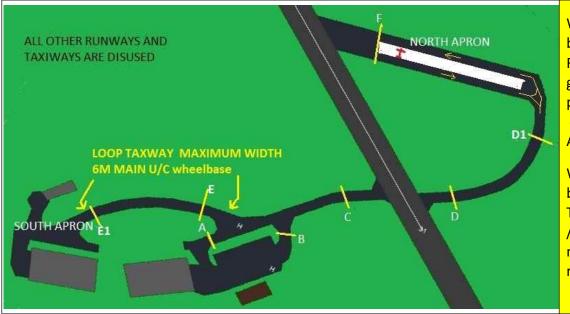
AIRFIELD NAME		May 25		WICK					EGPC	Sc			
CALLSIGN (A/C RADIO)		Wick Tower / Wick Information						119.705					
CALLSIGN (ES/VAT	SIM)	EGPC_TWR / EGPC_I_TWR					Elev. 126ft					
LOCATION			Lat N058.27.32.000			Long W003.05.35.000			VFR Conspicuity				
LOCATION C	SEOGR/	APHIC					Nost northerly mainland A/P.			App. 119.705			
CHART SOU	CHART SOURCE		NATS	AFIS	O Pro	redure training possible at any time.			QFE= QNH-4	HPscls			
METAR AIRE	PORT		EGPC 1	L21.625	N	ORAY FIRTH	is a Trans	ponder mandat	ory Zone. Mod	e C required.			
NAV AIDS (F	SX / PLA	ANG3)	NDB/ \	NCK 344.0	00kHz	VOR/ WIK	113.600						
RUNWAYS	Headings		Dimension Surfac		ce								
	13 / 31		1825m	ı x 45m	Groo	ved Asphalt							
AIRSPACE	CLASS	S G T	ransitio	n level A3	000ft	Airspace a	bove is Cla	ass E FL 75 +, Ai	⁷ 5 +, Airway				
CIRCUITS	1000f	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.												
	Loop taxiway Echo available to A/C with Main gear span less than 6m.												
REMARKS	ALL GRASS AREAS UNSIUTABLE 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.												
	'RPc			lat PlanG					-				

VRPs Lat PlanG N058.35.07 W003.21.01 Castletown A/D (Dis.)day only 58.58527778 -3.350277778 N058.32.00 W003.07.24 58.53333333 -3.123333333 Keiss Village -Duncansby Head Light./NDB[290.5] - N058.38.38 W003.01.31 58.64388889 -3.025277778 N058.29.00 W003.20.06 Loch Watten - HOLD S of Railway 58.48333333 -3.335 N058.18.00 W003.17.06 58.3 -3.285 Lybster Village -N058.23.38 W003.07.28 58.39361111 -3.124166667 Thrumster Masts -

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

