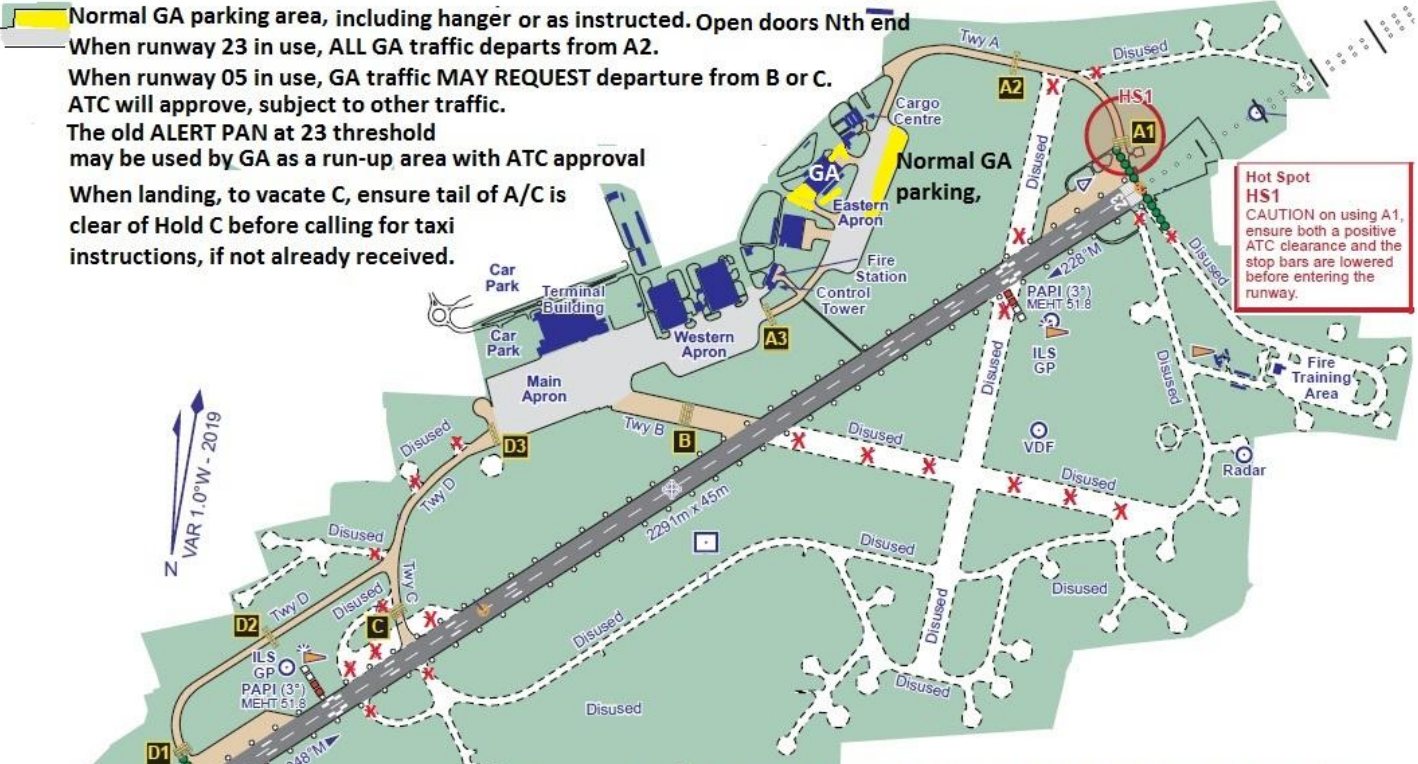


AIRFIELD NAME AND ICAO		February 20	DURHAM, TEES VALLEY		EGNV	Sc
CALLSIGN (RADIO)		Durham Tower			119.800	
CALLSIGN (ES/VATSIM)		EGNV_TWR			Elev. 120ft	
LOCATION		Lat N054.30.33.000	Long W001.25.46.000		Conspicuity	
LOCATION GEOGRAPHIC		4.7nm SE of Darlington			RDR/App.118.850	
CHART SOURCE		NATS	Director 128.850	ILS/ ITSE 108.500MHz	QFE= QNH-4 HPscIs	
METAR AIRPORT		EGNV 132.800			NO FLY AREAS Avoid overflying local villages if possible - Eaglescliffe Middleton St George, Middleton-One-Row, and Yarm, if not, NOT BELOW 1000ft QFE	
NAV AIDS		NDB TD347.500kHz. OM 23				
RUNWAYS	Headings	Dimension	Surface		NO NORDO AIRCRAFT NO HELICOPTER TRAINING FIXED WING TRAINING - SUBJECT TO OTHER TRAFFIC. ATC will advise	
	05 / 23	2291 x 45	Asphalt			
AIRSPACE	CLASS D EGNV CTR	Transition level 6000ft	Airspace above is Class C Base FL195 London FIR		NO NORDO AIRCRAFT NO HELICOPTER TRAINING FIXED WING TRAINING - SUBJECT TO OTHER TRAFFIC. ATC will advise	
CIRCUITS	GA 1000ft QFE ALL Jet/Jet-prop MIN 1500ft		Circuits are variable as instructed by ATC.			
LOCAL HAZARDS	Bird concentrations on surrounding farmland, A/C may be required to delay until dispersal achieved. Deer Hazard, report any sightings to ATC. Taxiway A, 10.5M wide , if needed call for runway entry via B; Exit via Backtrack and B ALL TAXIWAYS to the SE of 05/23 ARE DISUSED. Free fall parachuting takes place locally up to FL150. ATC will advise.					
SPECIAL RULES	A/C requiring transit should call ATC 10 minutes or 20nm from the CTR, (25dme) whichever is earlier. VFR pilots transiting along the coast, OCAS, should contact ATC before reaching the VRP to clear transition altitude. (Possibility of non standard military and other joins/departures.)					
HELICOPTER OPERATIONS	Helicopters join and depart as per Fixed wing; Circuits as per fixed wing. NO HELICOPTER TRAINING ALLOWED.					
VRPs						
A Hartlepool N054.41.000 W001.12.500						
B Redcar Racecourse N054.36.260 W001.03.510						
C Sedgfield Racecourse N054.38.450 W001.28.060						
D Stokesley N054.28.110 W001.11.410						
E Motorway Junction A1(M)/A66(M) N054.30.000 W001.37.360						
F Northallerton N054.20.200 W001.25.550						
NB VFR flights transiting OCAS, along the coast should call 5nm from either VRP and as instructed. There may be an altitude restriction for clearance from inbound/outbound traffic		VFR A/C should expect to arrive/depart via Stokesley or Sedgfield Race Course. via other VRPs may be requested/ft planned.				

Normal GA parking area, including hanger or as instructed. Open doors Nth end
 When runway 23 in use, ALL GA traffic departs from A2.
 When runway 05 in use, GA traffic MAY REQUEST departure from B or C.
 ATC will approve, subject to other traffic.
 The old ALERT PAN at 23 threshold may be used by GA as a run-up area with ATC approval
 When landing, to vacate C, ensure tail of A/C is clear of Hold C before calling for taxi instructions, if not already received.



Hot Spot HS1
 CAUTION on using A1, ensure both a positive ATC clearance and the stop bars are lowered before entering the runway.

GA A/C. Circuits, VARIABLE, as specified by ATC @ 1000' QFE (A1200).
 ALL other A/C, Variable, NOT BELOW 1500' QFE or as directed.
 ALL A/C should avoid overflying ALL built up areas at circuit Height.
 GA A/C should include in their Flt Pln the most convenient VRP for their flight, in or out of EGNV. ATC will try to enable that request.

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VAR 2.5°W - 2011
 Annual Rate of Change 0.16°E

ALL PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME on CIX TEAMSPEAK.

NOT TO BE USED FOR REAL WORLD OPERATIONS

50 100 150m
 100 200 300 400 500ft