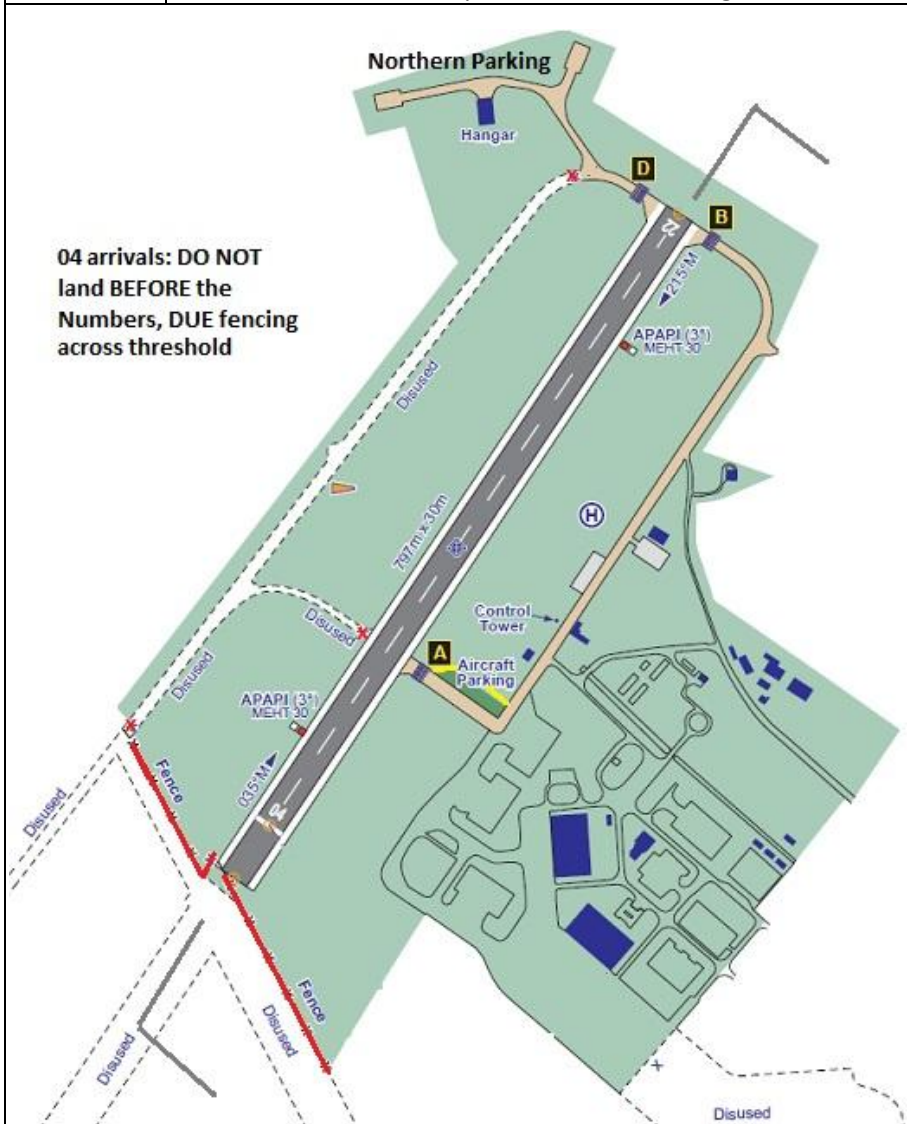


AIRFIELD NAME	May 20	<b>PEMBREY</b>		<b>EGFP</b>	<b>West</b>
CALLSIGN (A/C RADIO)	Pembrey Radio			124.400	
CALLSIGN (ES/VATSIM)	EGFP_R_TWR			Range control; 122.750	
LOCATION	Lat N051.42.50.000	Long W004.41.44.000		Elev. 15ft	
LOCATION GEOGRAPHIC	6nm WNWof Llanelli; 9nm S of Carmarthen			Conspicuity ----	
CHART SOURCE/VOR	NATS	<b>NO NORDO AIRCRAFT</b>		QFE= QNH	
METAR AIRPORT	EGFF CARDIF 132.475		Inbound Pilots should contact Pembrey Range or Pembrey Radio at 10nm. If range is active remain not less than 5nm to North > NE (within sight of the A48) - You may be advised of a straight in app to runway 22, or advised when range will be inactive. If landing with range active. <b>NO MISSED APPROACH.</b>		
NAV AIDS PlanG [NOT RW]	<b>NDB PMB 341KHz</b>				
RUNWAYS	Headings	Dimension	Surface		
	04/22	797m x 30m	Asphalt		
AIRSPACE	CLASS G	Transition level 6000ft		Airspace above Class C Base FL195; London FIR	
CIRCUITS	1000ft	04 RH; 22 LH; NB when range is active expect straight in or remain clear, as advised			
SPECIAL RULES	<p>Pembrey aerodrome is located within Danger Area EGD118, Pembrey Sands. During the notified activity times of EGD118, including periods notified by NOTAM, flights to/from Pembrey Aerodrome may only take place with the permission of Pembrey Sands Range Control; 122.750 10 nm prior to range border entry. Such permission will be granted only under exceptional circumstances. Pilots of aircraft wishing to use the aerodrome during the notified hours of EG D118 must obtain approval from Pembrey Aerodrome prior to departure. Such approval is only provisional and may subsequently be cancelled or delayed by range operations. Pilots should take this into account when planning their flights and calculating fuel requirements. NON radio A/C not accepted, includes microlights.</p>				



**NO FLY AREAS**  
RANGE AREA, 'Pembrey Sands' when active. Strict control for Arrivals and departures  
Villages of Cydwell and Burry port

**REMARKS**  
**Pembrey Radio will contact Range control by landline and relay instructions/clearances to Pilots.**

Microlights may operate, when able, In the Circuit. **Aircraft on Final have right of way**, microlights should extend downwind.

On VATSIM, pilots may 'phone' Pembrey to request range active periods. NOTAMS may be issued on TS

NOT all taxiways suitable for A/C; use marked taxiways ONLY

**HELICOPTER OPERATIONS**  
VARIABLE APP & DEP. listen to airfield information. Approach as FIXED WING, set down on helipad.

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