

AERONAUTICAL INFORMATION CIRCULAR Y 041/2023

UNITED KINGDOM



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Subject

Operational

Cancellation

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RAF HALTON GRADUATION FLYPASTS

1 General

- 1.1 As part of graduation parades at RAF Halton, Buckinghamshire, there will be a flypast by either a military fast-jet, multi-engine aircraft or helicopter. This AIC is only germane for the associated hold, run-in and departure of fixed-wing flypasts at RAF Halton.
- 1.2 The Aircraft Captain may request a NOTAM via CAA Airspace Regulation (arops@caa.co.uk or 01293-983880). The NOTAM will include the telephone number at RAF Halton that will have information on the flypast situation on the day, and also a reference to this AIC.
- 1.3 Graduations at RAF Halton occur every 2 weeks; occasionally there are breaks for/following leave periods.
- 1.4 RAF Halton Operations personnel will co-ordinate the flypast on Air Ground Communication Radio (AGCS) 'HALTON RADIO' frequency 130.425 MHz.
- 1.5 The flypast is to be conducted in accordance with RAF Halton's Standing Operation Order, obtainable from RAF Halton Operations (01296-656666 or 01296-656367).
- 1.6 Holds and timings may be subject to change on the day; non-participating aircraft requiring updates should contact HALTON RADIO, or RAF Benson ATC 120.900 MHz.

2 Fixed-Wing Hold

- 2.1 To allow for a precise time overhead the graduation parade, usually 1330 LOCAL, the flypast aircraft will enter a hold, under the control of RAF Benson ATC. The hold will usually be flown within Benson MATZ between 1500-3000 FT AMSL.

3 Flypast Route from Hold

- 3.1 The flypast aircraft will depart the hold and take up its own navigation for Halton, but usually tracking 083°T, aiming to be at RAF Halton at the required time.
- 3.2 On departing the hold, the aircraft will descend to the flypast altitude in accordance with its Group/Force/Type minima.

4 Departure

- 4.1 On completion of the flypast the aircraft, if departing RAF Halton in VMC, should avoid over-flying built up areas below 2000 FT MSD and remain clear of controlled airspace. If the aircraft departs RAF Halton IMC it should turn left and climb on a northerly heading remaining clear of controlled airspace until contact is made with Luton Radar.