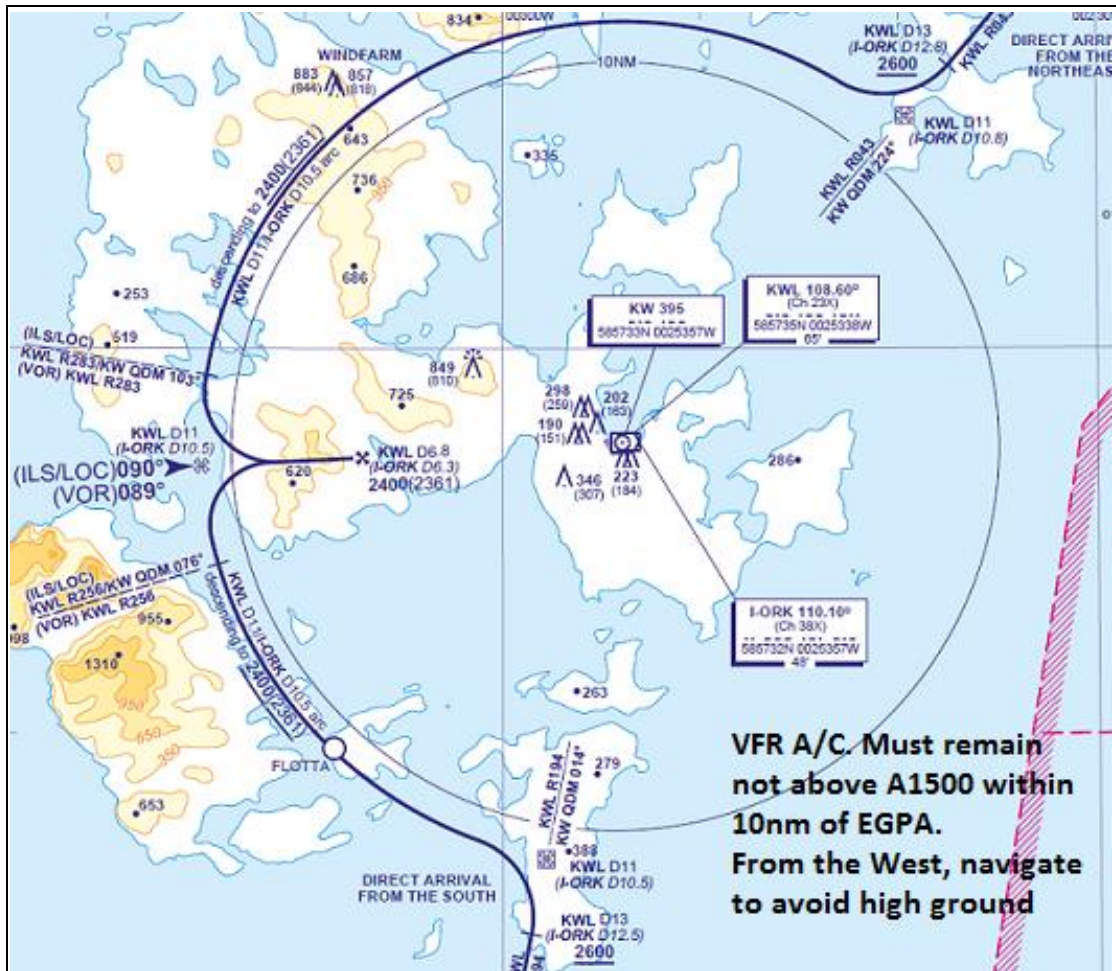


AIRFIELD NAME AND ICAO		October 20	KIRKWALL		EGPA	Sc
CALLSIGN (A/C RADIO)		Kirkwall tower / Kirkwall information			118.300	
CALLSIGN (ES/VATSIM)		EGPA_TWR / EGPA_I_TWR			Elev. 58ft	
LOCATION		Lat N058.57.29.000	Long W002.54.40.000		VFR Conspicuity ---	
LOCATION GEOGRAPHIC		2.5nm SE of Kirkwall			App.118.300	
CHART SOURCE		NATS	LANDING runway 32 and departing runway 14,		QFE= QNH	
METAR AIRPORT		EGPA 108.600	BACKTRACK of runway is required. Adjust your separation.			
NAV AIDS (FSX / PLANG3)		NDB ;KW 395	VOR ;KWL 108.60	ILS; 09/27;110.10 note IFR approach patterns.		
RUNWAYS	Headings	Dimension	Surface		Within 10nm of A/P, VFR A/C must remain NOT ABOVE A1500ft, due IFR approaches. see below	
	09 / 27	1428m x 46m	Grooved Asphalt			
	14 / 32	680m x 18m	Asphalt; DAYLIGHT USE ONLY - NO LIGHTING			
AIRSPACE	CLASS G	Transition level 3000ft		Airspace above Class C FL195 Base Alt Scottish FIR		
CIRCUITS	1000ft QNH	LH or as advised / instructed		IFR A/C will usually use TAXI Romeo to/from runway		
NO FLY	Avoid overflying Kirkwall town. VFR NOT above A1500 within 10nm of A/P					
LOCAL HAZARDS	Disused 07/25 runway and NE peri. track unsuitable for A/C. Grass areas unsuitable for A/C due poor drainage/water-logging. Runway 27 approach subject to turbulence and wind-shear in strong winds Sea birds are a hazard around and on the A/F, 24/7.					
HELICOPTER OPERATIONS	Approaches / departures as fixed wing. Inbounds from S set down at Helipad, between R5 and E1. Departures from helipad as advised by ATC. If traffic allows, LIGHT(GA) Helios may arrive/depart direct to/from appropriate apron/grass area at pilot's discretion. DO NOT overfly A/P buildings. Wheeled Helios may use runway 14/32, if available.					
SPECIAL RULES	UNLESS an ILS approach has been cleared by ATC, GA/VFR A/C are to approach via one of the VRPs below. If transiting, as advised or transit on the dead side of the A/P unless less than A1500 VFR Arrivals, LH/RH downwind joins from VRPs AS ADVISED (Info) / Instructed (Twr) by ATC. If ATC unmanned LH OHJ is advised.					
REMARKS	ATC may change to AFISO at any time for training purposes. GA Grass parking area is firm except in severe wet weather, when NE parking areas will be used (E3). VRPs. Name loc. Long Lat PlanG FOOT VRP; 5nm NNE N059.01.43. W002.48.23. N59.0286111 W-2.80663888 LAMB HOLM ISLAND VRP. 4nm EbyS. N058.53.14. W002.53.36. N59.8872222 W-2.8933333 STROMBERRY VRP. 4nm WbyN N059.01.49. W002.56.01. N59.0302777 W-2.9336111					



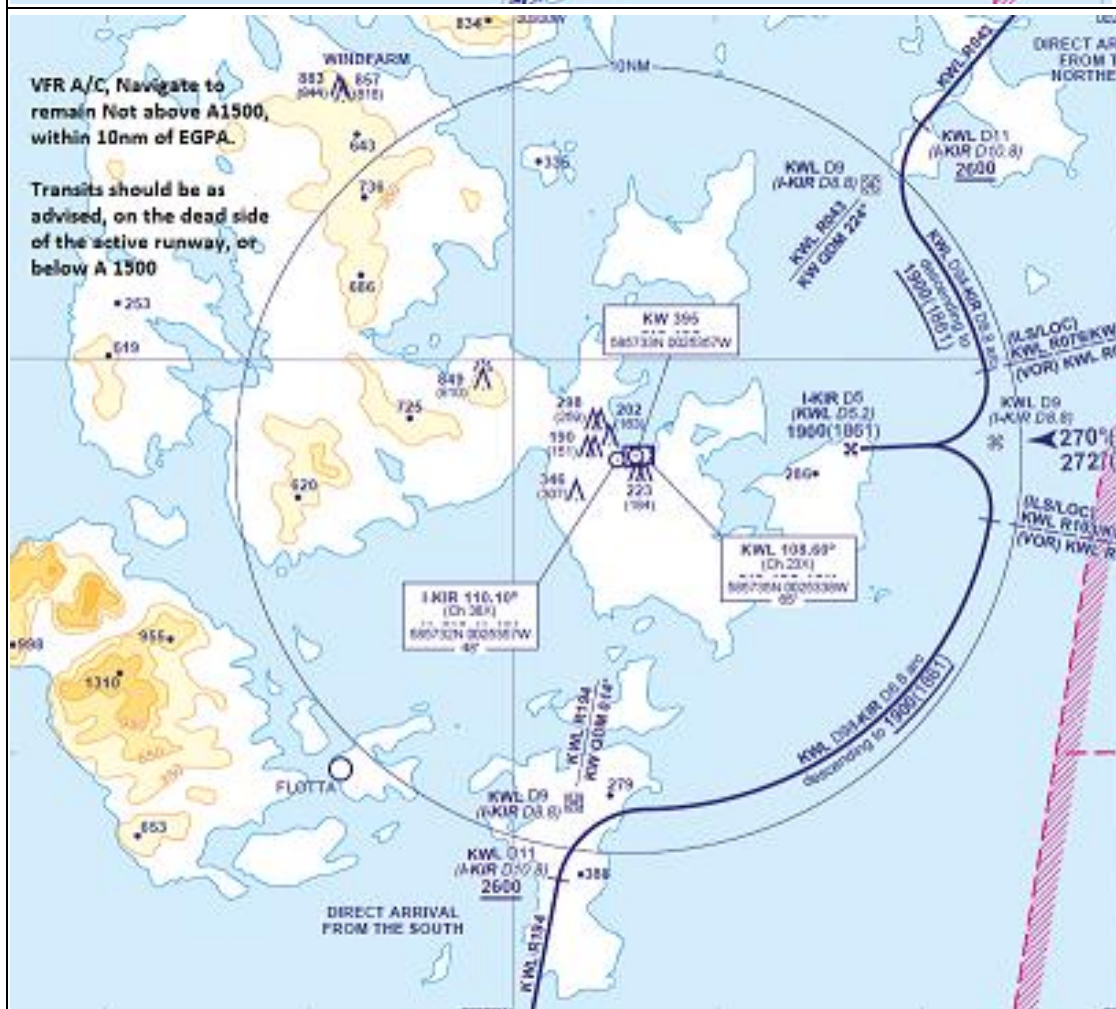


Unless advised otherwise, VFR transits within 10nm of EGPA should either be by the dead side of the A/P or Below A1500'

VFR Pilots should navigate inbound/outbound to EGPA via one of the VRPs or as advised, NOT ABOVE A1500 within 10nm of the A/P.

LISTEN to transmissions to obtain warnings of IFR operations.

IFR have priority over VFR.



PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.

NOT TO BE USED FOR REAL WORLD OPERATIONS