

AIRFIELD	June 25	WOLVERHAMPTON/ HALFPENNY GREEN			EGBO	Central
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 nm E by S of Bridgnorth				QFE= QNH-9 HPscIs	
CHART	NATS		STANDARD OVERHEAD JOIN MANDATORY for FIXED Wing A/C. NOT BELOW 1300ft DEAD SIDE, Due Helios at 800ft. RIGHT HAND			
METAR	EGBB 136.030					
NAV AIDS	NDB; WOL 108.60		DME 356.0kHz		Avoid Whittimere Farm, Highgate Farm and Local villages. Runway 34; NO FANSTOP practice BEFORE Wittimere Farm. - 1DME WOL. Avoid Claverly and Bobington Village	
RUNWAYS	Headings	Dimension	Surface & notes			
	16 / 34	1182M x 30M	Asphalt on Concrete			
	04 / 22	646M x 18M	Asphalt on Concrete			
	14/28	1055Mx18M	Asphalt on Concrete			
AIRSPACE	CLASS G	Transition level 6000ft			Airspace above is Class C FL195 London FIR	
CIRCUITS	Fixed Wing	1000ft QFE	ALL runways LH		Autogyros use fixed wing circuit.	
	Helicopters	800ft QFE	ALL runways RH		NORDO A/C ONLY with ATC Approval.	
NO FLY	Avoid Wittimere Farm, Highgate Farm and Local villages. Especially on the outskirts of Birmingham (Wombourne; Himley Wall Heath) Below A2000ft					
HAZARDS	When taxiing on A between fuel bay and Hold A4, CAUTION PEDESTRIANS. Also in the region of the Tower complex.					
HELICOPTER OPERATIONS	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, 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 RULES	FUEL BAY IS ONE WAY; entry West, exit East end. 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 Runway 34; NO FANSTOP practice BEFORE Wittimere Farm. - 1DME WOL.					
REMARKS	NOTE Proximity of Birmingham City and EGBB Airspace to E and N; RAF Cosford ATZ 4dme W by N. When VERY busy the Eastern end [ F2] and Western end [A1] of the disused runway may be used for parking. Transport will be provided, to/from Tower building. ATC will advise. Use Bridgnorth and Kidderminster as VRPs On occasions, for short periods, EGBO may be serviced by an AGO as Halfpenny Green Radio NOTE the Airfield Name is pronounced Ha'penny Green (halfpenny) Aircraft must not cut corners when turning on to taxiways and runways due to bad ground and fixed objects such as markers and lighting. Otherwise you could find that they are expensive to repair.					
Noise Abatement Procedures	Runway 16: All departures, at the airfield boundary, track 10 degrees to the right. No left turns below 600 FT QFE. No overflights of Highgate Farm (523030.132N 0021457.5268W) Runway 34: No FANSTOP (practice engine failure after take-off - ATC AUTHORITY REQUIRED). Until passed Whittimere Farm (523149.1016N 0021551.696W), 1000 M after end of runway. Traffic turning left into the circuit are to avoid overflying Claverley (523214.4204N 0021811.9592W) and Bobbington Village (523043.848N 0021658.116W). Runway 28/10: Departures, approaches and visual circuits are to avoid overflying Bobbington Village and Primary school (523043.848N 0021658.116W). All visual circuits are to be completed within the ATZ.					



**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 non-published 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**