



## VISITING PILOTS' GUIDE TO RNAS YEOVILTON

RNAS Yeovilton is a complex and busy airfield that simultaneously operates a multitude of fixed and rotary wing aircraft. There are several landing surfaces that may be used at any one time, so visiting aircraft are likely to encounter significant activity taking place either side of the runway in use. Therefore, it is imperative that all arrival and departure procedures are closely followed and all ATC instructions are complied with in full.

When operating in and out of RNAS Yeovilton, you may be asked to comply with certain instructions that you are unfamiliar with. The aim of this guide is to highlight Yeovilton recovery and departure procedures and explain what to expect when dealing with Air Traffic Control.

### ARRIVALS

The **initial contact frequency (ICF) is 123.3**. If Yeovilton cannot be raised on the ICF, then a call to **Yeovilton LARS on 127.350** is the best option.

### IFR APPROACHES

For IFR flights or when the weather is poor, an **ILS** is available when RW27 is in use.

No other runways are fitted with ILS, which means either a **PAR** or an **SRA** approach will be available.

All instrument approaches to Yeovilton are flown on the Yeovilton QFE.

ATC will expect pilots to accept a Radar Service in order for vectors to be provided to the final approach. Whilst positioning for the final approach, ATC will instruct pilots to conduct cockpit checks and report when those checks are completed. It is understood that pre-landing checks vary between ac types, so a simple acknowledgement that "**cockpit checks are complete**" is all that is required from the pilot.

IFR approaches are all done on a single frequency, so when on final approach the Talkdown controller will establish contact and conduct a QFE check with a readback for safety.

ILS approaches will also be monitored by the Talkdown controller who will conduct the same QFE safety check.

Final clearances to use the runway will be issued either at **3nm** or **2nm** finals. If the clearance is delayed to 2nm, you will be informed by the controller and told "**final clearance delayed, continue the approach.**"

If a clearance cannot be issued, you will be instructed to "**break off the approach.**" At this point you will be asked if you are visual with the airfield. If you are visual, you will be told to join deadside. If not visual, you will be instructed to "**execute the missed approach procedure.**"

### VFR APPROACHES



The preferred method is to conduct a straight-in join for the duty runway. Once you are visual with the airfield, you will be transferred to Yeovil Tower on **120.8**. A left or right base join for the duty runway may also be possible, but will depend on visual circuit activity.

All procedures within the visual circuit require a **positive clearance from the Tower controller**. All aircraft must ensure they have a clearance to land before using the runway. If a clearance has not been issued, a 'go around' must be initiated no lower than **100ft**.

## **DEPARTURES**

When departing from Yeovilton, pass your flight details to the **Ground controller on 122.1** before requesting a clearance to taxi. Again, you must receive a positive clearance to taxi before using any of the airfield surfaces.

Once at the hold, you will be transferred to **Yeovil Tower on 120.8** for your departure clearance.

When you have received a departure clearance, you are to climb straight ahead and remain clear of helicopter VFR routes, Yeovil Westlands and RNAS Merryfield. Once clear of the visual circuit, you will be instructed to continue with **Yeovil Approach on 123.3**.

## **QUESTIONS**

If you have any questions about Yeovilton procedures or wish to speak to someone regarding a booking, then please contact us on **01935 455243** (ATC Supervisor) or **01935 455497** (Air Operations).