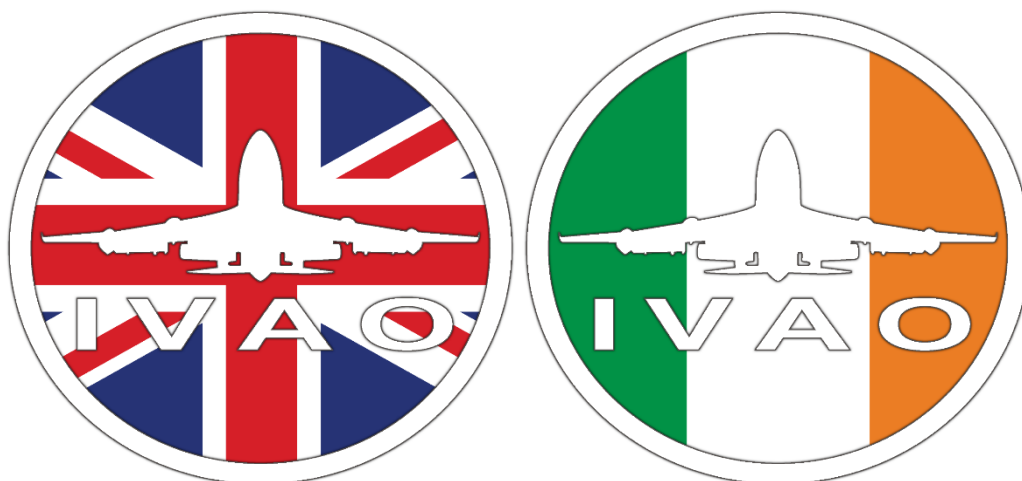


MARHAM FLY-IN

IVAO XU SPECIAL OPERATIONS DEPARTMENT



XU SO - Marham Fly-In

October 27th 16z-18z



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1 GENERAL

1.1 OVERVIEW

1.1.1 This year RAF Marham (EGYM) enters a new chapter in it's history, saying goodbye to the Panavia Tornado after 40 years of service and welcoming the new Lockheed Martin F-35B Lightning II. As the second Lightning II Squadron is stood up the station is a hive of activity with aircraft movements on both training and operational sorties.

The airfield is around 10nm from the coast in the South East of the United Kingdom. It's close proximity to both military training and air-to-air refuelling areas make Marham the perfect base for Fast Jet operations. The Special Operations Department of IVAO United Kingdom and Ireland would like to invite you and your colleagues to RAF Marham, experiencing a full operational airfield of Her Majesty's Royal Air Force and give you chance to refresh you skills.

1.1.2 Under IVAO Special Operations Regulations this is a **Category D** event.

1.2 OBJECTIVES

1.2.1 To allow pilots and controllers to be introduced, or refreshed, on Special Operation procedures and phraseology in the United Kingdom.

1.2.2 To open military ATC positions to allow pilots to operate safely in the airspace around the airfield.

1.3 DATE AND TIME

1.3.1 **Date:** Sunday 27th October 2019

1.3.2 **Time:** 1600z – 1800z

1.4 DEFINITIONS

1.4.1 The following definitions of some acronyms used throughout this document:

TERM	EXPLANATION
GAT	General Air Traffic (e.g. Filed IFR or VFR under S, N or G)
OAT	Operational Air Traffic (e.g Filed IFR or VFR under M)
TACAN	Tacatical Air Navigation System
RAF	Royal Air Force
XU	IVAO United Kingdom and Ireland Division

2 PILOTS

2.1 GUIDELINES

- 2.1.1 All aircraft are welcomed to this event, both GAT and OAT, at RAF Marham (EGYM) but priority will be given to Fast Jet traffic.
- 2.1.2 GAT will be allowed to operate at the airfield but **MUST** utilise Special Operations phraseology.
- 2.1.3 GAT are limited to use of the runway, except in an emergency, and may therefore only operate touch and go in the circuit pattern. GAT **ARE NOT** allowed to load up at the airfield or taxi to/ from the apron.
- 2.1.4 Due to the designation of this event, all aircraft **MUST NOT** carry live weapons.
- 2.1.5 It is recommended that aircraft arriving from another countries **should** operate as GAT until reaching UK airspace.

2.2 ARRIVAL

- 2.2.1 Pilots must ensure they convert to OAT on entry to the airspace of the United Kingdom.
- 2.2.2 Pilots may depart from any airfield, inclusive of RAF Marham, though they should ensure their aircraft is in keeping with their departure airfield (e.g Heavy traffic from either Brize Norton (EGVN) or Waddington (EGXW), Fast Jet from Marham (EGYM) or Coningsby (EGXC)) etc.
- 2.2.3 To remain eligible for Special Operations points, Pilots who wish to start at RAF Marham (EGYM) **MUST** leave the circuit before re-entering to land.

2.3 TRANSITING UK AIRSPACE

- 2.3.1 Pilots are advised to obtain a Traffic Service where possible when operating outside controlled air space.
- 2.3.2 Pilots must contact any appropriate air traffic controller before entering controlled air space.
- 2.3.3 Pilots are reminded that all airspace above FL195 in the United Kingdom is Class C airspace and must obtain clearance prior to entering this airspace.

2.4 TRAINING OPPORTUNITIES

- 2.4.1 The use of local air-to-air refuelling and local training areas is encouraged but not required as part of this event. Pilots wishing to use these areas must ensure operations are in line with the Special Operations Regulations, Divisional Letter of Agreement and ensure they are competent in the operations of these specialist areas.
- 2.4.2 The use of training and danger areas **MUST** be approved by Swanick Military. The controller is solely responsible for the safety of GAT operating in the areas.

3 CONTROLLERS

3.1 GUIDELINES

- 3.1.1 Controllers must have an in-depth understanding of the operations and phraseology of Special Operations in the United Kingdom and Ireland Division.
- 3.1.2 Controllers should be understanding and accommodating of pilots who are unfamiliar with Special Operations phraseology and procedures and should assist where possible.
- 3.1.3 Controllers must use clear English when there is an apparent misunderstanding in instructions.

3.1 POSITIONS

- 3.1.1 The following positions will be available during the event:

POSITION	CALLSIGN	FREQUENCY
EGVV_MIL_CTR	Swanick Military	127.450
EGYM_APP	Marham Approach	124.150
EGYM_TWR	Marham Tower	118.325

4 ASSISTANCE

4.1 WIKIPEDIA

- 4.1.1 IVAO United Kingdom and Ireland offer a Wikipedia style information site which can be used for nearly all the information required to fly and control for the event. The follow areas are available:
- 4.1.2 **Air Traffic Controller (Generic)** - http://ivao.co.uk/cms/wiki_atc.php
- 4.1.3 **Pilot (Generic)** - http://ivao.co.uk/cms/wiki_pilots.php
- 4.1.4 **Special Operations Phraseology** - <http://ivao.co.uk/wiki/index.php/Phraseology>

4.2 EMAIL/FORUM/DISCORD

- 4.2.1 Leading up the this event you can contact the Special Operations Department of IVAO United Kingdom and Ireland using the following means:

PURPOSE	MEANS	NOTES
Email	xu-soc@ivao.aero	
Forum	http://xu.forum.ivao.aero	
Discord	http://ivao.co.uk/discord	IVAO XU Members only.
	https://discord.gg/WpXaym3	IVAO HQ-SOD Discord, Look for 'XU-SOC'

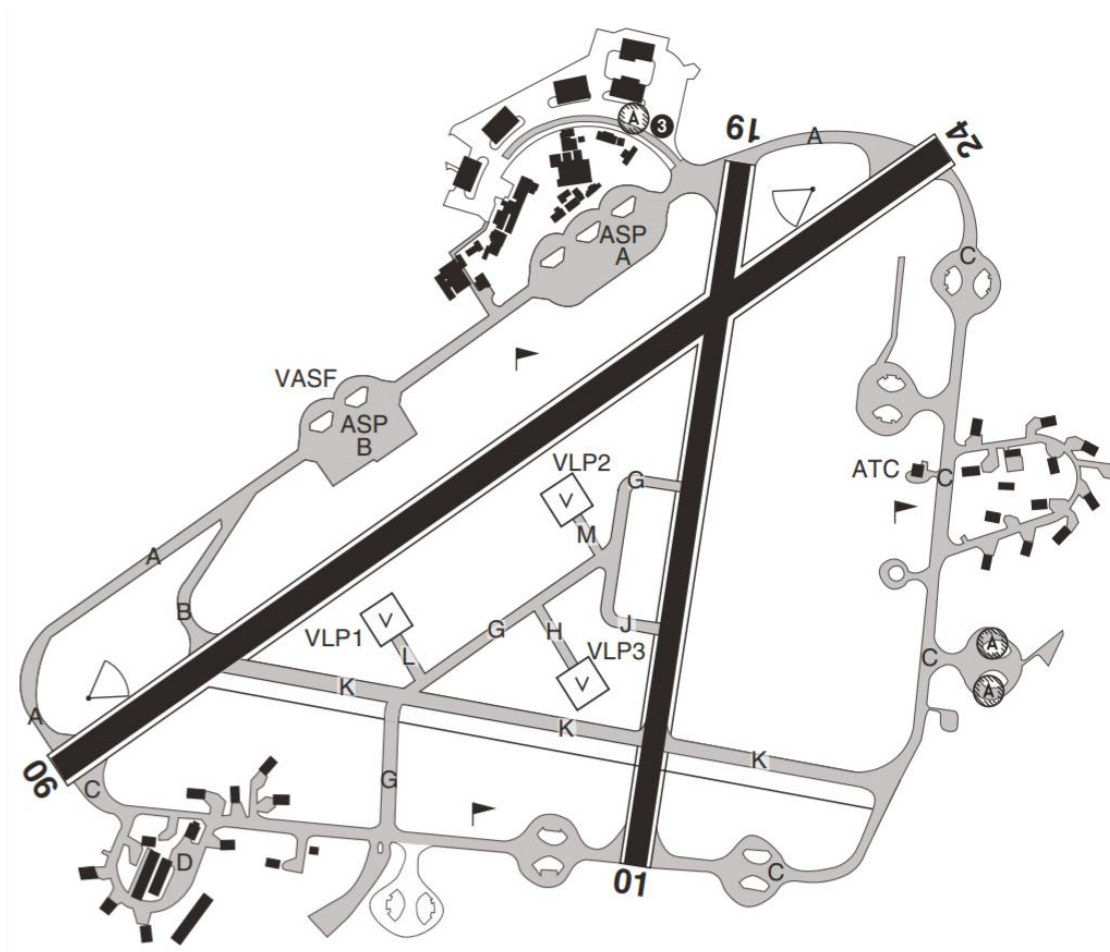
5 AIRFIELD AND CHARTS

5.1 CHARTS

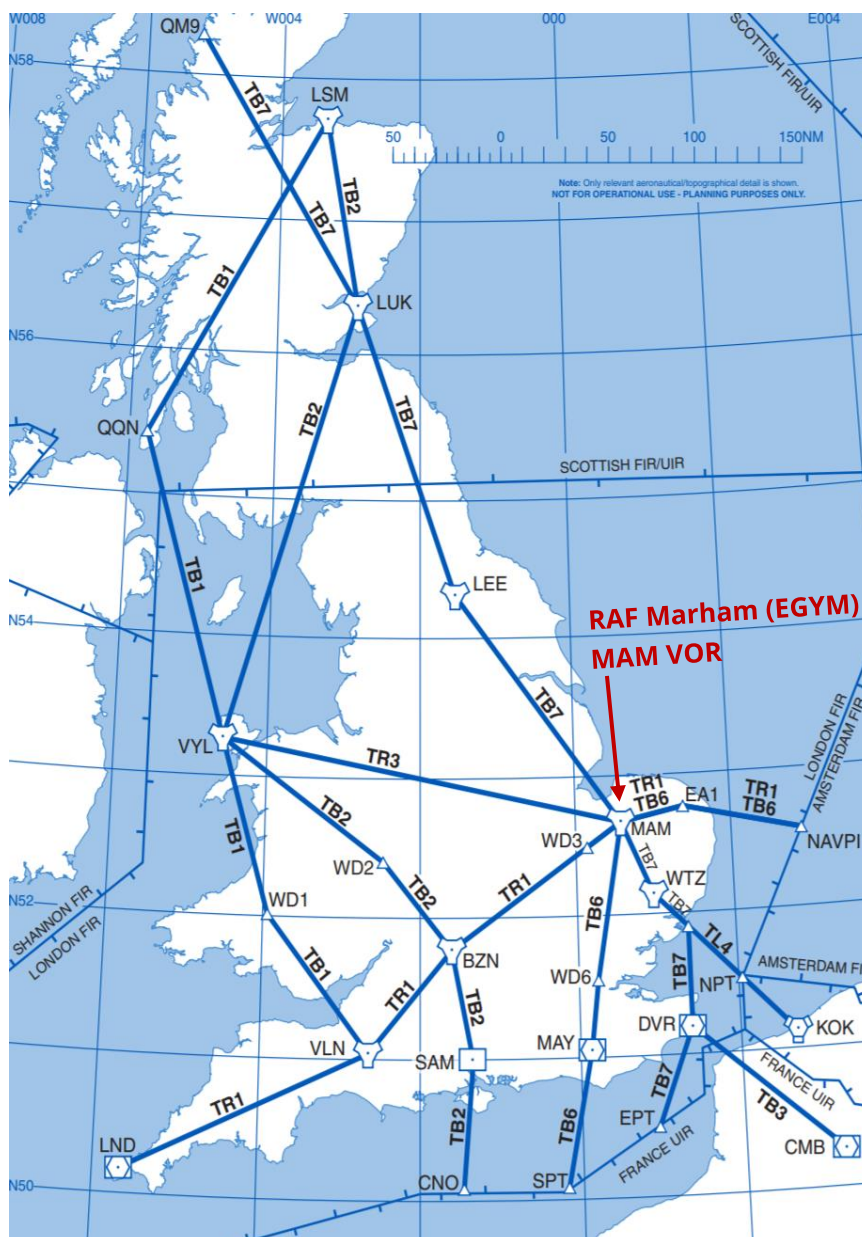
5.1.1 The following resources are available:

RESOURCE	LINK
Military AIP (United Kingdom)	https://www.aidu.mod.uk/aip/pdf/ad/EGYM-Marham-Combined.pdf
Civil AIP (United Kingdom)	http://www.nats-uk.ead-it.com/public/index.php.html
Charts for RAF Marham	https://www.aidu.mod.uk/aip/pdf/ad/EGYM-Marham-Combined.pdf
Letter of Agreement (IVA0 XU)	https://sod.ivao.aero/up/loa/afe9327094ba567c3f27b2cd874208a7.PDF

5.1.2 **RAF Marham Ground Chart.** The following resource is the Ground Chart for RAF Marham:



5.1.3 **TACAN Routing.** The following chart shows the routing available from the edge of airspace in the United Kingdom.



5.1.3.1 **TACAN Documentation** - <https://www.aidu.mod.uk/aip/pdf/enr/ENR-4-1.pdf>

5.1.4 **Navigational Aids.** The following local navigational aids are available:

NAME	VOR	TYPE	FREQ	DISTANCE	BEARING (FROM EGYM)
MARHAM	MAM	TACAN	108.700	N/A	N/A
BARKWAY	BKY	VOR/DME	116.250	43NM	205°
OTTRINGHAM	OTR	VOR/DME	113.900	67NM	160°
LAKENHEATH	LKN	TACAN	110.200	15NM	003°

5.1.5 Flight Planning.

5.1.5.1 Pilots operating IFR at high altitude are advised to use the TACAN routing completing their route at the MAM TACAN level at FL060.

5.1.5.2 Pilots operating VFR are to use MAM TACAN as their last waypoint for navigation.

5.2 AIRFIELD INFO

5.2.1 The following frequencies will be in use:

RUNWAY	LENGTH	ILS	CIRCUIT	HEIGHT
01	1864m	N/A	Left Hand	1000ft QFE Run-in and Break 1000ft QFE
19	1864m	N/A	Right Hand	
06	2783m	N/A	Right Hand	
24	2783m	110.750 / 236	Left Hand	

5.3 FREQUENCY'S

5.3.1 The following frequencies will be in use:

POSITION	CALLSIGN	FREQUENCY
EGVV_MIL_CTR	Swanick Military	127.450
EGYM_APP	Marham Approach	124.150
EGYM_TWR	Marham Tower	118.325

5.4 SCENERY

5.4.1 Whilst scenery will not be enforced for this event, it is significantly advised you use the following scenery to enhance your experience:

PLATFORM	LINK
FS9	https://www.justflight.com/product/raf-marham-freeware-by-airfield-construction-group
FSX, FSX:SE, P3Dv1-4	https://www.justflight.com/product/raf-marham-freeware-by-airfield-construction-group
X Plane 11	https://forums.x-plane.org/index.php?/files/file/20958-raf-marham-egym