

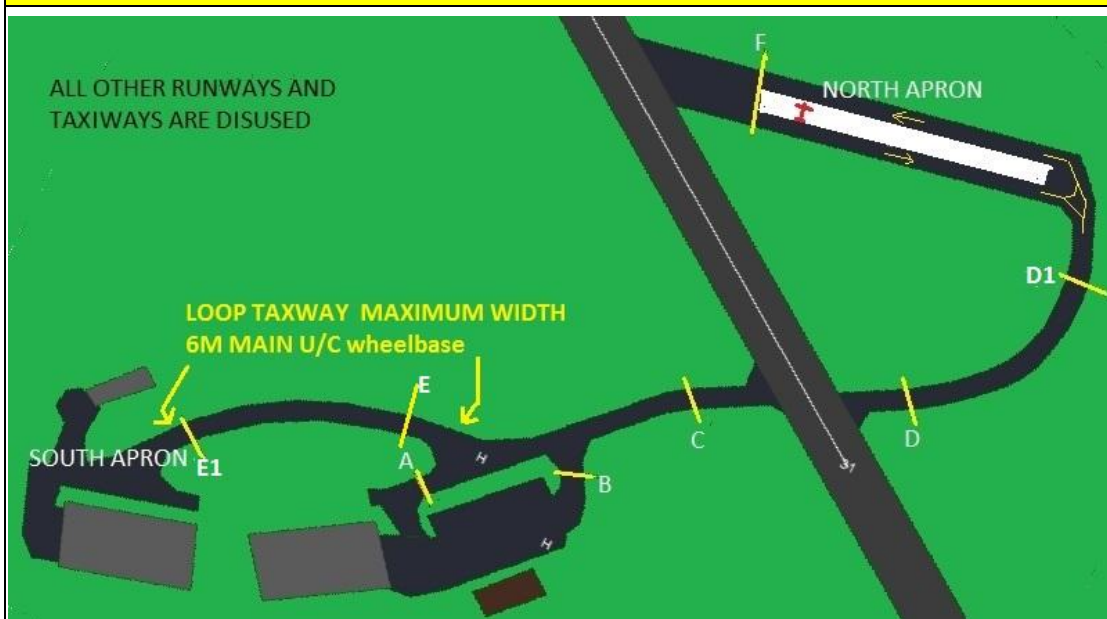
AIRFIELD NAME		September 24		WICK		EGPC		Sc	
CALLSIGN (A/C RADIO)		Wick Tower / Wick Information					119.705		
CALLSIGN (ES/VATSIM)		EGPC_TWR / EGPC_I_TWR					Elev. 126ft		
LOCATION		Lat N058.27.32.000		Long W003.05.35.000		VFR Conspicuity ---			
LOCATION GEOGRAPHIC		1nm N of Wick; Most northerly mainland A/P.					App. 119.705		
CHART SOURCE		NATS	AFISO Procedure training possible at any time.				QFE= QNH-4 HPscIs		
METAR AIRPORT		EGPC 121.625		MORAY FIRTH is a Transponder mandatory Zone. Mode C required.					
NAV AIDS (FSX / PLANG3)		NDB/ WCK 344.00kHz		VOR/ WIK 113.600					
RUNWAYS	Headings		Dimension		Surface				
	13 / 31		1825m x 45m		Grooved Asphalt				
AIRSPACE	CLASS G	Transition level A3000ft		Airspace above is Class E FL 75 +, Airway					
CIRCUITS	1000ft QFE, Unless instructed otherwise by ATC. 13 - LH; 31 - RH. JOINING AS DIRECTED BY ATC.								
HAZARDS	Wild Deer, particularly early morning / late evening. Local Geese during winter period.								
HELICOPTER OPERATIONS	LIGHT helicopters may arrive/depart from the apron. WITH CARE and ATC approval.								
SPECIAL RULES	A/C ARRIVING Rnwy 31:- Backtrack when able to vacate Charlie. Report backtrack and vacated. A/C ARRIVING Rnwy 31 & 13:- HOLD AT C. Report IF NOT able to depart when lined up. Report backtrack; lined up/taking off. Plus any other position report requested by ATC. T/O clearance/instructions will be passed during backtrack. VFR/IFR training flights ONLY if approved by ATC. NO NORDO Aircraft. Start-up requests (or notification of engine started), mandatory on ALL aprons. Request to taxi.								
REMARKS	Loop taxiway Echo available to A/C with Main gear span less than 6m. ALL GRASS AREAS UNSUITABLE FOR ALL A/C. use ONLY marked taxiways. NORTH SEA Servicing Helios have priority over VFR/GA. ALL GRASS AREAS UNSUITABLE FOR ALL A/C.								

VRPs	Lat	PlanG
Castletown A/D (Dis.)day only	N058.35.07 W003.21.01	58.58527778 -3.35027778
Keiss Village -	N058.32.00 W003.07.24	58.53333333 -3.12333333
Duncansby Head Light./NDB[290.5] -	N058.38.38 W003.01.31	58.64388889 -3.02527778
Loch Watten - HOLD S of Railway	N058.29.00 W003.20.06	58.48333333 -3.335
Lybster Village -	N058.18.00 W003.17.06	58.3 -3.285
Thrumster Masts -	N058.23.38 W003.07.28	58.39361111 -3.12416667

NB. When multiple inbound/outbound IFR/VFR. ATC may require GA/VFR to hold at one of the VRPs.

Multiple inbound and outbound GA / VFR. ATC MAY require VFR Over Head Joins at 2000ft.

When multiple outbound VFR and NO KNOWN TRAFFIC. ATC MAY permit/instruct multiple backtrack/line-ups. REMEMBER. The safety of your A/C is your responsibility. If not happy, do not do it.



When multiple back-tracking KEEP RIGHT, to enable good visual of passing traffic.
#1 call ready as last A/C passes.

When landing or backtracking for T/O. TURN-ROUND /LINE UP to use the minimum length of runway you require

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

