

AIRFIELD NAME	May 20	<b>FETLAR</b>		<b>X6FT</b>	<b>Scotland</b>
CALLSIGN -A/C RADIO	<b>FETLAR TRAFFIC</b>			122.800	
CALLSIGN	<b>FETLAR, an UNCONTROLLED STRIP, VFR ONLY, NO NAVAIDS, NO radio communication.</b>				
LOCATION	Lat: N060.36.13.000	Long: W000.52.22.000	Elev. 262ft		
LOCATION GEO.	15 nm NE by N of Kirkwall Airport			QFE= QNH -8 Hpscls	
CHART SOURCE	VARIOUS	<b>STRIP IS BASIC, OVER A HILL, UNMETTALED, SEVERELY UNDULATING</b>			
METAR AIRPORT	EGPA 108.600	<b>SURFACE. A/C with &lt; 1M Propeller clearance will have PROP-STRIKES.</b>			
RUNWAYS	Headings	Dimension	Surface	<b>ALL Hardcore surfaces, unstable, with loose material.</b>	
	10 / 19	560M x 20M	Gravel, undulating	<b>NO TAXIWAY OR APRON</b>	<b>HELICOPTERS: NO HELIPAD,</b>
AIRSPACE	CLASS G	Transition level 3000ft	Airspace above FIR FL195 class C		<b>ROUGH GROUND,</b>
CIRCUITS	A1000ft	Recommend approach at A2000', to locate strip, use lake and windsock			

**LOCAL HAZARDS**

Main runway and taxiways, will produce loose hardcore with use. control speed on the taxiways. Grass runway will be soft during and after wet weather. USE WITH CARE.  
 Local Sea birds, all species. Standing water on strip, during wet weather - likely muddy pools.

**REMARKS**

**ALWAYS** transmit inbound, outbound, circuit and ground movement calls, more if other A/C in the area, using the A/F, as required. An Overhead Join is recommended for safety and Bird dispersal.

THE SOUTHERN 2/3rds OF THE STRIP SLOPE DOWN TO THE THRESHOLD. Parking, with care, is possible between the strip and the road.

**This is a VERY challenging strip, BE CAREFULL.**

**THIS AIRSTRIP IS NOT RECOMMENDED FOR USE BY LOW WING A/C OR A/C WITH SMALL PROPELLER GROUND CLEARANCE, DUE TO THE UNDULATING SURFACE OF THE AIRSTRIP.**



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