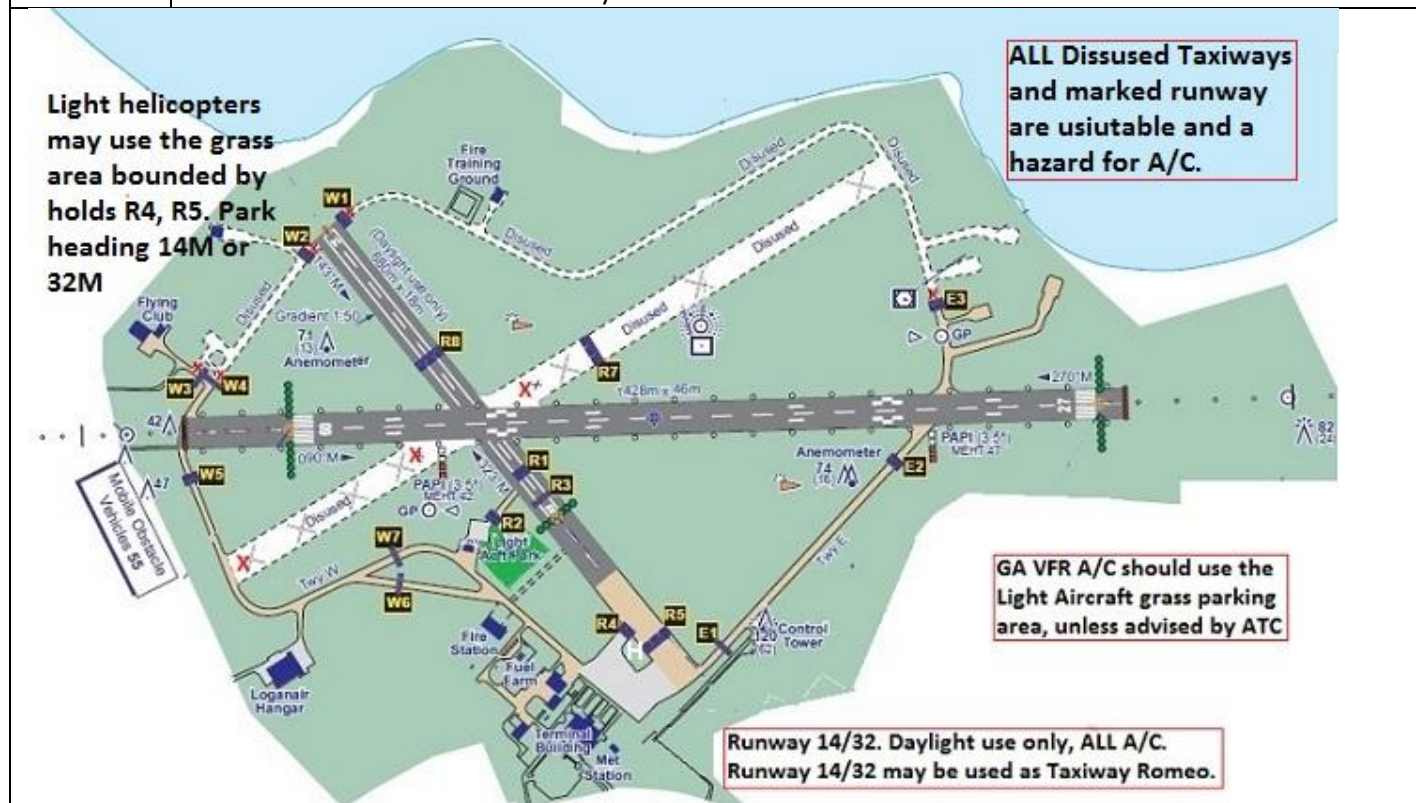
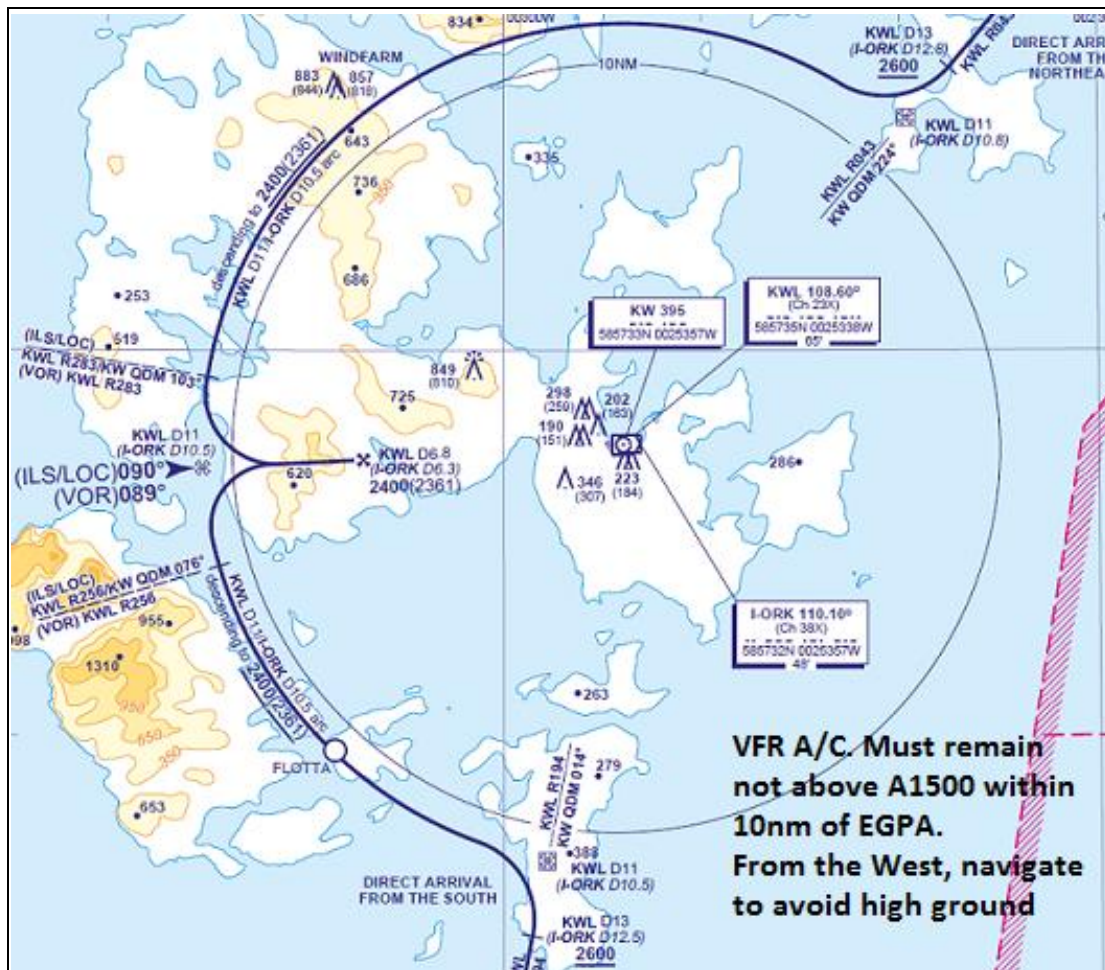


|                         |  |                                       |  |  |  |                     |    |
|-------------------------|--|---------------------------------------|--|--|--|---------------------|----|
| AIRFIELD NAME AND ICAO  |  | September 24                          | KIRKWALL   |  |  | EGPA                | Sc |
| CALLSIGN (A/C RADIO)    |  | Kirkwall tower / Kirkwall information |  |  |  | 118.305             |    |
| CALLSIGN (ES/VATSIM)    |  | EGPA_TWR / EGPA_I_TWR                 |  |  |  | Elev. 58ft          |    |
| LOCATION                |  | Lat N058.57.29.000                    | Long W002.54.40.000                                      |  |  | VFR Conspicuity --- |    |
| LOCATION GEOGRAPHIC     |  | 2.5nm SE of Kirkwall                  |  |  |  | App.118.305         |    |
| CHART SOURCE            |  | NATS                                  | LANDING runway 32 and departing runway 14,               |  |  | QFE= QNH            |    |
| METAR AIRPORT           | EGPA 124.130   |                                       | BACKTRACK of runway is required. Adjust your separation. |  |  |                     |    |
| NAV AIDS (FSX / PLANG3) |  | NDB;KW 395                            | VOR;KWL 108.60   |  | ILS; 09/27;110.10 note IFR approach patterns.  |                     |    |
| RUNWAYS                 | Headings   | Dimension                             | Surface  |  | Within 10nm of A/P, VFR A/C must remain NOT ABOVE A1500ft, due IFR approaches. see below |                     |    |
|                         | 09 / 27  | 1428m x 46m                           | Grooved Asphalt  |  |  |                     |    |
|                         | 14 / 32  | 680m x 18m                            | Asphalt; DAYLIGHT USE ONLY - NO LIGHTING                 |  |  |                     |    |
| AIRSPACE                | CLASS G  | Transition level 3000ft               |  | Airspace above Class C FL195 Base Alt Scottish FIR |  |                     |    |
| CIRCUITS                | 1000ft QNH   | LH or as advised / instructed         |  | IFR A/C will usually use TAXI Romeo to/from runway |  |                     |    |
| NO FLY                  | Avoid overflying Kirkwall town. VFR NOT above A1500 within 10nm of A/P   |                                       |  |  |  |                     |    |
| LOCAL HAZARDS           | Disused 07/25 runway and NE peri. track unsuitable for A/C.<br>Grass areas unsuitable for A/C due poor drainage/water-logging.<br>Runway 27 approach subject to turbulence and wind-shear in strong winds<br>Sea birds are a hazard around and on the A/F, 24/7.   |                                       |  |  |  |                     |    |
| HELICOPTER OPERATIONS   | Approaches / departures as fixed wing. Inbounds from S set down at Helipad, between R5 and E1.<br>Departures from helipad as advised by ATC. If traffic allows, LIGHT(GA) Helios may arrive/depart direct to/from appropriate apron/grass area at pilot's discretion. DO NOT overfly A/P buildings.<br>Wheeled Helios may use runway 14/32, if available.  |                                       |  |  |  |                     |    |
| SPECIAL RULES           | UNLESS an ILS approach has been cleared by ATC, GA/VFR A/C are to approach via one of the VRPs below. If transiting, as advised or transit on the dead side of the A/P unless less than A1500<br>VFR Arrivals, LH/RH downwind joins from VRPs AS ADVISED (Info) / Instructed (Twr) by ATC. If ATC unmanned LH OHJ is advised.  |                                       |  |  |  |                     |    |
| REMARKS                 | ATC may change to AFISO at any time for training purposes. GA Grass parking area is firm except in severe wet weather, when NE parking areas will be used (E3).<br>VRPs. Name loc. Long Lat PlanG<br>FOOT VRP; 5nm NNE N059.01.43. W002.48.23. N59.0286111 W-2.80663888<br>LAMB HOLM ISLAND VRP. 4nm EbyS. N058.53.14. W002.53.36. N59.8872222 W-2.8933333<br>STROMBERRY VRP. 4nm WbyN N059.01.49. W002.56.01. N59.0302777 W-2.9336111 |                                       |  |  |  |                     |    |



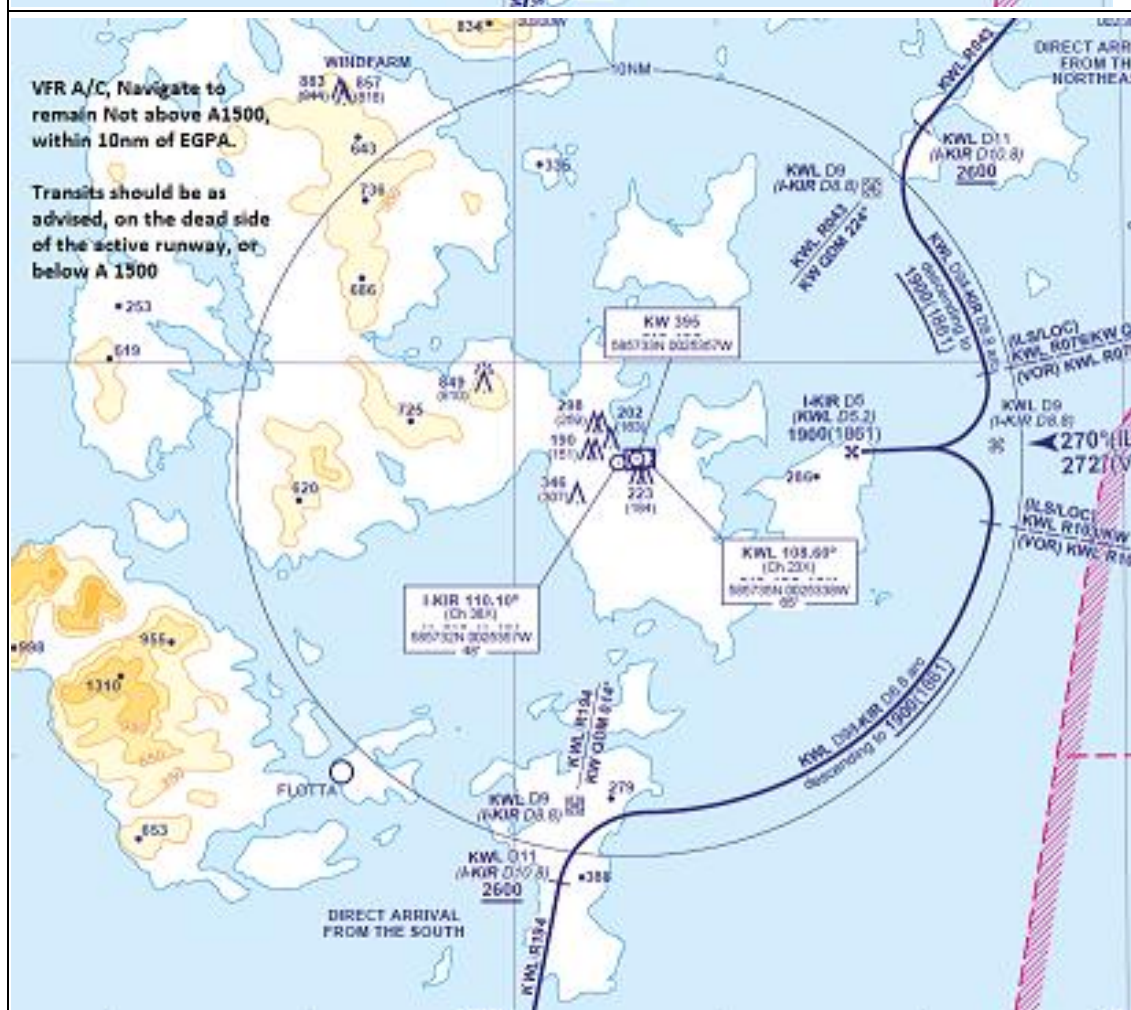


Unless advised otherwise, VFR transits within 10nm of EGPA should either be by the dead side of the A/P or Below A1500'

VFR Pilots should navigate inbound/outbound to EGPA via one of the VRPs or as advised, NOT ABOVE A1500 within 10nm of the A/P.

LISTEN to transmissions to obtain warnings of IFR operations.

IFR have priority over VFR.



**PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.**

**NOT TO BE USED FOR REAL WORLD OPERATIONS**