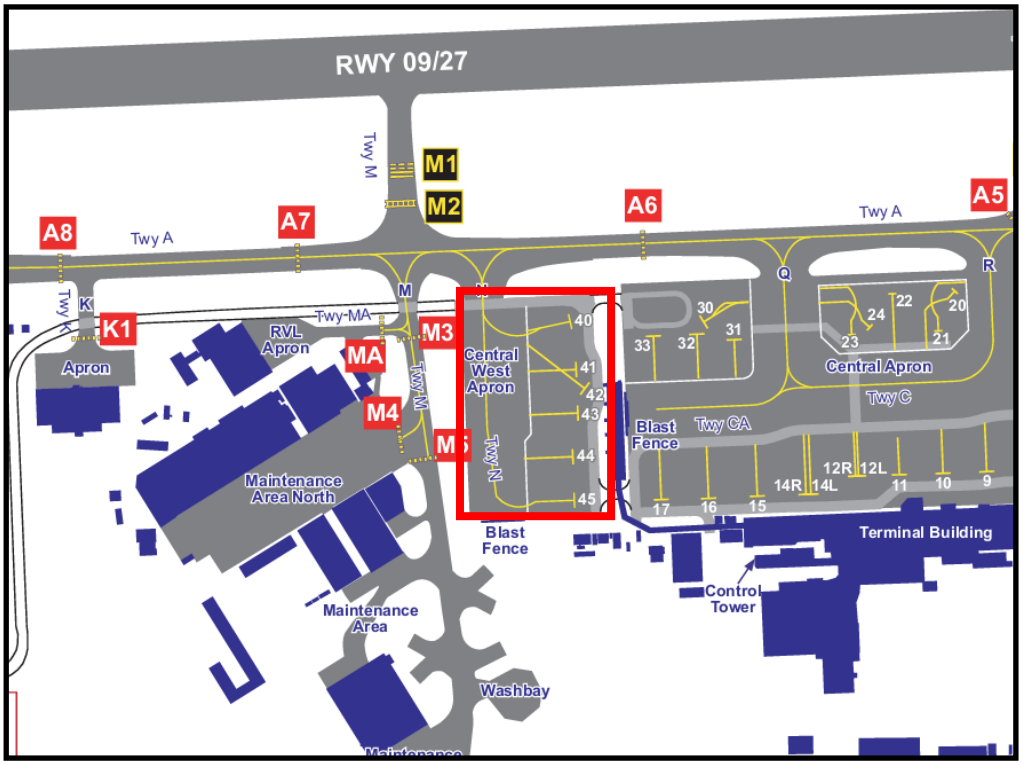
Event Notes

Event Date: Tuesday 13th May 2025

Start Time and Place: 1800Z (1900 BST), EGNX Central West Apron



East Midlands Communications

Vatsim Callsign	R/T Callsign	Frequency
EGNX_APP	East Midlands Radar	126.180
EGNX_TWR	East Midlands Tower	124.005
EGNX_GND	East Midlands Ground	121.905
EGNX_ATIS	East Midlands ATIS	122.680

All aircraft will start at EGNX East Midlands. Fly to the satellite airfields in the order EGBN, EGBM, EGBG (North Event Route) or EGBG, EGBN, EGBM (South Event Route) as allocated by ATC, following the notified Event routes (see pages 3&4), and perform a touch and go at each, before returning to East Midlands for a full stop landing. Entry, exit and transit of the East Midlands Control Zone will be via the Long Eaton and Shepshed lanes. See page 6 for a diagram of the East Midlands airspace and entry/ exit lanes

Event Procedures

- File a Vatsim flightplan EGNX - EGNX
- Prior to engine start, request a clearance from ATC - EGNX_GND if online, or EGNX_TWR
- The clearance will include either 'Event Route North' or 'Event Route South' and will be passed in the following format;
  "G-ABCD cleared to the control zone boundary via the Long Eaton/Shepshed Lane, event route North/ South remaining east/west of the M1 Motorway, not above altitude 2000 ft VFR, East Midlands QNH 1001, squawk xxxx"
  note: the instruction to remain east or west of the M1 will depend on the runway in use at the time. Further information can be found on the CIX airfield data sheet, available on the club website.
- Request start and taxi clearance in the usual manner from ATC
- After departure, exit the East Midlands via Long Eaton lane (Event Route North) or Shepshed lane (Event Route South) remaining to the east or west of the M1 in accordance with your clearance.
- Fly at an IAS of 140kts or less, in accordance with VFR at and below 3000ft amsl to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.
- Remain on the East Midlands Tower frequency (124.005) whilst within the East Midland Control Zone
- Report overhead Long Eaton/ Shepshed VRP, at which time Tower will either transfer you to East Midlands Radar or the relevant satellite airfield Radio frequency.
- Event Route North: After carrying out a 'touch and go' at Nottingham and Tatenhill request a Control Zone transit via the Long Eaton and Shepshed lanes from East Midlands Radar and proceed on the event route to Leicester Airfield, for a touch and go.
  Event Route South: After carrying out a 'touch and go' at Leicester request a Control Zone transit via the Shepshed and Long Eaton lanes from East Midlands Radar and proceed on the event route for a touch and go at Nottingham and Tatenhill.
- When you have completed a touch and go at each satellite airfield return to East Midlands via the Long Eaton or Shepshed lane - remember to request a zone entry clearance from East Midlands Radar.

Important - Once clear of the East Midlands Control Zone at the Long Eaton/ Shepshed VRPs do not re-enter controlled airspace unless in receipt of a clearance from East Midlands Radar.

Visit the Satellite airfields for a touch and go in the following order;

<u>Event Route North</u>

EGBN EGBM EGBG

<u>Event Route South</u>

EGBG EGBN EGBM

See page 4 for route details

Event Route North

EGNX		52.8311°N	1.3278°W
Long Eaton VRP	via Long Eaton Lane	52.9158°N	1.2997°W
EGBN	Touch and Go	52.9200°N	1.0792°W
Trowell M1 Service Area VRP		52.9617°N	1.2675°W
Little Eaton Village		52.9745°N	1.4586°W
Church Broughton VRP		52.8861°N	1.6983°W
EGBM	Touch and Go	52.8142°N	1.7647°W
Breadsall Village		52.9537°N	1.4516°W
Long Eaton VRP		52.9158°N	1.2997°W
Shepshed VRP	via Long Eaton and Shepshed Lanes	52.7603°N	1.2739°W
EGBG	Touch and Go	52.6078°N	1.0319°W
M1 Junction 21		52.6004°N	1.1949°W
M1 Junction 22 Marksfield VRP		52.6956°N	1.2925°W
Shepshed VRP		52.7603°N	1.2739°W
EGNX	via Shepshed Lane	52.8311°N	1.3278°W

Event Route South

EGNX		52.8311°N	1.3278°W
Shepshed VRP	via Shepshed Lane	52.7603°N	1.2739°W
EGBG	Touch and Go	52.6078°N	1.0319°W
M1 Junction 21		52.6004°N	1.1949°W
M1 Junction 22 Marksfield VRP		52.6956°N	1.2925°W
Shepshed VRP		52.7603°N	1.2739°W
Long Eaton VRP	via Shepshed and Long Eaton Lanes	52.9158°N	1.2997°W
EGBN	Touch and Go	52.9200°N	1.0792°W
Trowell M1 Service Area VRP		52.9617°N	1.2675°W
Little Eaton Village		52.9745°N	1.4586°W
Church Broughton VRP		52.8861°N	1.6983°W
EGBM	Touch and Go	52.8142°N	1.7647°W
Breadsall Village		52.9537°N	1.4516°W
Long Eaton VRP		52.9158°N	1.2997°W
EGNX	via Long Eaton Lane	52.8311°N	1.3278°W

(for more information refer to the CIX airfield data pages available on the website)

EGBM - Tatenhill

Vatsim Callsign	R/T Callsign	Frequency
EGBM_R_TWR	Tatenhill Radio	124.080

a. Fixed wing to make standard overhead join, helicopters approach north of centreline.
b. The following circuit directions apply for fixed wing aircraft when the specified runways are in use:
    1. Fixed wing standard overhead join at 2000 FT.
        i. Runway 08 - LH.
        ii. Runway 26 - LH.

EGBN - Nottingham

Vatsim Callsign	R/T Callsign	Frequency
EGBN_R_TWR	Nottingham Radio	134.880

Noise abatement

a. For noise abatement, join overhead or dead-side only.
b. For noise abatement, a 10 degree right turn after departure from Runway 21 is required to avoid Tollerton Hall and its surrounding properties. The rest of the 21 circuit remains the same.

Circuits

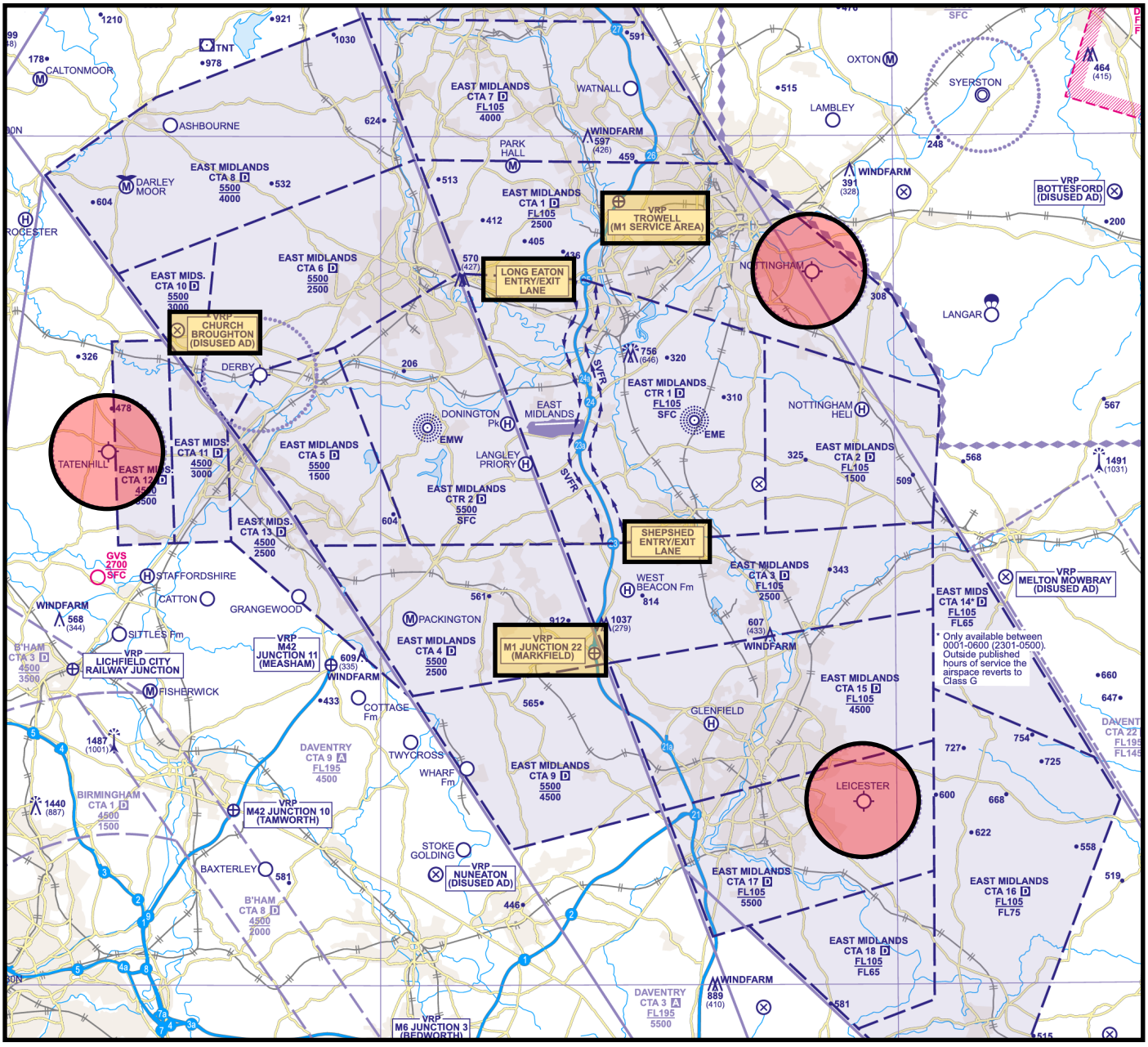
a. Circuit height: 800 FT QFE. (Fixed-wing do not descend below 800 FT. Maintain 200 FT separation from airport based rotary traffic).
b. Helicopter circuit height: 600 FT QFE.

EGBG - Leicester

Vatsim Callsign	R/T Callsign	Frequency
EGBG_R_TWR	Leicester Radio	122.130

a. Fixed wing circuits left hand on Runways 10, 33, 22, 34 and 24. Fixed wing circuits right hand on Runways 28, 15, 04, 16 and 06.
b. The standard overhead join is preferred for fixed wing.
c. Fixed wing circuits will be at 1000 FT QFE.
d. Helicopter circuits are to the left on runways 28, 15, 04, 16 and 06. Helicopter Circuits are to the right on runways 10, 33, 22, 34 and 24.
e. Helicopter circuits will be at 700 ft QFE.
f. The standard fix wing join is overhead. Aircraft should not descend below 1200 FT QFE on the deadside due to the helicopter circuit below at 700 FT QFE. Helicopters will join their circuit downwind.


C I X VFR CLUB
EGNX Airspace
Where Visual Flight Rules


EAST MIDLANDS CTA 7 FL105 4000
EAST MIDLANDS CTA 8 5500 4000
EAST MIDLANDS CTA 1 FL105 2500
EAST MIDLANDS CTA 6 5500 2500
EAST MIDS. CTA 10 5500 3000
EAST MIDS. CTA 11 4500 3000
EAST MIDS. CTA 12 4500 3500
EAST MIDLANDS CTA 5 5500 1500
EAST MIDS. CTA 13 4500 2500
EAST MIDLANDS CTR 2 5500 SFC
EAST MIDLANDS CTR 1 FL105 SFC
EAST MIDLANDS CTA 2 FL105 1500
EAST MIDLANDS CTA 3 FL105 2500
EAST MIDS CTA 14* FL105 FL65
EAST MIDLANDS CTA 4 5500 2500
EAST MIDLANDS CTA 15 FL105 4500
EAST MIDLANDS CTA 9 5500 4500
EAST MIDLANDS CTA 17 FL105 5500
EAST MIDLANDS CTA 16 FL105 FL75
EAST MIDLANDS CTA 18 FL105 FL65
DAVENTRY CTA 9 A FL195 4500
DAVENTRY CTA 3 A FL195 5500
B'HAM CTA 3 4500 3500
B'HAM CTA 1 4500 1500
B'HAM CTA 8 4500 2000
VRP TROWELL (M1 SERVICE AREA)
LONG EATON ENTRY/EXIT LANE
VRP CHURCH BROUGHTON (DISUSED AD)
SHEPSHED ENTRY/EXIT LANE
VRP M1 JUNCTION 22 (MARKFIELD)
VRP M42 JUNCTION 11 (MEASHAM)
VRP LICHFIELD CITY RAILWAY JUNCTION
VRP M42 JUNCTION 10 (TAMWORTH)
VRP NUNEATON (DISUSED AD)
VRP M6 JUNCTION 3 (BEDWORTH)
VRP BOTTESFORD (DISUSED AD)
VRP MELTON MOWBRAY (DISUSED AD)
* Only available between 0001-0600 (2301-0500). Outside published hours of service the airspace reverts to Class G
SYFR
GVS 2700 SFC
CALTONMOOR
ASHBOURNE
DARLEY MOOR
DERBY
TATENHILL
STAFFORDSHIRE
CATTON
GRANGEWOOD
WINDFARM
SITTLES Fm
FISHERWICK
COTTAGE Fm
TWYCROSS
WHARF Fm
BAXTERLEY
STOKE GOLDING
PARK HALL
WATNALL
DONINGTON Pk
EAST MIDLANDS
EMW
LANGLEY PRIORY
WEST BEACON Fm
PACKINGTON
GLENFIELD
LEICESTER
LAMBLEY
OXTON
SYERSTON
NOTTINGHAM
NOTTINGHAM HELI
LANGAR
EME
TNT
ROCESTER

Tollerton Airfield, located near the village of Tollerton in Nottinghamshire, England, has a significant and varied history, spanning military, civilian, and aviation-related roles. Here's a look at its history:

Early Origins (Pre-World War II)

- **Civilian Origins**: Tollerton Airfield was officially opened on 27th July 1929 by Sir Alan Cobham, a famous aviator. It was used by flying clubs and for general aviation purposes, providing a base for private aircraft and offering a location for recreational flying. The airfield, at this point, was relatively small and primarily used for light aircraft.

World War II and Military Use

- **RAF Requisitioned (1939)**: With the onset of World War II and the increasing need for military airfields, the Royal Air Force (RAF) requisitioned Tollerton Airfield in 1939. The airfield became part of the RAF's extensive network of bases designed to protect Britain from air raids and to train pilots for the war effort.
- **RAF Satellite Station**: Tollerton was primarily a satellite station for nearby RAF Hucknall. While it wasn't a major operational base, it played a supporting role in the defence of Britain during the war. Its primary function was training pilots, hosting smaller squadrons, and serving as a backup base for operational missions.
- **Aircraft and Squadrons**: During the war, a variety of aircraft operated from Tollerton, including the Supermarine Spitfire, Hawker Hurricane, Bristol Blenheim, and Avro Anson. The airfield was used for training, air defence, and light bomber operations. Various squadrons operated out of the airfield on a temporary or satellite basis.
- **Training Airfield**: One of Tollerton's key roles during WWII was as a training airfield. It hosted numerous pilot training schemes designed to quickly prepare aircrew for combat. Aircraft like the Airspeed Oxford and Tiger Moth were used for basic training, and pilots would progress to more advanced aircraft for combat training before being deployed to front-line units.
- **Defensive Role**: Due to its location in the East Midlands, the airfield was part of the home defence system, prepared to launch fighter aircraft in the event of enemy bombing raids or invasion threats. Although Tollerton was not one of the primary fighter bases during the Battle of Britain, its role in supporting defensive operations was important. Spitfires and Hurricanes based there participated in the interception of German bombers and fighters attempting to attack Britain.

Post-War Transition

- **Post-WWII Decommissioning**: After the war ended in 1945, the RAF began to reduce the number of airfields it maintained. Tollerton, which had been an auxiliary station, was gradually decommissioned as a military base.
- **Transition to Civilian Use**: By the late 1940s and early 1950s, the airfield was returned to civilian use. Its military functions ceased, and Tollerton Airfield began to cater more to private and general aviation.

Modern Day and Civilian Aviation

- **Nottingham City Airport**: In the 1990s, Tollerton Airfield was rebranded as Nottingham City Airport, in an effort to promote it as a hub for general aviation. The airfield has since been used primarily for private flights, business aviation, and flight training. Although it is not a large commercial airport, over the years Tollerton has hosted several small aviation events, including airshows and aviation heritage events.

On the 6th June 2025 Tollerton Airfield will close for good as the owners of the land plan to build a large housing development on the site. This may be your last chance to fly in to Tollerton airfield with Vatsim ATC and say farewell to this historic airfield.