AIRFIELD	June 25	١	VOLVERHAMPTO	-	EGBO	Central	
		HALFPENNY GREEN		2000			
CALLSIGN	Halfpenny Green Information / Radio				123.005		
CALLSIGN	EGBO_I_TWR / EGBO_R_TWR				Ground		
LOCATION	Lat N052.31.04.000 Long W002.15.35.000				Elev. 283ft		
LOCATION		5 nr	n E by S of Bridgnorth		QFE= QNH-9 HPscls		
CHART	NATS		STANDARD OVERHEAD				
METAR	EGBB 136.0		NOT BELOW 1300ft DEA				
NAV AIDS	NDB; WOL 108.60		DME 356.0kHz	Avoid Whittimere Farm, Highgate Farm and		arm and	
RUNWAYS	Headings	Dimension	Surface & notes	Local villages. Runway 34; NO FANSTOP practice BEFORE			
	16/34	1182M x 30M	Asphalt on Concrete		timere Farm 1DME WOL. Avoid Claver		
	04 / 22	646M x 18M	Asphalt on Concrete	and Bobington Villag			
	14/28	1055Mx18M	Asphalt on Concrete				
AIRSPACE	CLASS G	Transition level		· ·	rspace above is Class C FL195 London FIR utogyros use fixed wing circuit.		
CIRCUITS NO FLY HAZARDS	Fixed Wing		ALL runways LH		-		
	Helicopters		ALL runways RH	NORDO A/C ONLY with ATC Approval.			
	Avoid Wittimere Farm, Highgate Farm and Local villages. Especially on the outskirts of Birmingham (Wombourne; Himley Wall Heath) Below A2000ft						
	When taxiing on A between fuel bay and Hold A4, CAUTION PEDESTRIANS .						
	Also in the region of the Tower complex.						
	There are six designated helicopter pads marked 1, 2, 3, 4, 5 & 6 adjacent to the fuel bay.						
	Helicopters taxiing to the fuel pads must minimise the effect of their downdraft on the hangars.						
	Wheeled helicopters requiring fuel will normally be instructed to land on Taxiway A to the south east						
	of the fuel bay and then ground-taxi to fuelling pads 4, 5 or 6.						
	Hovering helicopters will maintain a distance of 60 M from any active runway, taxiway, fence-lines,						
HELICOPTER OPERATIONS	buildings and public viewing area.						
	See aerodrome chart for named helicopter landing areas. – NE; NW; SE and S						
	Helicopters are not to land in front of Hangar 3E. They must use the Helipads and be ground handled						
	in an out of the hangar.						
	Rotors running refuelling available with optional AL48 additive.						
	Helicopters must not hover within 50 M of DME/NDB masts, northeast of the eastern apron						
SPECIAL	FUEL BAY IS ONE WAY; entry West, exit East end.						
RULES	POLICE Helicopters operate H24 and have priority over all traffic.						
	NO INSTRUMENT APPROACHES at anytime						
	ONLY Runway 16/34 is licensed for NIGHT OPERATIONS .						
	RUNWAY 04/22 NOT AVAILABLE for JET/JET_PROP or A/C HEAVIER than 2TONS						
		4/22 NOT AVAILA			<mark>)NS</mark>		
				A/C HEAVIER than 2TC	<mark>DNS</mark>		
	Runway 34	NO FANSTOP prac	BLE for JET/JET_PROP or A	A <mark>/C HEAVIER than 2TC</mark> arm 1DME WOL.		W by N.	
	Runway 34 NOTE Proxi	NO FANSTOP prace mity of Birmingha	BLE for JET/JET_PROP or <i>I</i> ctice BEFORE Wittimere Fa	A <mark>/C HEAVIER than 2TC</mark> arm 1DME WOL. e to E and N; RAF Cosf	ord ATZ 4dme	•	
	Runway 34 NOTE Proxi When VERY	NO FANSTOP prace mity of Birmingha busy the Eastern	BLE for JET/JET_PROP or A ctice BEFORE Wittimere Fa m City and EGBB Airspace	A/C HEAVIER than 2TC arm 1DME WOL. e to E and N; RAF Cosf d [A1] of the disused ru	ord ATZ 4dme	•	
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USE OF MULTIPLE RUNWAYS IS TO CEASE WHEN MORE THAN TWO AIRCRAFT ARE IN OR CALL TO JOIN THE VISUAL CIRCUIT

In this situation **all aircraft** must use the published runway. Any approach to the nonpublished runway is then limited to one approach only with no mixed multiple circuits permitted. (All circuits to use the same runway).

ALL AIRCRAFT are to use the published runway if any aircraft has a student pilot or an emergency is declared.

If Runway 16/34 is being used for a larger aircraft then Runway 16/34 becomes the published runway until that aircraft has landed or departed the ATZ.



PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS