

Light Aircraft Association Kent Strut 70th Year Celebration

English Channel crossing to Abbeville 25th (26th slip day) June 2016

LAA Kent Strut will be based at Rochester Airport EGTO for the duration of Saturday 25th June 2016 (slip day 26th June) to assist people crossing the channel for the first time or as a refresher. We plan to have people assisting pilots at Rochester from 9am until the last aircraft is back and representatives at Abbeville to receive, guide and assist should there be any problems. We will be available by telephone if anything should not go to plan during the day.

Upon arrival please refuel first (if required) and pay any bills before making your way to the blue marquee in front of the control tower. The marquee should have tables to lay out charts and cross channel veterans from the Kent Strut will be there to answer any questions. A strut representative will escort flight crews to the bottom of the control tower where we will file your flight plans and complete your immigration forms. You will then be taken back to the marquee where you can make your final preparations and depart at your allotted time.

The Kent strut will assist by doing the following :-

- Will reserve immigration at Abbeville on your behalf
- Take you through and file your outbound flight plan to Abbeville.
- Take you through and file your return flight plan to Rochester.
- Submit your GAR (General aviation report) for immigration upon return to Rochester.
- Provide sufficient information so you can cross the channel yourself in future.
- Provide telephone assistance on the day if required.

Time. All cross boundary and flight times are referenced to UTC (Universal Time Coordinated) and are called referred to as ZULU time (same as British winter time). In the summer the UK and European clocks move forwards one hour for "daylight saving" and the continentals are already one hour ahead. So in summer the UK is one hour ahead of ZULU and France is two hours ahead of ZULU. The departure time required on the flight plan is the time of your departure in Zulu. This can be a little confusing at first but is quite straight forwards in reality.

A lot of additional information is included in the other attached sheets. We have tried to plan the route such that you avoid the gliding club at Challock and the firing ranges at Hythe. By flying to the French BNE VOR beacon you remain outside Calais controlled airspace and if you keep below 1500ft you can pass under the Le Touquet class E airspace to the east.

A pilot log (PLOG) for the outbound and return flight has been attached along with airfield plates for Abbeville, Calais and Le Touquet. Please feel free to adapt the PLOG to suite your own aircraft.

The flight plan contained in the e-mail is the paper form we used to complete and fax to Heathrow before the days of the internet. This form is still used in France so is a useful aide memoire and an assistant when you cant remember what to put in the required boxes. The information highlighted in green will be required whatever system you use (AFPEX / Skydemon etc).