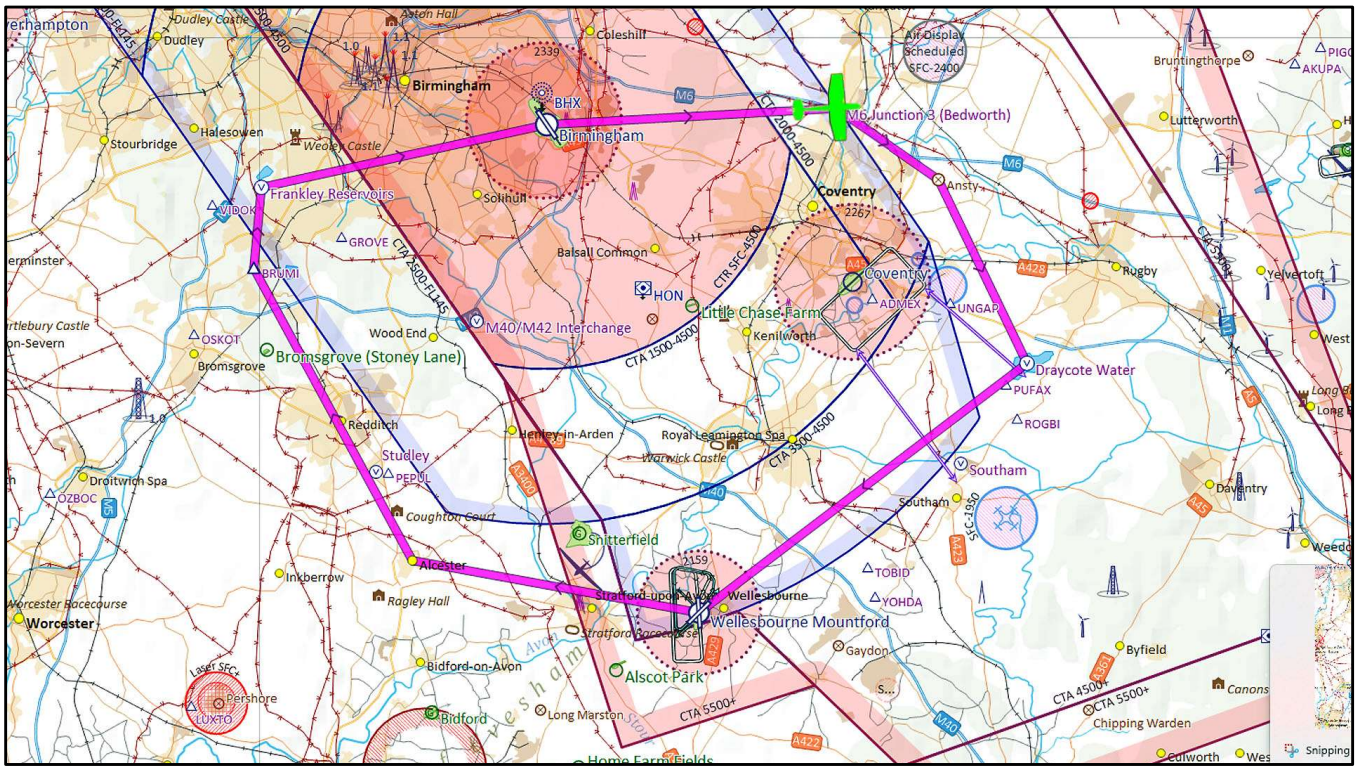
Change frequency to Birmingham Radar, 123.980

Aircraft: Birmingham Radar, G-BWNB.

Birmingham Radar: G-NB, Birmingham Radar. Continue to Bedworth, not above 2,500ft. Report Bedworth.

Aircraft: Continue to Bedworth, not above 2,500ft. Wilco, G-NB.

[N.B. We've been passed back to Birmingham Radar for the final segment of the transit].



Aircraft: G-NB, Bedworth, 2,300ft.

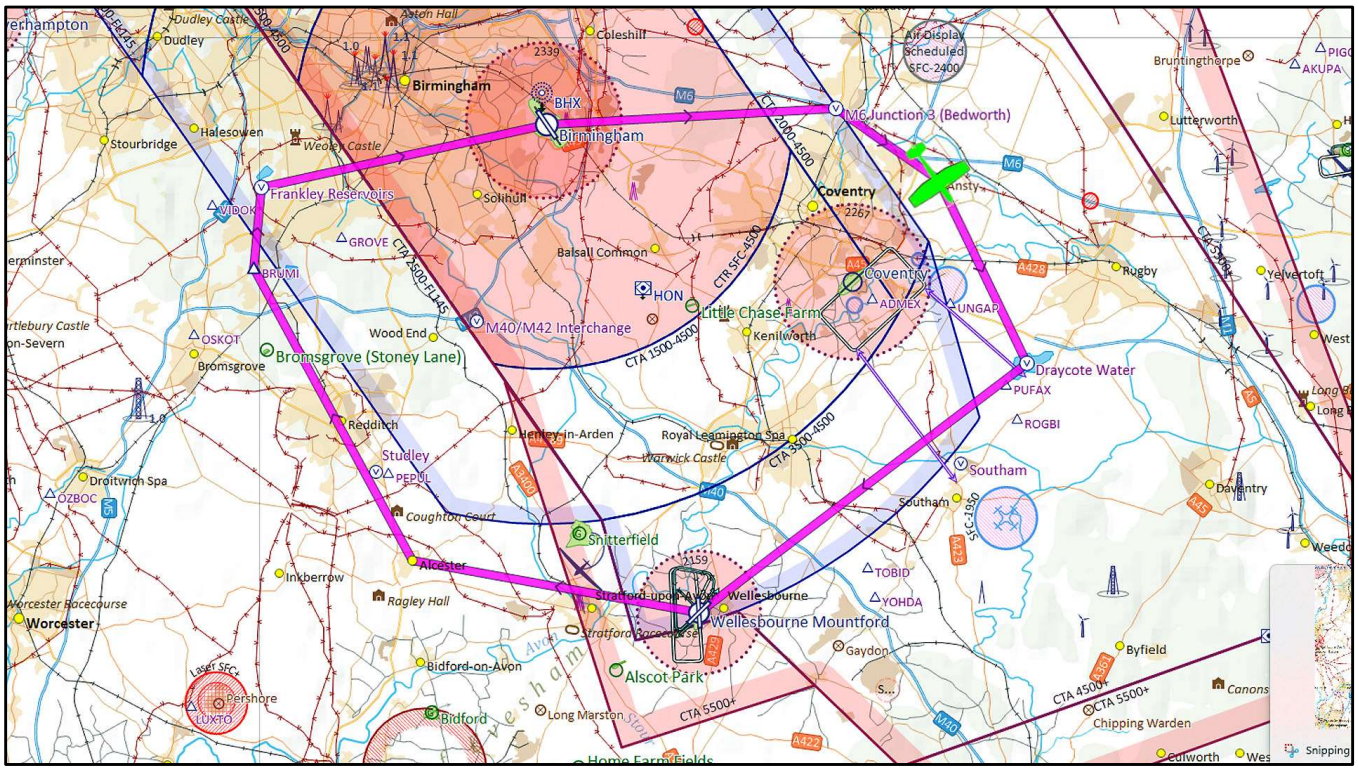
Birmingham Tower: G-NB, roger. You are leaving Birmingham Control Zone. Radar Service Terminated, Basic Service.

Aircraft: Leaving Birmingham Control Zone. Radar Service Terminated, Basic Service. G-NB.

Birmingham Tower: G-NB, resume own navigation. Remain outside Controlled Airspace. Report changing to en-route frequency.

Aircraft: Resume own navigation. Remain outside Controlled Airspace. Wilco. G-NB.

[N.B. We've now exited the Birmingham Control Zone and no longer subject to their control. We can fly as we wish, as long as we remain outside of their controlled airspace. Also, we must let them know when we wish to leave their frequency].



Aircraft: G-NB, Ansty, 3,000ft. Request change to Coventry Information on 123.830.

Birmingham Tower: G-NB, frequency change approved. Squawk conspicuity.

Aircraft: Frequency change approved. Squawk conspicuity. G-NB.

[N.B. Squawk Conspicuity means squawk 7000].

Change frequency to Coventry Information, 123.830

Aircraft: Coventry Information, G-BWNB, request Basic Service.

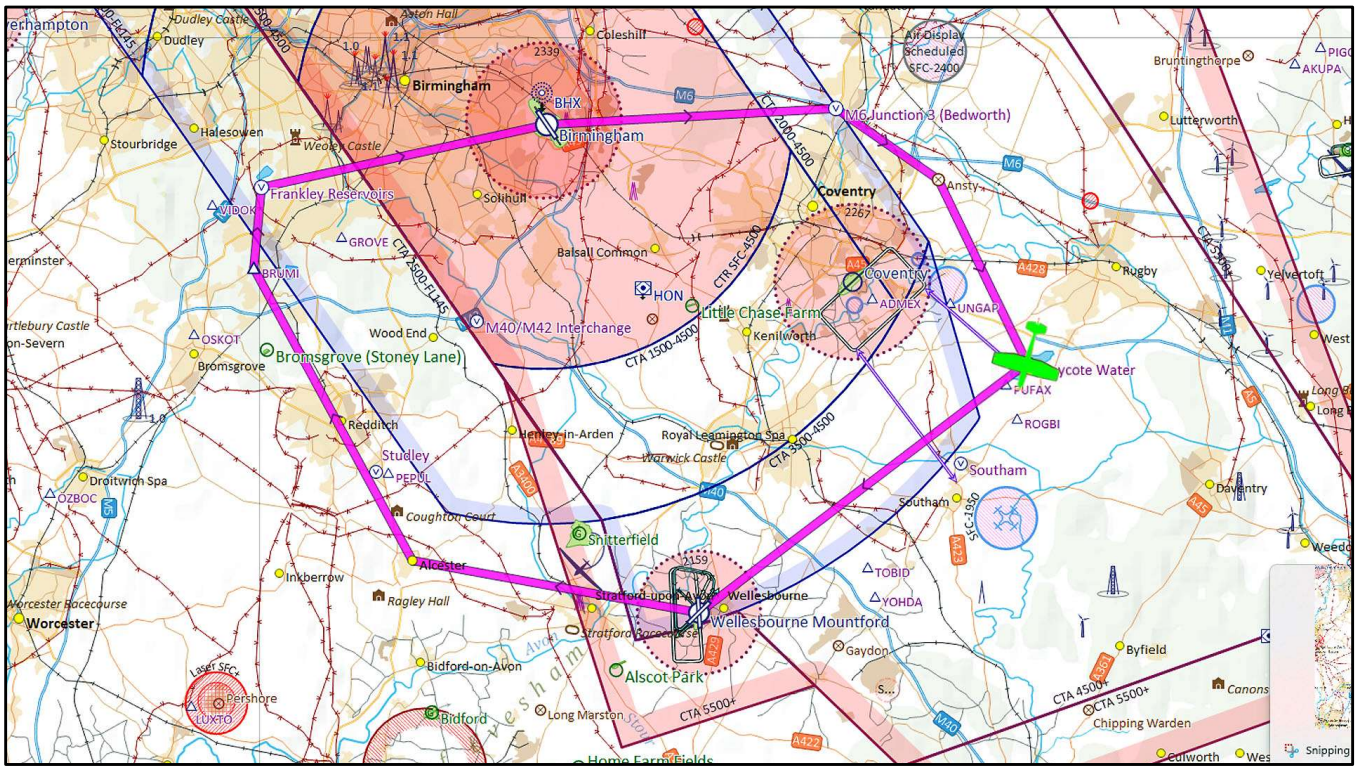
Coventry Information: G-BWNB, Coventry Information, pass your message.

Aircraft: G-BWNB is a Cessna 152, Navex Wellesbourne to Wellesbourne, via Draycote Water. Overhead Ansty, 3,000ft on QNH 1009, request Basic Service.

Coventry Information: G-NB, Squawk 0340. Basic Service. Coventry QNH 1010. Report Draycote Water.

Aircraft: Squawk 0340. Basic Service. Coventry QNH 1010. Wilco, G-NB.

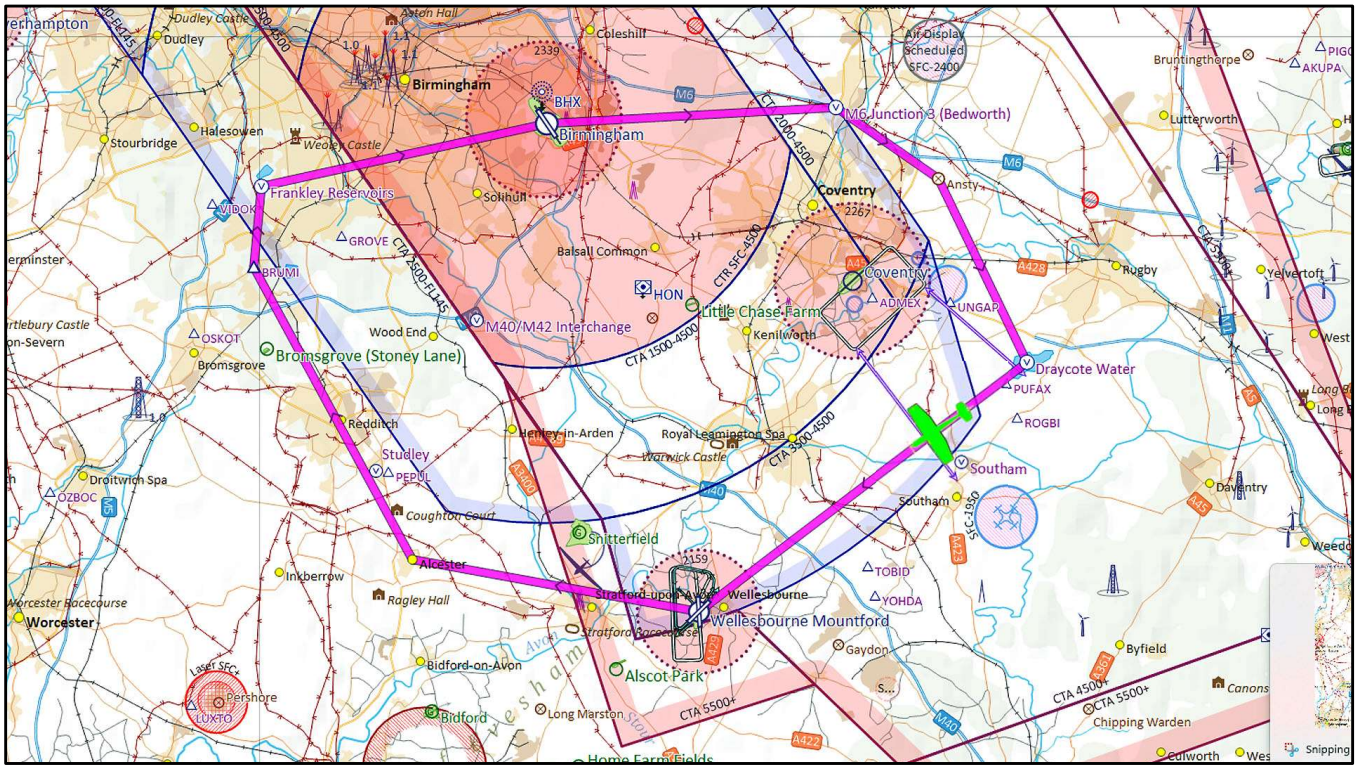
[N.B. Airfields with Information Services do not normally issue squawk codes, but Coventry do so because they are very close to Birmingham's restricted airspace].



Aircraft: G-NB, Draycote Water, 3,000ft

Coventry Information: G-NB, roger, report changing to Wellesbourne.

Aircraft: Wilco, G-NB.



Aircraft: G-NB, abeam Southam, 3,000ft. Request frequency change to Wellesbourne Information on 124.030.

Coventry Information: G-NB, to Wellesbourne. Squawk conspicuity.

Aircraft: Squawk conspicuity, G-NB.

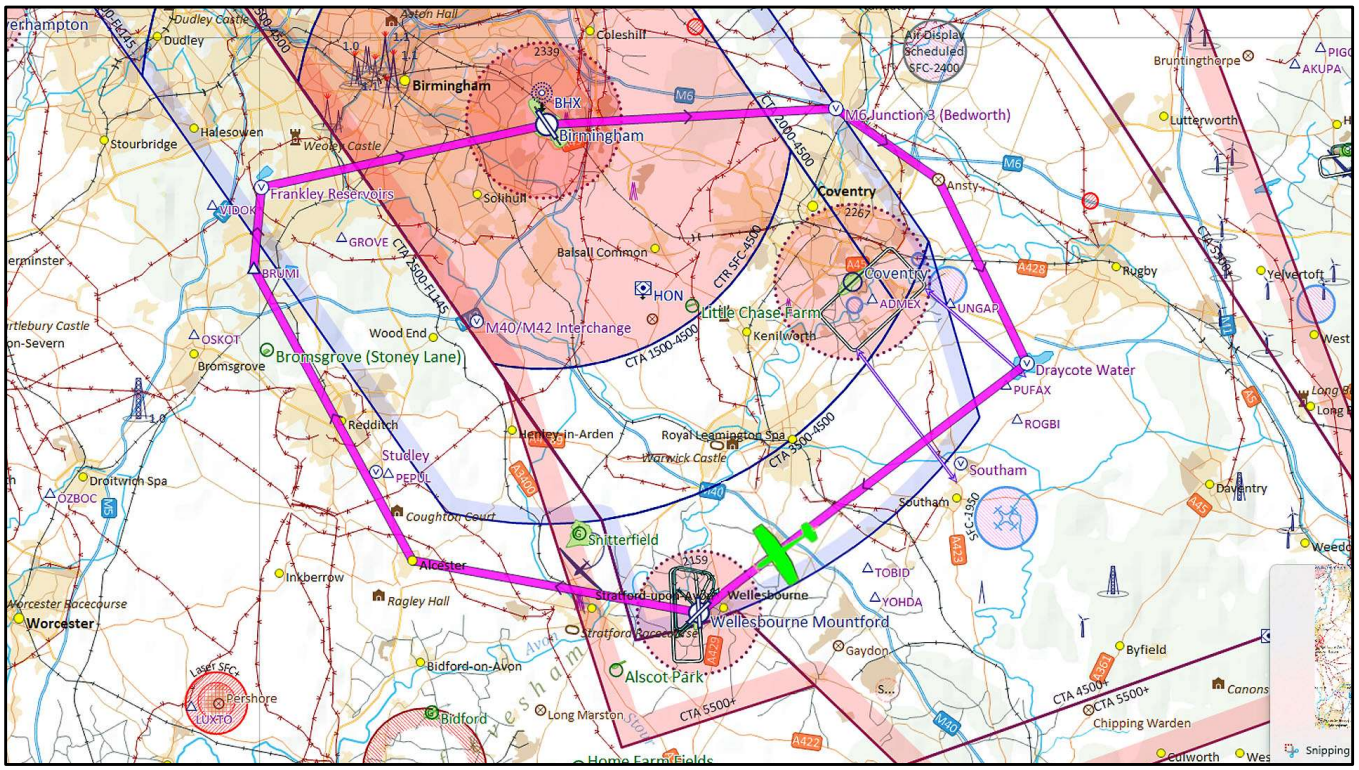
Change frequency to Wellesbourne Information, 124.030

Aircraft: Wellesbourne Information, G-BWNB, back on frequency. Abeam Southam, 3,000ft, request Joining Information.

Wellesbourne Information: G-NB, runway in use 18, RH circuit. Wellesbourne QFE 1005.

Aircraft: Runway in use 18, RH circuit. Wellesbourne QFE 1005. G-NB.

[N.B. QFE pressure setting rather than QNH, as we will be landing. Once again, the runway in use will depend on the wind direction].



Aircraft: G-NB, 3nm to the NE, 2,000ft. Will join overhead.

Wellesbourne Information: G-NB, roger, report overhead..

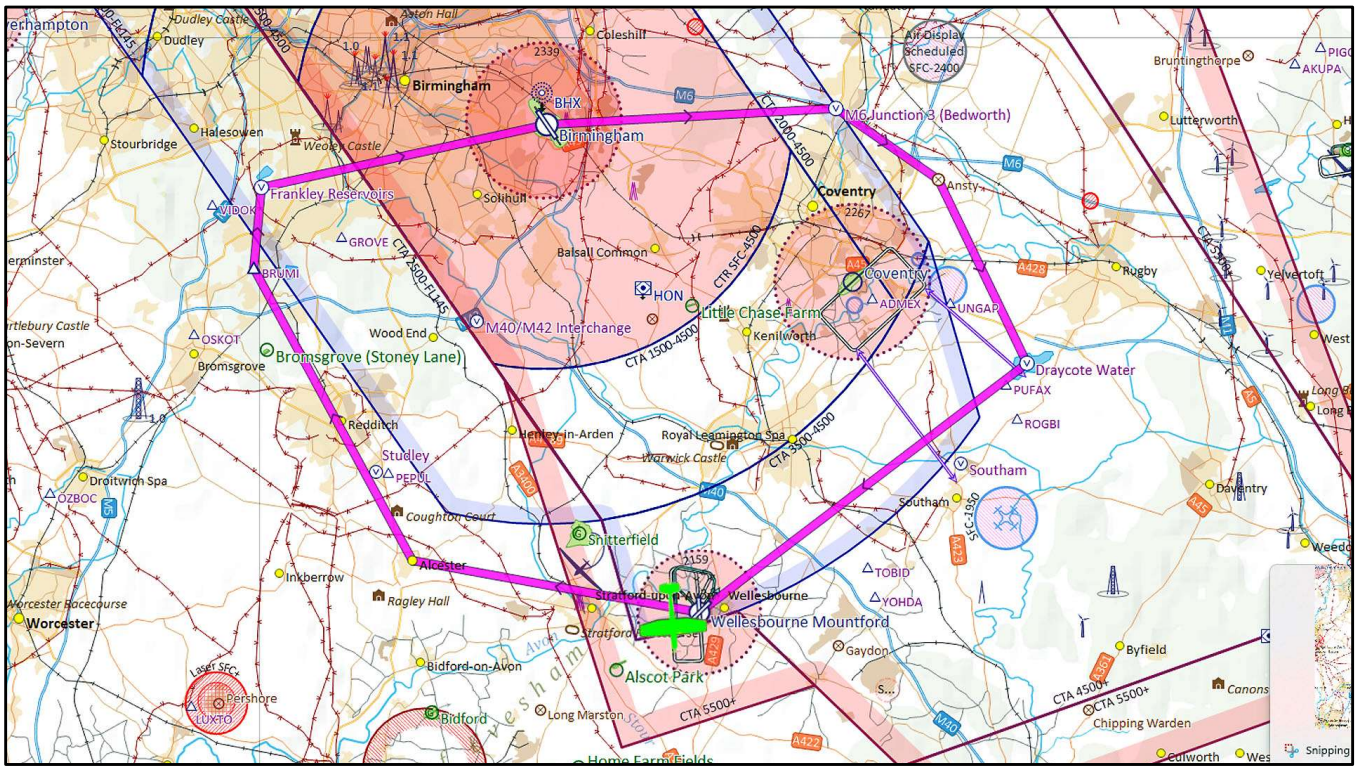
Aircraft: Wilco, G-NB.

Aircraft: G-NB, overhead, 2,000ft. Descending dead side.

Wellesbourne Information: G-NB, roger, report downwind, runway 18 RH.

Aircraft: Wilco, G-NB.

[N.B. An Overhead Join is the recommended way of joining the circuit at 2,000ft – this keeps us clear of the circuit traffic at 1,000ft].

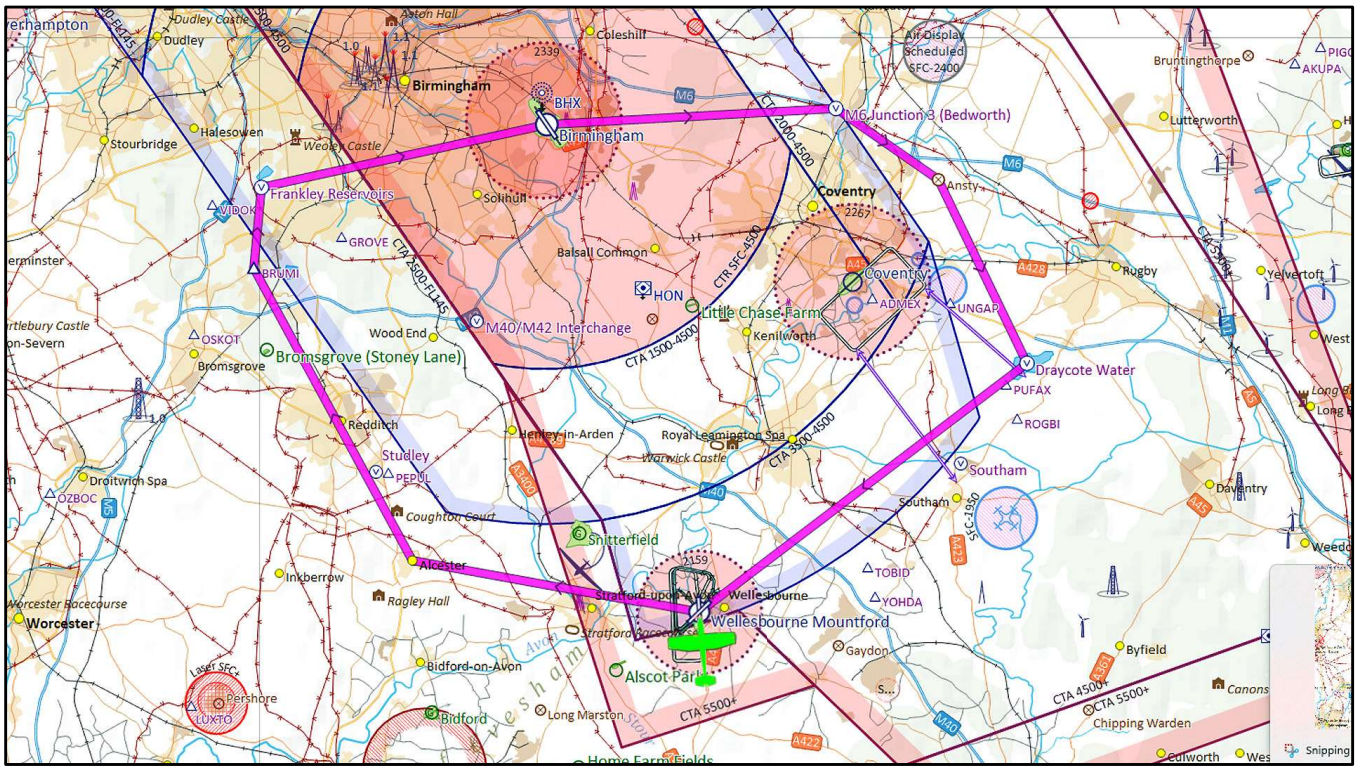


Aircraft: G-NB, downwind, runway 18, RH.

Wellesbourne Information: G-NB, roger, report final.

Aircraft: Wilco, G-NB.

[N.B. Downwind is in the reverse direction to the runway in use, offset by about 1nm].



Aircraft: G-NB, final, runway 18.

Wellesbourne Information: G-NB, surface wind calm. Land or go-around at your discretion..

Aircraft: Landing, G-NB.

Wellesbourne Information: G-NB, vacate next right by runway 23, taxi to parking.

Aircraft: Vacate next right by runway 23, taxi to parking. G-NB.


CESSNA
Exercise complete.
Well done!