

|                       |   |   |         |   |             |
|-----------------------|---|---|---------|---|-------------|
| AIRFIELD NAME         | March 20  | <b>WEST WALES / ABERPORTH</b>   |         | <b>EGFA</b>   | <b>West</b> |
| CALLSIGN (A/C RADIO)  | West Wales Information/Radio  |   |         | 122.150   |             |
| CALLSIGN (ES/VATSIM)  | EGFA_I_TWR / EGFA_R_TWR   |   |         | Elev. 428 ft  |             |
| LOCATION              | Lat N052.06.53.000  | Long W004.33.34.000   |         | Conspicuity ----  |             |
| LOCATION GEOGRAPHIC   | 4nm E of Cardigan   |   |         | QFE= QNH -14HPscIs  |             |
| CHART SOURCE/VOR      | NATS  | <b>THE AFISO</b> will control all A/C moving on the runway. Departing A/C will report |         |   |             |
| METAR AIRPORT         | EGFF 132.470  | 'lined up'. Arriving A/C will report 'Taxiing', at taxi speed on the runway.          |         |   |             |
| NAV AIDS [FSX-NOT RW] | NDB 370.00  | IF needed ALL A/C should report HOLDING to enter or vacate runway.                    |         |   |             |
| RUNWAYS               | Headings  | Dimension   | Surface | <b>ALL Helicopters fly A/D circuit patterns as stated below.</b>  |             |
|                       | 07 / 25   | 1257M x 30M   | Asphalt | Wheeled helicopters must use runway and taxiway. Light Helicopters, set down on runway opposite Tower and air taxi. |             |
|                       | 04 / 22   | <b>unlicensed</b>   | Grass   |   |             |
| AIRSPACE              | CLASS G   | Transition level 6000ft   |         | Airspace above Class C, LONDON FIR FL 195   |             |
| CIRCUITS              | 1000ft QFE/ 1450ft QNH. 08/04 RH. 26/22 LH. <b>Refer to chart below for restrictions due DANGER AREA</b>  |   |         |   |             |
| NO FLY AREA           | <b>NO FLY AREAS:</b> Avoid ALL built up areas below circuit height. <b>REMAIN CLEAR OF THE COAST</b> to the <b>NORTH - ACTIVE DANGER AREA</b> , flying and engaging drones. Assume Sfce + at all times unless advised.  |   |         |   |             |
| LOCAL HAZARDS         | The A/D lies within a range <b>DANGER area</b> . Pilots should <b>check if active 10nm away</b> . The A/D operates <b>DRONES</b> . <b>The A/F may be unavailable during DRONE operations due to equipment on the runway</b> . <b>At these times, IF NO DRONE AIRBORNE</b> , 04/22 MAY be available, own risk, request on first call.  |   |         |   |             |
| SPECIAL RULES         | <b>With AFISO OR AGO</b> , ALL departing A/C must report holding 08/26 <b>AS WELL AS</b> reporting as above. <b>All A/C MUST</b> report 'BACKTRCKING', if doing so, as well as 'vacated the runway' or 'holding short' if hold is occupied. <b>NO OVERHEAD JOINS</b> . JOIN 'DOWNWIND' or 'BASE'. <b>AFTER</b> reporting your joining intentions. - Circuit entry point. Joining from the North, you will be advised, 'continue inbound' or 'Report A/F in sight via New Quay and A487' |   |         |   |             |
| REMARKS               | ALL grass areas subject to waterlogging.  |   |         |   |             |





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



DEPARTING A/C WILL BE UNDER AFISO CONTROL  
UNTIL REPORTING LINED UP.  
ARRIVING A/C WILL BE UNDER AFISO CONTROL  
WHEN AT TAXI SPEED ON THE RUNWAY.

