

VFR flight Transit Guide



Suggested VFR Transit Routes North - South

Wadworth to Clumber or Thoresby Lakes: This route takes you to the West of RHADS but crosses the approach to Rwy02 (climbout for Rwy20) at approx. 8NM from the airport. The route has the added bonus of the A1(M) to aid with navigation, as this follows the route almost exactly.

Stainforth Svcs to Haxey: This route takes you to the East of RHADS and crosses the approach to Rwy20 (climbout for Rwy02) at approx. 5NM.

East - West

Wadworth to Haxey: This route takes you from either of the VRPs and routes you via the RHADS overhead. Depending on the runway in use and prevailing traffic situation, you may be required to talk to 'Doncaster Tower' as you pass over the airport.

Stainforth Svcs via the M180: This route uses the M180 as a guide to fly along and will keep you approx. 6NM to the North of the airport. Transit through the Sandtoft ATZ may be required if below 2000ft. Pilots who do not plan to remain outside of the Sandtoft ATZ will need to obtain a separate Clearance from Sandtoft Radio on frequency 130.425 MHz

Thurcroft to Daneshill Lakes: This route has few navigational features along the way, but keeps you approx. 6NM to the South of the airport.

This guide has been compiled by Air Traffic Control Services Ltd. and is intended for use by Pilots flying VFR, who wish to cross Controlled Airspace (CAS) in the vicinity of Robin Hood Airport Doncaster Sheffield (RHADS). The routes suggested are not the only routes available to a Pilot but are ones that offer the safest solution in the event of Commercial Air Traffic activity.

All Pilots should be aware that entry into Class D Airspace is only permitted with an Air Traffic Control Clearance and, are therefore reminded, that except in the case of an emergency, they are to remain outside CAS until in receipt of an onward Clearance.

Pilots may prefer a different routeing and/or specific altitudes for crossing. Whenever possible, these requests will be accommodated. Pilots are also reminded that a VFR Crossing Clearance does not absolve the Pilot of his "see and avoid" responsibilities, as other aircraft may be in the airspace at the same time.

Pilots flying into and out of airfields positioned in the immediate proximity to RHADS CAS are to remain outside of RHADS airspace or obtain a Clearance to enter prior to arrival, or immediately after departure (when safe to do so).

Sandtoft airfield is extremely close to the final approach for RW20 at RHADS, and as such, Pilots planning to arrive or depart Sandtoft should do so in the sector East of a line from Sandtoft to Goole Docks VRP (6 NM North of Sandtoft) and North of a line from Sandtoft to Epworth village (2.5 NM Southeast of Sandtoft), as depicted on the accompanying map illustration. This may not be the preferred route for a Pilot, and an alternative one may be sought by requesting it through ATC (Doncaster Radar).

6170 Squawk

To help Doncaster Radar prevent zone infringements, the above squawk is for use by Pilots flying outside CAS but within 5 miles of the RHADS CTR boundary. Pilots selecting this squawk are to 'listen out' on 126.225 MHz in order to improve situational awareness but are not to 'check in' on frequency.

Please note the following points when using the squawk 6170.

- You are asked to squawk 6170 (with Mode C if fitted) to show that you are listening to 126.225 MHz Doncaster Radar does not expect to hear from you whilst you are squawking 6170, but this does not mean that we won't provide you with a service if you so require. If you do "check-in" and request a service though, you can expect to be asked to change your squawk as part of the service agreement process.
- You cannot cross or enter CAS just because this squawk has been selected. A specific Crossing Clearance is mandatory for any crossing.
- Doncaster Radar may call you if you are squawking 6170 and ask you for a summary of your flight details. If this happens do not be alarmed, it does not automatically mean that you are guilty of some transgression. It is more than likely the case that the Controller wishes to improve his/her own situational awareness, or indeed may need to make you aware of something.
- Remember to squawk 7000 when you change frequency to another ATC unit.

If you require a service for any reason (e.g. needing navigational assistance or encountering poor weather) whilst squawking 6170, please do not hesitate to ask. *We will make every effort to provide you with the maximum assistance possible.* You should expect to be given a different squawk if you do ask for a service from Doncaster Radar.

CTR Crossing Clearances

Many Pilots requesting a VFR Crossing Clearance will be given a Clearance with an altitude instruction, for example "G-EGBS is Cleared to cross Doncaster Controlled Airspace, VFR, routeing Stainforth to Haxey VRP, not above altitude 3000ft, QNH 1012". This Clearance should be read back to the issuing Controller verbatim.

Note that the Clearance is issued "Not above altitude 3000ft". This means that, subject to the Rules Of The Air, the Pilot can elect to fly at any altitude up to a maximum of 3000ft, and does not need to request permission to change altitude up to that maximum.

If a VFR Clearance is issued to fly at a specific altitude (this is not a common Clearance), the Controller will add the caveat "advise if unable to maintain VMC". This means that it is up to the Pilot to advise the Controller if they are unable to comply with the Clearance due to cloud or visibility, upon which the Controller will endeavour to issue another, less restrictive Clearance.

