DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCES IN EUROPE
HEADQUARTERS UNITED STATES AIR FORCES AFRICA

9 April 2021

MEMORANDUM FOR 420 ABS/OSA

FROM: HQ USAFE-AFAFRICA/A3AA
Unit 3283
APO AE 09094-3283

SUBJECT: MAJCOM Review – Letter of Agreement (LOA) 420 ABS and Brize Norton ATC

1. HQ USAFE-AFAFRICA/A3AA has reviewed the LOA between 420 ABS at RAF Fairford and Brize Norton ATC and concurs with the document as written. The Chief Controller will ensure training is conducted and documented prior to implementation.

2. The AOF/CC shall upload the current LOP and index to the HQ USAFE-AFAFRICA SharePoint and ensure training is conducted and documented.

3. Please contact HQ USAFE-AFAFRICA/A3AA, DSN 314-480-5395 (ATC), usafea3.a3ca@us.af.mil, with any questions or comments.

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Date: 2021.04.09 09:58:22 +02'00'

RAYMOND A. HALFORD, SMSgt, USAF
Manager, ATC Operations & Procedures

420th Air Base Squadron, Royal Air Force (RAF) Fairford and RAF Brize Norton Air Traffic Control

LETTER OF AGREEMENT

01 May 2021

SUBJECT: Air Traffic Control Procedures, Flight Planning and Coordination between RAF Fairford and RAF Brize Norton

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1. PURPOSE: Establishes procedures and provisions for operation and coordination between RAF Brize Norton Air Traffic Control (Brize ATC) and RAF Fairford Air Traffic Control Tower (Fairford Tower). Deviations from these procedures must be coordinated and agreed upon by the involved Watch Supervisors/Senior Controllers and/or controllers. (Cancels Letter of Agreement, dated 23 Jan 2015, same subject).

2. AUTHORITY: The Commander, 420th Air Base Squadron and the Senior Air Traffic Control Officer (SATCO), RAF Brize Norton, henceforth referred to as "the parties", enter into this agreement.

3. APPLICATION AND RESPONSIBILITY:

a. The parties agree to abide by the terms and conditions set forth in this agreement. Procedures in this agreement are applicable when Fairford Tower is operational.

b. RAF Brize Norton (EGVN) is the largest station in the Royal Air Force and is home to the RAF's Strategic and Tactical Air Transport and Air-to-Air refueling fleet. The Senior Air Traffic Control Officer (SATCO), Brize ATC is responsible for providing radar services to all Instrument Flight Rules (IFR) and participating Visual Flight Rules (VFR) air traffic operating into and out of RAF Fairford. Services will be provided in accordance with the Manual, Military Air Traffic Management (MMATM) and this agreement.

c. RAF Fairford (EGVA) is a standby United States Air Force base and is also the home of the Royal International Air Tattoo (RIAT). The Fairford Tower Air Traffic Manager (ATM), RAF Fairford is responsible for providing VFR tower services to all air traffic operating into and out of Fairford. Service will be provided IAW USAF and Federal Aviation Administration standards and directives to the maximum extent possible; however, host nation standards and directives shall take precedence when there is a conflict. This agreement shall be incorporated into pilot briefings at EGVA and should be included in any other relevant documentation as necessary IAW EGVA procedures.

4. FINANCIAL RESPONSIBILITY: None of the parties shall incur any financial obligations as a result of this agreement.

5. SETTLEMENT OF DISPUTES: Disputes will be resolved by negotiations between the parties at the lowest level possible. Disputes that cannot be resolved at lower levels will be

referred through each party's military chain of command for review and resolution. Inconsistencies between the present agreement and other agreements will be resolved through consultation between the parties.

6. MODIFICATION OF AGREEMENT: This agreement may be amended or supplemented at any time upon mutual consent of the parties. In an emergency, both parties will exercise discretion in their compliance with this agreement. Amendments and supplements must be in writing.

a. Submit all proposed changes to this agreement through the RAF Fairford ATM or RAF Brize Norton SATCO.

b. This agreement is subject to review at any time, but no less than annually.

c. Changes are permitted, but they must be included in a page change or revision within 12 months. Page changes shall be marked in the lower right-hand corner with the effective date of the revision. An asterisk(*) shall identify all revised material.

7. INCEPTION, DURATION AND TERMINATION: This agreement will become effective upon the date of the last signature. It will remain in effect until rescinded and may be terminated by any of the parties upon giving three-month notice in writing to the other party.

8. DAILY OPERATIONS:

a. RAF Brize Norton (EGVN) ATC is open H24 and operates a multitude of SIDs and STARS which are published in MIL AIP, as well as providing radar vectored approaches to both instrument runways (07 and 25). Brize Lower Airspace Radar Service (LARS) operates 0900-1700, 7 days a week. A Class D Control Zone (CTR) is established around EGVN aerodrome to provide a safe and known traffic environment for its air system to operate within.

b. RAF Fairford (EGVA) is activated by NOTAM and operates a multitude of SIDs and IAPs which are published in MIL AIP. All departures, approaches and radar vectored approaches to both instrument runways (09 and 27) are controlled by EGVN ATC.

c. Fairford Tower shall advise Brize ATC of the following prior to commencing operations and as changes occur:

(1) Runway in use/surface condition.

(2) Airfield/NAVAID/Runway status and any items that may affect air system operations.

(3) Crash/Fire category in terms of MOD REGS, the equivalent of the USAF set# received from the Fire Department, i.e. set 4=9 MOD REGS (See FLIP British Isles and North Atlantic Handbook).

(4) Bird Watch Condition (BWC) status if other than low: A declaration of BWC Severe

may result in suspending runway operations and cessation of air system movements into or out of RAF Fairford. Other conditions may necessitate putting air systems into holding

d. Brize ATC shall advise Fairford Tower of the runway in use at RAF Brize Norton prior to RAF Fairford commencing operations, and as changes occur.

e. Operations guidelines:

(1) Runway selection: Brize ATC shall advise Fairford Tower of the runway in use at Brize Norton prior to RAF Fairford commencing operations and as changes occur. Wherever possible RAF Brize Norton and RAF Fairford will operate in the same landing/take-off direction. Brize ATC may request Fairford Tower to change runways but consideration must be given to the fact that certain missions cannot accept a tailwind component for take-off. Final determination on runway in use at either airfield rests with that facility.

(2) Visual Flight Rules (VFR) traffic patterns and coordination:

(a) VFR traffic patterns at RAF Fairford (see Attachment 2) shall be left hand patterns to Runway 27 and right hand patterns to Runway 09. Traffic using the VFR pattern shall squawk mode 3A/C code 3737. The following altitudes apply:

(1) U-2 Simulated flame-out pattern: 2300 ft Fairford QNH (MSL)

(2) Overhead traffic pattern: 2000ft Fairford QNH (MSL)

(3) U-2 Overhead traffic pattern: 1800ft Fairford QNH (MSL)

(4) Rectangular traffic pattern: 1500ft Fairford QNH (MSL)

(5) U-2 Rectangular traffic pattern: 1300ft Fairford QNH (MSL)

(6) Light air system pattern: 1000ft Fairford QNH (MSL)

(3) Brize ATC shall advise Fairford Tower (when open) of all known air systems requesting to transit the RAF Fairford Military Air Traffic Zone (MATZ, see Attachment 1) or when within 5 NM of RAF Fairford at or below 3300 ft Fairford QNH (MSL).

(4) During periods when Fairford Tower is not open, Brize ATC will assume control of the Fairford Air Traffic Zone (ATZ) and will not authorize over flights of the airfield below 500' AGL to the maximum extent possible.

(5) When Fairford Tower is open, yet the VFR circuit is not active, Brize ATC may assume responsibility for Fairford ATZ with coordination and will not authorize over flights of the airfield below 500' AGL.

(6) When RAF Brize Norton is operating on Runway 07 and RAF Fairford is operating

on Runway 09, Brize ATC shall coordinate transition approval for all Runway 07 instrument approaches into RAF Brize Norton with Fairford Tower (when open). Note: This action is not required when Fairford Tower is open, but the ATZ has been released to Brize ATC.

f. Fairford Tower proficiency: In the interest of keeping Fairford Tower controller(s) proficient, based on availability, Brize ATC agrees to assist in providing air traffic to conduct instrument and visual circuit training to Fairford, not to exceed three (3) air systems, for a maximum of three (3) hours per day, once per month. Fairford Tower will provide at least 24-hours notice of the need and will work with Brize ATC at their convenience with respect to feasibility, scheduling, and manning. Consistent with commander-operational security guidance, Fairford Tower should provide Brize ATC notification of daily flying programme 24 hrs prior, to but no later, than the morning of flying.

g. All unplanned training approaches, commonly known as "Practice Diversions", will be requested through the Brize ATC Supervisor.

h. In the event of suspended runway operations at Fairford:

(1) Fairford Tower will advise Brize ATC and coordinate to hold or divert an air system until the suspension has ended.

(2) Update Brize ATC with the estimated time of suspension culmination.

i. Weather Dissemination, Pilot Reports and Significant Meteorological Reports:

(1) In the interest of providing aircrews with the most current weather information available, Brize ATC and Fairford Tower will exchange information regarding cloud bases and tops, prevailing visibility, and precipitation conditions known as Pilot Reports (PIREPS).

(2) RAF Fairford's local weather observations will be relayed by Fairford Tower to Brize ATC when requested, as time permits.

(3) Additionally, any significant reports of known weather conditions that may affect an air system should be relayed to the respective facility as they are received.

9. INSTRUMENT FLIGHT RULES (IFR) AND VISUAL FLIGHT RULES (VFR) DEPARTURES:

a. Fairford Responsibilities:

(1) Airfield Management Operations shall:

(a) Originate and pass all ATS signal messages and flight plans to RAF Brize Norton.

(b) Pass air system Calculated Take-off Time (CTOT) to Fairford Tower and Brize ATC when issued by Central Flow Management Unit (CFMU) Euro-control.

(2) Tower shall:

(a) Advise Brize ATC when a departing air system starts engines.

(b) Request departure instructions from Brize ATC when a IFR departing air system begins taxi.

(c) Obtain IFR release from Brize ATC and request an extension if the air system has not departed within 3 minutes of the original release time.

(d) Advise Brize ATC of all VFR departures and their intentions.

(e) Advise Brize ATC of any change to air system intentions or actions.

b. Brize ATC shall:

(1) Issue departure instructions for IFR air system to Fairford Tower.

(2) Issue IFR releases to Fairford Tower. If unable, and the air system will be delayed more than 3 minutes, Brize ATC will issue an expected release time.

(3) For General Air Traffic (GAT), obtain the controlled airspace joining clearance (also obtain joining point if in excess of 10 minutes flying time from RAF Fairford) and pass it to the air system.

(4) For practice/multiple approach air systems in the radar pattern (see Attachment 3):

(a) Issue standard climb-out instructions per paragraph 13d, prior to transferring communications and pass any amendments to Fairford Tower.

(b) Inform Fairford Tower of any change to intentions or actions.

10. IFR ARRIVALS:

a. Fairford Tower shall:

(1) Provide Brize ATC current weather conditions upon request.

(2) Issue pattern altitude and directions of turns on initial contact for an air system requesting the overhead pattern and entering the VFR pattern.

(3) Advise Brize ATC of any change to the pilot's previous intentions that could affect their traffic; i.e. go-around/missed approaches, extended downwind.

(4) Issue Go-around/Break-Out instructions IAW paragraph 13d of this Agreement.

b. Brize ATC shall:

(1) Ensure arriving air system are issued current weather conditions at RAF Fairford on initial contact.

(2) Control and sequence all arrivals conducting instrument approaches, until handed off to Fairford Tower. If more than one IFR s at a time, a 10-mile minimum distance between air systems shall be applied to aid runway clearance procedures (allows previous arrival to taxi off the runway). Fairford Tower may request increased spacing if required for departures or runway saturation/operations.

(3) Issue advanced arrival information to Fairford Tower when the air system reaches 20 flying miles from the airfield. Minimum arrival information will include, but is not limited to:

(a) Air system's position.

(b) Air system's call sign.

(c) Air system type.

(d) Type of approach.

(e) Type of landing and pilot's intentions.

(3) Transition all RAF Fairford arrival air system to current altimeter (QNH) when clear of RAF Brize Norton Control Zone or when leaving the transition level.

(4) Transfer control/communications of air system to Fairford Tower at 10NM but no later than 8NM from runway, unless otherwise coordinated.

(5) Provide a radar final approach fix for ILS approaches when the RAF Fairford TACAN is out of service.

(6) Issue Go-around/Break-Out instructions IAW paragraph 13d of this Agreement.

(7) Issue climb-out instructions prior to transferring communications, or pass amendments to issued climb-out instructions to Fairford Tower on air system.

(8) Advise Fairford Tower of any change to the pilot's previous intentions that could affect their traffic; i.e. Go-around/missed approaches.

11. CIRCLING PROCEDURES:

a. Fairford Tower shall:

(1) Instruct air system to "REPORT COMMENCING CIRCLE" on initial contact.

(2) Apply separation criteria listed in paragraph 12 of this instruction.

(3) Advise Brize ATC of any change to the pilot's previous intentions that could affect their traffic, i.e. Go-around/missed approaches, breaking off approach.

(4) Issue Go-around/Break-Out instructions IAW paragraph 13d of this agreement, unless a conflict will be caused at which time alternate instructions will be given.

b. Brize ATC will:

(1) Pre-note air system IAW paragraph 10.b(2) of this instruction.

(2) Apply separation criteria listed IAW paragraph 12 of this instruction.

(3) Issue climb-out instructions prior to transferring communications and pass any subsequent amendments to Fairford tower.

(4) Advise Fairford Tower of any change to the pilot's previous intentions that could affect their traffic; i.e. Go-around/missed approaches, breaking out of approach.

12. OPPOSITE DIRECTION (INCLUDING CIRCLING APPROACHES): When coordinating opposite direction runway operations, Brize ATC and Fairford Tower controllers shall prefix all information with *"OPPOSITE DIRECTION DEPARTURE/ARRIVAL, CALLSIGN, TYPE ACFT, RUNWAY 09/27"*. Brize ATC is the approving authority for requests for opposite direction IFR departures at RAF Fairford. Fairford Tower is the approving authority for requests for opposite direction IFR arrivals. Prior to approving opposite direction operations, both ATC facilities will coordinate with the opposite facility. Tower shall issue traffic advisories to both the arriving and departing air system as applicable. The following separation criteria apply:

a. Arrivals:

(1) Ensure an opposite direction arrival does not proceed within 15 nautical miles of the airfield until a previously cleared

(a) Arrival to the active runway has landed.

(b) Departure from the active runway has turned to avoid any conflict.

(2) If the subsequent/previously cleared air system executes a missed approach, Brize

ATC shall issue instructions to abandon the opposite direction/circling arrival.

(3) Opposite direction arrivals shall not be authorized to Runway 09 when air system are executing the Runway 27 Standard Instrument Departure.

b. Opposite direction departure versus arrival:

(1) When a pilot requests to depart opposite direction, Fairford Tower will coordinate the request and the ETD to Brize ATC prior to issuing taxi instructions. Brize ATC will advise Fairford Tower of any anticipated delays.

(2) Runway 27: Brize ATC shall not release a departure after arriving HI-TACAN or ILS/DME Runway 09 traffic crosses the 290 degree radial on the 15 DME ARC or passes a point 15 flying miles from the airfield.

(3) Runway 09: Brize ATC shall not release a departure after arriving HI-TACAN or ILS/DME Runway 27 traffic crosses the 080 degree radial on the 15 DME ARC or passes a point 15 flying miles from the airfield.

(4) On opposite direction approaches circling to the runway in use, Fairford Tower will not clear/release air system until circling air system reports, "commencing circle".

c. VFR Opposite Direction Traffic. Fairford Tower will coordinate with Brize ATC when an air system requests opposite-direction operations and a VFR air system is in the Fairford Tower pattern. Both facilities must agree on one of the following options:

(1) The VFR air system lands.

(2) The VFR air system holds south of the field at a tactical altitude within 5 DME, **or**

(3) The VFR air system returns to the radar pattern via the standard climb-out.

13. MISSED APPROACH, SUCCESSIVE APPROACH, GO-AROUND AND BREAK-OUT PROCEDURES (TO INCLUDE STANDARD CLIMB-OUT):

a. To protect the RAF Fairford overhead pattern, Fairford Tower will instruct all departing air system to maintain at or below 1500 ft Fairford QNH (MSL) until the departure end of the runway when the overhead pattern is in use. For U-2 overhead pattern, Fairford Tower will instruct all departing air systems to maintain at or below 1800 ft Fairford QNH (MSL) until the departure end of the runway.

b. Once an air system is pre-noted, Brize ATC shall inform Fairford Tower if an air system must be broken-off an approach. If needed, Fairford Tower may request an air system be broken off prior to communications transfer.

c. Once an arriving air system's control/communications are transferred, Fairford Tower shall inform Brize ATC if an air system must complete a go-around.

d. Standard Climb-Out/Go-Around instructions shall be:

(1) Runway 27: Climb and maintain 2800' QNH (MSL). Fly runway heading until 2 DME, then turn left heading 100 degrees.

(1) Runway 09: Climb and maintain 2800' QNH (MSL). Fly runway heading until 2 DME, then turn right heading 260 degrees.

14. RADAR FAILURE PROCEDURES: In the event of total radar failure at Brize ATC:

a. Arrivals: Air systems will normally recover via the published TACAN procedures under Brize ATC procedural control.

b. Departures: Brize ATC will implement procedural control. Traffic joining at MALBY is to be released to BSC LACC (Sector 23) when procedurally clear of other Brize traffic. OAT routing via the Daventry Radar Corridor is to be released to call Swanwick Military when procedurally clear of other Brize traffic.

15. EMERGENCY PROCEDURES:

a. Fairford Tower shall:

(1) Notify Brize ATC of all air system emergencies initiated with Fairford Tower when the emergency will affect Brize ATC operations or restricted airspace.

(2) Coordinate the transfer of control responsibility if the air system requires or requests Brize ATC assistance.

(3) Notify Brize ATC of all emergency information (stated below) prior to air system transfer of control.

(a) Air system identification and type.

(b) Nature of emergency.

(c) Pilots intentions.

(d) Number of persons on board (POB).

(e) Other information as necessary.

b. Brize ATC forwards the following information after becoming aware that a military air system experiencing an in-flight emergency intends to land at RAF Fairford:

(1) Air system identification and type.

(2) Nature of emergency.

(3) Pilot's intentions.

(4) Number of persons on board (POB).

(5) Other information as necessary.

16. FUEL DUMP/EMERGENCY EXTERNAL STORES JETTISON AREA: Request for emergency fuel dump or external stores jettison will be handled in the following manner:

a. Fairford Tower shall:

(1) Coordinate all pilot requests for vectors to a fuel dump or emergency external stores jettisoning area with Brize ATC.

(2) Transfer control responsibility as agreed.

b. Brize ATC shall:

(1) Assist an air system in reaching an emergency external stores drop area or a pre-determined fuel dump area

(2) Coordinate with the appropriate ATC facility and request that they:

(a) Secure required airspace.

(b) Provide vectors to the approximate area.

(c) Monitor the drop if possible.

c. Air traffic controllers do not determine the exact time or point to release the stores.

17. FAIRFORD TOWER EVACUATION PROCEDURES: When Fairford Tower is evacuated for any reason:

a. Fairford Tower shall

(1) Notify Brize ATC and request all inbound air systems be notified of the evacuation of Fairford Tower.

(2) Time permitting, coordinate for transfer of all air systems under Fairford Tower control to Brize ATC or instruct the air system to maintain VFR and contact Brize ATC on frequency 231.950 or 127.250 or other agreed upon frequency.

(3) Notify Brize ATC once relocated to and from emergency location; relay land line contact number.

b. Brize ATC shall:

(1) Hold or divert arriving air systems and take control of RAF Fairford airspace (MATZ) and all transferred air systems until Fairford Tower is reactivated.

(2) If all landline communications fail, attempt contact on frequency 231.950, 127.250 or as otherwise coordinated.

(3) Situation permitting monitor Fairford Tower's radio frequencies (246.35/124.8) until Fairford Tower is reactivated.

18. CELL FORMATION DEPARTURE PROCEDURES:

a. Fairford Airfield Management Operations shall:

(1) File flight plans for all air systems in a formation cell and ensure they are filed on a SID procedure.

(2) Annotate cell formation information in remarks section of the flight plan.

(3) Complete all requirements of Para 9a(1).

b. Fairford Tower shall:

(1) Immediately advise Brize ATC of cell formation departure requests, providing the following information:

(a) Air system call sign.

(b) Number and type of air system.

(c) Requested spacing (standard or non-standard formation and separation time in between air systems)

(2) Complete all required coordination as per Para 9a(2).

(3) Advise the lead air system in a two cell formation flight to squawk normal and #2 to squawk stand-by. For cells of three or more air systems the lead and trail air system to squawk normal and all others to squawk stand-by.

c. Brize ATC shall:

(1) Fulfill all requirements of Para 9b.

(2) Treat formation flights as a single air system and provide the lead with Traffic Service.

(3) For operational or weather considerations, provide the lead air system with Deconfliction Service on request.

(4) Attempt to keep formation flights on the SID as long as possible.

(5) Not be responsible for separation between individual air systems in the formation.

(6) Not be required to acknowledge trailing air system airborne radio calls.

Note: 1. Traffic and ATC sequencing may adversely affect cell formation integrity under Deconfliction Service in uncontrolled airspace.

Note: 2. The formation lead air system is responsible for separation between individual formation air system using MARSA (Military Assumes Responsibility for Separation of Aircraft). Formations unable to maintain their own separation will not depart in cell formation.

19. U-2 DEPARTURE PROCEDURES:

a. Due to the proximity of RAF Fairford to Heathrow and Swanwick airspace, ATC departure and arrival procedures listed below have been developed to accommodate routing and climb capabilities for U-2 assigned to EGVA. It was determined and agreed upon by air traffic authorities through safety analysis that a TERPS developed SID/STAR was not necessary, but that "named" local departure and arrivals are appropriate for expediting ATC and U-2 communication and dissemination of the requested routing.

b. U-2 Departures:

(1) MIKKO 1 DEPARTURE: On departure, turn direct Gloucestershire airport (EGBJ), climb unrestricted and remain within 5NM of center of airfield. Cleared on course upon reaching FL450.

(a) Departing U-2 may fly continuous orbits or alternating orbits (figure 8 pattern) IAW fuel balancing considerations.

(b) Ensure pilot is cleared to maneuver at his discretion within 5 NM of EGBJ.

(2) KEPAD DEPARTURE: On departure, turn direct KEPAD, climb unrestricted. Cleared on course upon reaching FL450.

(a) KEPAD is 72 NM Northwest of Fairford and is a conservative distance required for climb to FL450.

(b) Expect U-2 to achieve at or above FL450 prior to KEPAD.

c. U-2 Arrivals:

(1) SHAFT ARRIVAL: Plan descent to arrive over EGBJ at or above FL450. Descend within 5NM radius of center of EGBJ to 4000 ft QNH (MSL). Expect vectors or request to proceed visually direct RAF Fairford (EGVA) at 4000 ft MSL-Fairford QNH (MSL).

NOTE: Filed flight plan should terminate at EGBJ and expected estimated 600-700 ft per NM rate of descent.

(2) KEPAD ARRIVAL: Plan descent to arrive over KEPAD at or above FL450. Expect continuous descent direct RAF Fairford (EGVA). Cleared on course upon reaching FL450.

(c) Depending on angle of U-2's approach to KEPAD, expect pilot to maneuver to North above FL450 in order to align with a 161° course inbound to RAF Fairford (EGVA).

(d) Descent will begin once established Southbound.

NOTE: Filed flight plan should terminate at KEPAD and expected estimated 600-700 ft per NM rate of descent.

FOR 420TH AIR BASE SQUADRON

JOSEPH A. KNOTHE, Lt Col, USAF
Commander, 420 Air Base Squadron
RAF Fairford

FOR ROYAL AIR FORCE
UNITED KINGDOM

DAN J. GILL, Sqn Ldr, RAF
Senior Air Traffic Control Officer
RAF Brize Norton

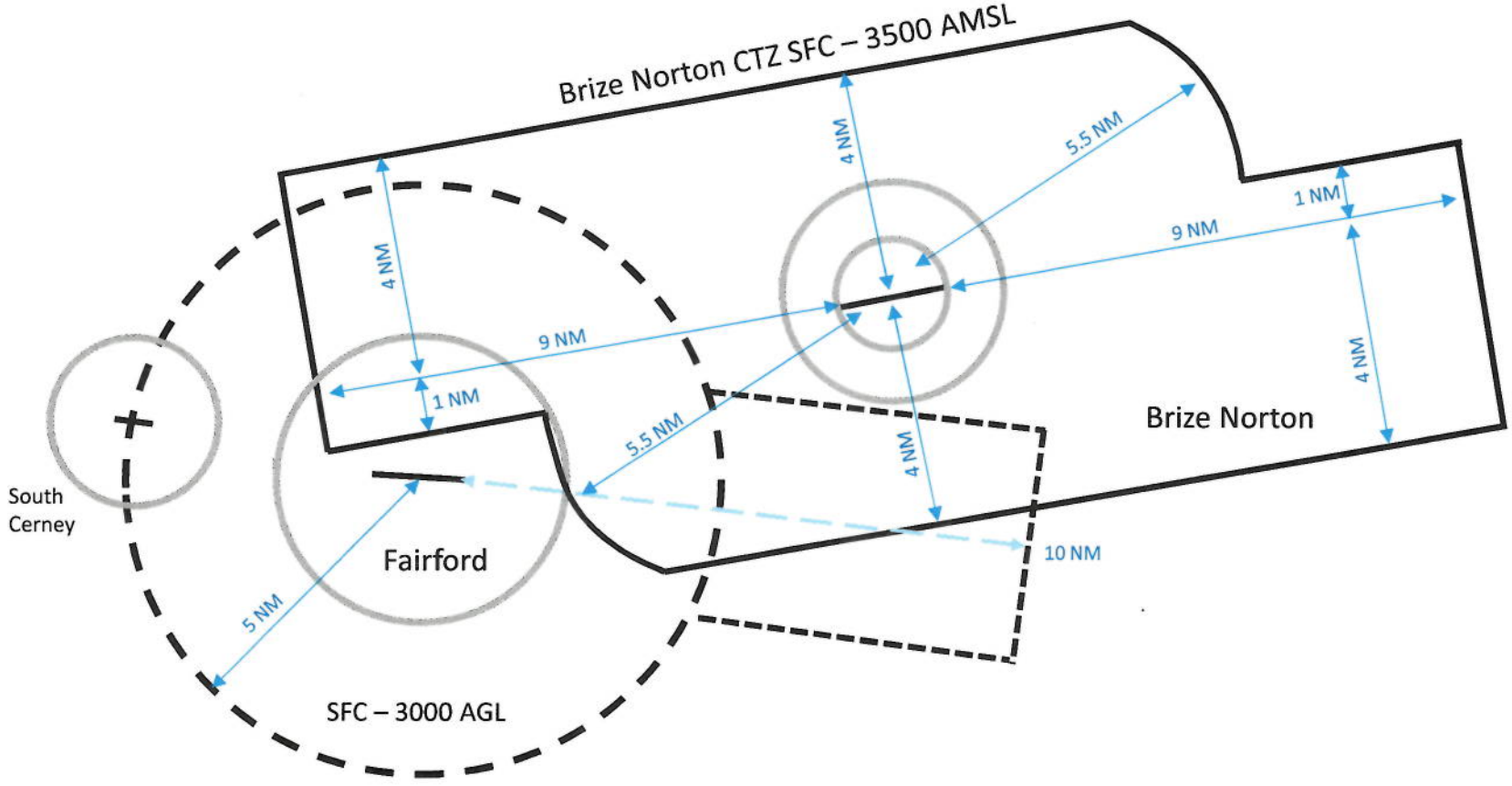
Attachments:
1. RAF Fairford Airspace
2. RAF Fairford VFR Traffic Patterns
3. RAF Fairford Radar Traffic Pattern

Distribution:

HQ USAFE/A3CA
420 ABS/CL
RAF/CC

ATTACHMENT 1

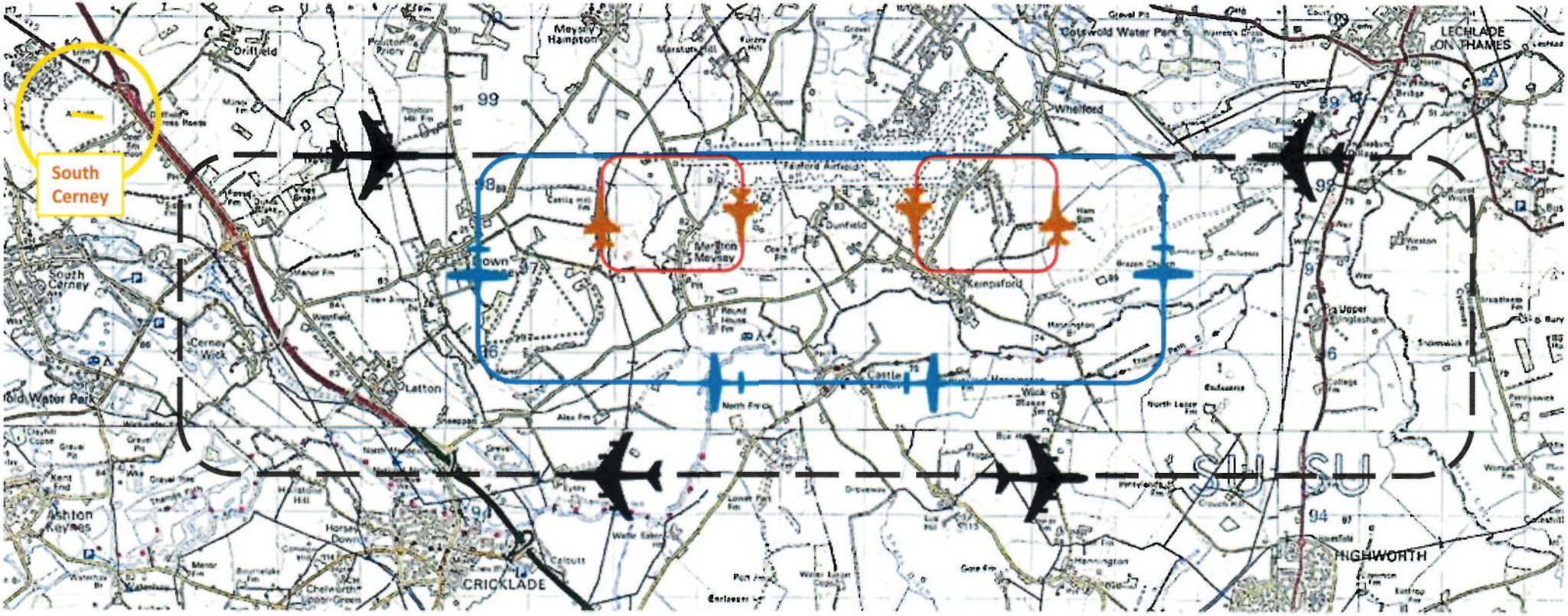
RAF Fairford / RAF Brize Norton Airspace



Fairford MATZ by NOTAM

ATTACHMENT 2

RAF Fairford VFR Traffic Patterns



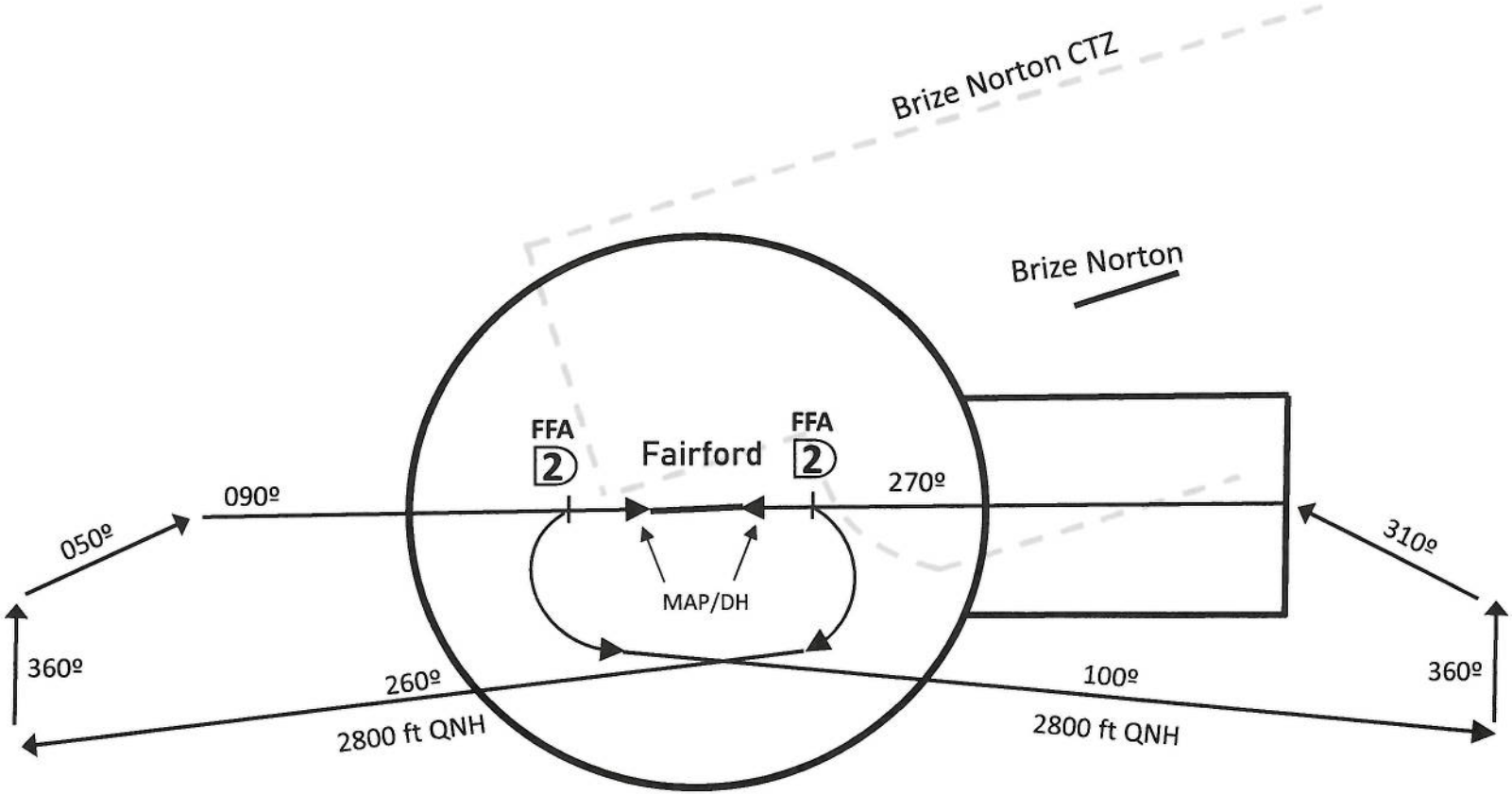
U-2 VFR Traffic Patterns:
Simulated flame-out: 2300 ft Fairford QNH (MSL)
Overhead: 1800ft Fairford QNH (MSL)
Rectangular: 1300ft Fairford QNH (MSL)

Standard VFR Traffic Patterns:
Overhead: 2000ft Fairford QNH (MSL)
Rectangular: 1500ft Fairford QNH (MSL)
Light air system: 1000ft Fairford QNH (MSL)

ATTACHMENT 3

RAF Fairford RADAR Traffic Pattern

(Standard Cllimb-out/Go-around)



Runway 27: Climb and maintain 2800' QNH. Fly runway heading until 2DME, then turn left heading 100 degrees.

Runway 09: Climb and maintain 2800' QNH. Fly runway heading until 2DME, then turn right heading 260 degrees.