

POOLEYS FLIGHT GUIDE

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AMENDMENT- AIRNOTE 2

AIRAC 04/2022 - 21st April 2022

Replacement/Additional Pages

1-4.....	Classification of UK Airspace
173-174.....	Campbeltown
255-256.....	Duxford
329-330.....	Glasgow

AIRNOTES

Airnotes provide a comprehensive listing of all changes applicable to the current Flight Guide. These are updated every 28 days in line with the AIRAC cycle and are available via the Pooleys Website.

Changes notified since the last issue of Airnotes are identified by a 'bullet' in the left-hand margin.

To obviate the necessity of incorporating lengthy manuscript amendments, it is suggested that pages which are subject to amendment be suitably annotated, and then refer to the Airnotes, as required, for details of the changes.

POOLEYS FLIGHT GUIDE
AIRNOTES
AIRAC 04/2022 - (21st April 2022)

UK Flight Information Regions

Nil

CLASSIFICATION OF UK AIRSPACE

- **1-6** Many changes incorporated, please see the new pages via the link below.
For information go to, www.pooleys.com/pooleys-uk-flight-guide-amendments/

LOWER AIRSPACE RADAR SERVICE (LARS)

- 25** Newcastle radius corrected to 40 nm on diagram.

RADAR SERVICE - FL100 AND ABOVE (OUTSIDE CAS)

- 28** Western Radar Op hours amended to 0645-2015 and contact numbers replaced by 01489 585511.

MILITARY AERODROME TRAFFIC ZONES (MATZ)

Nil

FREQUENCY MONITORING CODES

- 32** Birmingham Monitoring Frequency Callsign amended from Birmingham Approach to Birmingham Radar.
- London Stansted, amend callsign from Essex Radar to Stansted Radar.
- 33** Paragraph 5, Scottish Centre renamed to London Centre.

DACS and DAAIS

- **36** Areas D036, D037, D038, Upper limit amended to 10000ft Alt.
- 45** New Area R156 Windsor Castle, Limits SFC-2500ft Alt.

AERODROMES

- 67 ABBOTS BROMLEY** Amend to, Op hrs: Strictly PPR. SR-SS. (PPR essential by telephone, leave text message if no reply)
- **71 ABERDEEN/Dyce** Airway P18 replaced by TAY CTA , see chart at www.pooleys.com/pooleys-uk-flight-guide-amendments/
- 108 BENBECULA** Runway Dimensions:
On graphic amend 06/24 to 1837m & 17/35 to 1208m.
- **117 BIGGIN HILL** Hold E withdrawn.
- **134 BLACKPOOL** Remarks: Add, Online PPR via <https://www.blackpoolairport.com/ppr/>
- 137 BODMIN** New circuit diagrams added.
See new charts at, www.pooleys.com/pooleys-uk-flight-guide-amendments/
- 167 BUTE** Op hrs: Amend to Strictly PPR. Daylight hours only.
- **169 CAERNARFON** Holds A1 and B1 renamed A & B respectively.
- **171 CAMBRIDGE** Helipad 2 removed.
- **172 CAMBRIDGE** Circuits, add, Helicopters operating from H1 will fly variable circuits to minimise noise and avoid fixed wing traffic.
Warnings: Add, Possible glare from car park to the right of Rwy 23 approach.
- 173 CAMPBELTOWN** Runway Dimensions and declared distances amended to:

Rwy	Dim(m)	TORA(m)	LDA(m)
11/29	1412x30	11/29-1412	11/29-1412

Op hrs: Amend Sun hrs to 1650-1800.

- 174 **CARDIFF** Com/Nav: Amend TWR frequency to 133-105.
- 198 **CHIRK** Contact details: Remove the telephone number for the Operator.
- 202 **COAL ASTON** Note on graphic regarding Trees at 70ft AGL, amend to read Trees over 86ft AGL (Note: The trees are over 106ft above Rwy 11 thld). Suggested offset approach to Rwy 29 and departure from Rwy 11 to avoid trees.
- 208 **COMPTON ABBAS** Delete Melbury Abbas avoid.
 - Departures: Rwy 26, Replace text with, Right turn as soon as practicable after passing 200ft AAL in order to avoid Compton village, tracking over the crest of Melbury hill.
- 218 **CRANFIELD** Restaurant: Replace with, "Various catering facilities on Cranfield University Campus available." Fuel: Delete Air BP. Contact details: Delete Admin and Ops, phone & fax numbers.
- 259 **DUNKESWELL** Circuits: Add, Aircraft are to join downwind or Base.
- 255 **DUXFORD** Cambridge Gas Venting site added:-
0.25nm radius centred on N52 04 51, E000 09 51. Limits: SFC - 2700ft ALT. See chart at, www.pooleys.com/pooleys-uk-flight-guide-amendments/
- 257 **EARLS COLNE** Northern taxiway added, Hot Spots 1 & 2 added. Hold 06 renamed hold A, hold 24 renamed hold B, new hold C added NE end of new taxiway. Caution: Add, Helicopter circuit and approach pattern different to fixed wing circuit and approach pattern. Remove "during strong southerly winds" from windshear statement. See amended chart at www.pooleys.com/pooleys-uk-flight-guide-amendments/
- 278 **EDINBURGH** Hot Spot 1 added on taxiway A between hold A15-A17. Mis-route hot spot, multiple taxiway intersections in close proximity. Pilots to be aware of potential mis-route.
- 295 **EXETER** TODAs added for take-off from taxiway intersections. See amended chart at www.pooleys.com/pooleys-uk-flight-guide-amendments/
- 330 **GLASGOW** Taxiway C closed and Hold C removed.
- 335 **GLASGOW** Control Zone Graphic: Controlled airspace to the NW, L602 renamed as ARGYLL CTA 1.
- 357 **HAWARDEN** Radio Mandatory Zone paragraph note 2, amend to the following.
2. Display the Hawarden Monitoring *4607 with Mode C as detailed below and in ENR 1.6 paragraph 2.6, UK SSR Code Allocation Plan, and monitor Hawarden Radar 120-055 prior to entering and whilst inside the RMZ. Pilots must maintain a listening watch and establish 2-way RTF communication, if directed, whilst operating inside the RMZ. Selection of the FMC does not imply receipt of an ATC service and pilots remain responsible for navigation, separation, terrain clearance, and are expected to remain outside of Controlled Airspace at all times. When a pilot leaves the RMZ they should deselect the FMC.
- 396 **KIRKWALL** E3 Hold replaced with Vehicle Hold. Disused taxiway between Holds W2 & W3 opened as TWY W. New SATE compound N of newly opened taxiway W. See amended chart at www.pooleys.com/pooleys-uk-flight-guide-amendments/
- 403 **LAND'S END** Hold X renamed Hold Z.
- 416 **LEEDS BRADFORD** Handling: Add radio 131-500 to Swissport.
- 417 **LEEDS BRADFORD** Contact details: Admin number amended to 0871 288 3285.
- 424 **LEICESTER** Remarks: Replace para 6 (Helicopter joins...) with the following Helicopter circuits at 700ft QFE, LH on Rwy 04, 06, 15, 16 and 28; RH on Rwy 10, 22, 24, 33 and 34. No overhead helicopter joins. Helicopters should join the helicopter circuit at 700ft QFE remaining clear of the fixed wing circuit.
- 425 **LERWICK/Tingwall** Op hrs: Amend to: PPR. Mon-Fri 0900-1700; Mon (Feb-Oct) 0730-1700, Sat (May-Oct) 1100-1330, and by arrangement. Website: Amend to: <https://www.shetland.gov.uk/transport/tingwall-airport>
- 434 **LIVERPOOL** Email: Amend to, airportcontrol@liverpoolairport.com (PPR).
- 455 **LONDON STANSTED** Com/Nav: Rename Essex Radar to Stansted Radar. Also in the Remarks 5th line and TMZ text 7th line.
- 456 **LONDON STANSTED** Note 2: Rename Essex Radar to Stansted Radar.

- **457 LONDON STANSTED** LTMA 2 removed, lower limits revised for Stansted CTA 3, from 2000ft to 2500ft.
- **458 LONDONDERRY/Eglinton** Vehicle Holds added.
See amended chart at www.pooleys.com/pooleys-uk-flight-guide-amendments/
- **506 NETHERTHORPE** Com/Nav: and Remarks:
Amend Doncaster App frequency to 126•225.
- **515 NEWCASTLE** Airway P18 replaced by BORDERS CTA 12 & 13.
New BORDERS CTA 14 D FL75-FL105 added.
see chart at www.pooleys.com/pooleys-uk-flight-guide-amendments/
- **519 NEWQUAY** Maintenance: Apple Aviation replaced by STS Aviation,
Website: www.stsaviationgroup.com
- **524 NORTHAMPTON/Sywell** Com/Nav: Amend to c/s Sywell Radio 122•705 A/G.
Remarks: PPR. Aerodrome strictly PPR by application form available on website www.sywellaerodrome.co.uk/aviation/sywell-aerodrome-ppr.
- **525 NORTHAMPTON/Sywell** Email: replace with info@sywellaerodrome.co.uk & tower@sywellaerodrome.co.uk
- **534 NORTH WEALD** Spelling correction to Air Ambulance Hangar.
- **538 NORWICH** Op hrs: amend to, Strictly PPR. Mon 0715-1815; Tue-Wed 0745-1800; Thu-Fri 0745-2015; Sat 0800-1800; Sun 0800-2000.
- **552 OLD BUCKENHAM** Remark for Electric Aircraft Charging added.
ELECTRIC AIRCRAFT CHARGING IS AVAILABLE 7 DAYS
Charging requests can be made when applying for PPR (online).
Aircraft types currently serviced: (Note: Charging is not self service)
NUNCATS Zenith CH705 & Pipistrel Velis Electro.
- **564 OXFORD** Heli Hold Points N, S, E & W added.
For information go to, www.pooleys.com/pooleys-uk-flight-guide-amendments/
- **592 PRESTWICK** Op Hrs: add. PPR is mandatory, 72 hrs in advance.
Handling: amend email to pikfbo@glasgowprestwick
- **612 ST ATHAN** Remove Compass Base from graphic.
- **621 SANDY** Rwy 09/27, add text, Not available to visiting Pilots.
Op hrs: amend to 0800-SS (Sundays 0930-SS).
Remarks: Remove from circuits text, "27 & 09".
Warnings: Amend to.
Considerable road traffic crosses Rwy 35 short final using A603. Rwy 35/17 Downwind follows a local road The Ridgeway-No flying to the west of this ground feature in circuit. Rwy 35/17, 20ft trees on final both ends, in close proximity to thlds. 80ft trees adjacent to lake on short final Rwy 27. 4ft hedge close to Rwy 09 Thld. Sandy TV mast 972ft amsl (790ft agl) 2.5 nm east of AD.
Shuttleworth AD 2.5 nm SSW of AD has regular air displays during the summer weekends, please note when RA(T) active, no visiting pilots. No Fly Zone to the East of aerodrome. Do not overfly local villages below 2000ft, particularly Moggerhanger immediately to the west.
- **623 SCILLY ISLES/St Mary's** New taxiway H and hold H added at the SW corner of the main apron. Main taxiway renamed taxiway A. See chart at:-
www.pooleys.com/pooleys-uk-flight-guide-amendments/
- **630 SHERBURN IN ELMET** Op Hrs: Amend to 0900-SS. (0800-1830).
- **653 SOUTHAMPTON** Solent CTA Chart, amend upper limit for area D037 from D037/55 to, D037/10 (Ocnl /55).
- **678 SWANSEA** The 2 helipads on Taxiway A have moved south towards Hold B1.
- **683 TEESSIDE INTL** Taxiway B width reduced to 23m.
Maintenance: Available via Draken, Tel: 01325 332322.
- **684 TEESSIDE INTL** Handling: Amend Jet Centre telephone number to 01325 331049.
Contact details: Amend Telephone to 01325 332811.
- **702 TURWESTON** Remarks: Add, 3 axis Fixed-wing microlights are permitted.
- **735 WILLOW FARM** Com/Nav: Amend Doncaster Sheffield frequency to 126•225.

UK HELIPADS & HELIPORTS

796 LONDON HELIPORT London Heliport LFA paragraph. Amend first line to:-
"Pilots must remain outside Restricted Areas R156 (Windsor Castle) & R157."

- **803 LONDON (ISLE OF DOGS)** New Operator, SKYPORTS Ltd.
Com/Nav: Radio callsign changed to SKYPORT 131•965.
Lighting: Portable LEDs added. Email: ops@skyportslondonheliport.co.uk
Website: www.skyportslondonheliport.co.uk

HELICOPTER ROUTES IN THE LONDON CTR AND LONDON CITY CTR

- 817** Restricted Area R156 (Windsor Castle) added to diagram.

MICROLIGHT SITES

- 834** Add High Trees Farm (Staffordshire) N5251.25 W00152.82 Elev 420ft.



International Dawn to Dusk Competition

The Dawn to Dusk Competition, now in its **fifty ninth year**, provides a unique aeronautical challenge participating in a day's flying using an aircraft of the competitor's choice. The competition is an opportunity to further your flying, to expand your horizons and to give you the excuse you need to have the flying adventure you have always wanted.

The Objective of Dawn to Dusk is to encourage the most interesting employment of a Flying Machine within the limits of competent airmanship and to demonstrate the capabilities of pilot and machine in a day's flying, in the hours between Dawn and Dusk, whilst undertaking an original and praiseworthy objective.

All that is required is for the competitor to set themselves a challenging goal with a theme and fly it. You then need to write up a detailed log of your preparations and flight.

Over the past 50+ years winning and highly placed entries have been submitted from more than 14 countries including Australia, New Zealand, Scandinavia, Canada, United States and of course from across Europe.

If you are interested in entering the competition, please click on the '**How to Enter**' tab on our website: www.pooleys.com/dawn-to-dusk/. If you have any questions, please email enquiries@pooleysdawntodusk.com and we will come back to you.

CLASSIFICATION OF UNITED KINGDOM AIRSPACE

CLASS A

a. All Control Areas (Airways) below FL195 as notified within the UK FIR with the exceptions listed below:

- i. Those parts which lie within the Belfast TMAs/CTRs and Scottish TMAs;
- ii. Strangford CTA;
- iii. Holyhead CTA;
- iv. Argyll CTA;
- v. Moray CTA;
- vi. Borders CTA 5, 9, 10, 11, 12, 13 & 14;
- vii. Tay CTA 10, 11, 12 & 13;
- viii. Berry Head CTA 7;
- ix. Clacton CTA;
- x. Cotswold CTA 2;
- xi. Daventry CTAs 21 & 22;
- xii. Portsmouth CTA 3;
- xiii. Yorkshire CTA 17.

b. Channel Islands Terminal Control Area (North and South):

Outside the notified hours of watch of the Jersey ATCU.

- (i) Those parts of Channel Islands TMA South which lie within the Brest FIR are notified as Class E airspace and are controlled by Brest ACC.
 - (ii) Those parts of the Channel Islands TMA North which lie within the London FIR and are located below the lower limits of the Berry Head and Portsmouth CTAs are notified as Class G airspace;
- c. Shanwick Oceanic CTA - The Shanwick, Santa Maria, New York and Reykjavik Oceanic Control Areas are hereby notified pursuant to the Air Navigation Order at and above FL55 for the purposes of ICAO annex 11 chapter 2 para 2.6.1 and SERA.6001(a) Classification of Airspace Class A.**

Glider operations in Class A airspace

In certain notified portions of Class A airspace, gliders are permitted to operate without reference to ATC in accordance with specified conditions and neither separation nor traffic information will be provided in respect of such flights. When such activity occurs, such airspace will be segregated from other traffic, which is provided with at least standard separation from the segregated airspace. Such segregated activities are undertaken in accordance with the flexible use of airspace provisions contained within Commission Regulation (EC) 2150 of 2005.

CLASSIFICATION OF UNITED KINGDOM AIRSPACE (continued)

CLASS B

No UK Airspace is currently designated Class B.

CLASS C

Above FL195 all airspace in the London and Scottish FIRs is notified as Class C Airspace. This includes all CTAs & TMAs above FL195) as notified within the UK FIR and Upper Airspace Control Area - the London and Scottish UIR between FL245 & FL660 (which includes Free Route Airspace).

Below FL195 the following Airspace is also notified as Class C Airspace:

- a. Berry Head Control Area 7;
- b. Cotswold Control Area 2;
- c. Daventry Control Areas 21 & 22;
- d. Holyhead Control Areas (excluding areas 15 & 16);
- e. Portsmouth CTA 3;
- f. Severn Control Areas 1 & 2;
- g. Clacton CTA 10, 11 & 12.

CLASS D

Aberdeen CTR/CTA;	Leeds Bradford CTR/CTA;
Balder CTA;	Liverpool CTR/CTA;
Belfast CTR;	London CTR;
Belfast TMA;	London/City CTR/CTA;
Belfast/City CTR/CTA;	London/Gatwick CTR/CTA;
Birmingham CTR/CTA;	London/Luton CTR/CTA;
Borders CTA 5, 9, 10, 11, 12, 13 & 14;	London/Stansted CTR/CTA;
Bournemouth CTR;	Manchester CTR/CTA;
Bristol CTR/CTA;	Newcastle CTR/CTA;
Brize Norton CTR;	Norwich CTR/CTA;
Cardiff CTR/CTA;	Prestwick CTR/CTA;
Channel Islands CTR/CTA;	Scottish TMA;
Doncaster Sheffield CTR/CTA;	Solent CTA;
East Midlands CTR/CTA;	Southampton CTR;
Edinburgh CTR/CTA;	Southend CTR/CTA;
Ekofisk CTA;	Strangford CTA;
Farnborough CTR/CTA;	Sumburgh CTR/CTA;
Glasgow CTR/CTA;	Teesside Int Airport CTR/CTA;
Isle of Man CTR/CTA;	Yorkshire CTA 17.

CLASSIFICATION OF UNITED KINGDOM AIRSPACE (continued)

CLASS E

The following airspace below FL195 is notified as Class E Airspace:

- a. Parts of the Scottish TMA below 6000 ft;
- b. Parts of the Farnborough CTA;
- c. Doncaster Sheffield CTA 13;
- d. Holyhead CTA areas 15 & 16;
- e. Argyll CTA;
- f. Moray CTA.

Notes: for paras b-f

Additionally notified as Transponder Mandatory Zone airspace for the purpose of the Air Navigation Order.

Notes: for para c

Additionally notified as Transponder Mandatory Zone and a Radio Mandatory Zone.

Pilots of VFR flights who wish to operate without receiving an ATS within class E airspace in an acft with a serviceable transponder, or within class E airspace additionally notified as TMZ must display either:

- a. The VFR conspicuity code Mode A700, with altitude reporting; or
- b. The frequency monitoring code defined as VFR conspicuity with altitude reporting established for use in that airspace.

CLASS F

No UK Airspace is currently designated Class F.

CLASS G

'Open' Flight Information Region (FIR)

Aerodrome Traffic Zones (ATZs) — are not allocated a specific class of airspace as they adopt the class of airspace within which they are located.

Flights within ATZs are subject to the specific provisions of Rule 11 of the Rules of the Air Regulations 2015.

Where the requirements of a particular class of airspace are more stringent than Rule 11 then these must be complied with. Thus, in Class G airspace Rule 11 will apply but in Class A airspace the requirements of Class A take precedence.

ATZs at Government Aerodromes — It should be noted that the vast majority of these ATZs are active H24, as annotated under the particular aerodrome entry.

UK ATS AIRSPACE CLASSIFICATION

Within the UK FIR and UIR, Airspace is classified as A, C, D, E, F and G in accordance with Standardised European Rules of the Air, subject to the Differences notified in the UK Civil AIP at GEN 1.7.

1.1 Where controlled airspace is vertically adjoined by Class G airspace, aircraft operating at the base (lower limit) of a control area or at the upper limit of a control zone or control area should comply with the requirements of Class G airspace. With the exception of VFR flights operating into or out of Class E airspace and where appropriate, complying with any applicable TMZ requirement, flights without an ATC clearance that are observed operating immediately above the base (lower limit) of a control area or immediately below the upper limit of a control zone or control area will be considered to have infringed controlled airspace.

1.2 When considering the vertical profile of a flight within Class G airspace, pilots are reminded to select a level that is compliant with SERA.5025(a) and ORS4 No 1423. In order to mitigate the risk of infringing controlled airspace, pilots are recommended to plan their flights to operate:

- not closer than 2 nm from the boundary of controlled airspace.
- at least 200ft above the upper limit of Control Zones, Control Areas including TMAs.
- at least 200ft below the lower limit of a Control Area, including TMAs.

1.3 When operating proximate to control areas in turbulent, or in ascending or descending air masses, as part of effective Threat and Error Management, when able to, pilots may wish to consider increasing the 200ft recommended spacing to mitigate inadvertent vertical deviations that could result in an infringement.

1.4 Pilots are further reminded that, when operating within Class G airspace within 500ft of the base of controlled airspace, they should consider the risk of encountering wake turbulence generated by aircraft operating at the lowest available level within the controlled airspace above.

1.5 Pilots operating in Class G airspace are encouraged to obtain an appropriate air traffic service (see page 20, Basic Service and Traffic Service) or CAP 774 – UK Flight Information Service) from the designated air traffic service unit. Pilots who operate within Class G airspace, especially those who operate proximate to the boundary of controlled airspace, and have chosen not to obtain a suitable ATS in an aircraft fitted with a serviceable transponder are reminded to:

- monitor the appropriate ATS frequency whilst displaying the corresponding frequency monitoring code; or
- display the appropriate conspicuity code.

EGEC

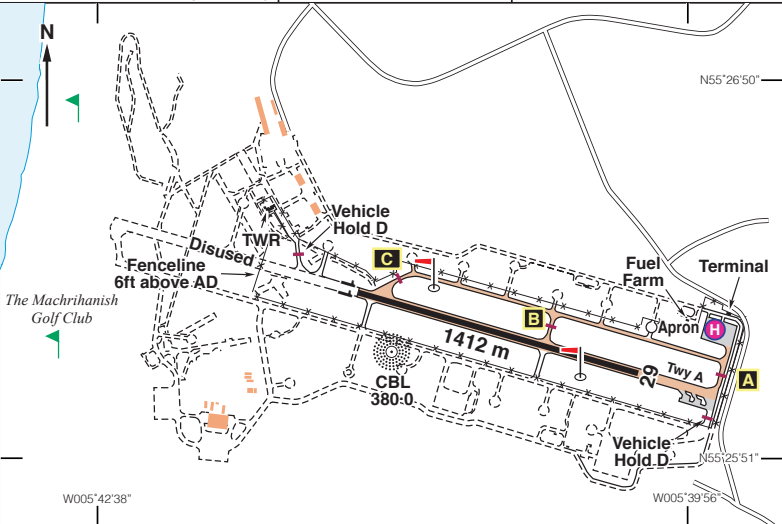
N55 26.25 W005 41.28 **CAMPBELTOWN** 42ft AMSL

3 nm WNW of Campbeltown.

TRN 117-50 286 31-8

c/s Campbeltown Information 125-905 AFIS

NDB 'CBL' 380-0 (On A/D) VOR/DME MAC 116-00



Changes 21/04/2022: Rwy length amended.

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
11/29	1412x46	Concrete/ Asphalt	11-1412 29-1412	11-1412 29-1412	† Thr Rwy APAPI 3° † Thr Rwy APAPI 3.5°

† Thr and Rwy portable electric during night hours only.

Op hrs: PPR. Mon-Fri 0820-1740. Sun (May - Sep) 1650-1800.
and by arrangement with AD operator (HIAL).

Landing Fee: Private light aircraft up to 3000 kg MTWA - £22.30 inc, VFR and booked in advance.

Hangarage: Nil. **Maintenance:** Nil. **Customs:** Nil.

Remarks: Operated by Highlands and Island Airport Ltd., Campbeltown Aerodrome, Campbeltown, Argyll PA28 6NU. All flights PPR. Non-radio aircraft not accepted. No ground signals. Prior to commencing the procedure, pilots are to broadcast on AFIS 125-905 MHz with flight details and intentions.

Caution:

- Deer hazard.
- Bird activity may be seasonally high. (Especially on Rwy 29 approach)
- High ground, 1159ft amsl 135°T/4 nm and 1465ft amsl 230°T/5 nm.
- Perimeter fence obstruction at western end of runway.

Warnings:
Pilots are reminded of the close proximity of disused parallel taxiway to the S of Rwy 11/29, which is outside of the airport boundary fence and not available for landing/ taxiing purposes.

Fuel: Nil.

Tel: 01586 553 797 AFIS
Fax: 01586 552 620 AFIS
Website: www.hial.co.uk/campbeltown-airport/

EGFF

CARDIFF

N51 23.80 W003 20.60

220ft AMSL

8.5 nm SW of Cardiff.

BCN 117-45 189 20

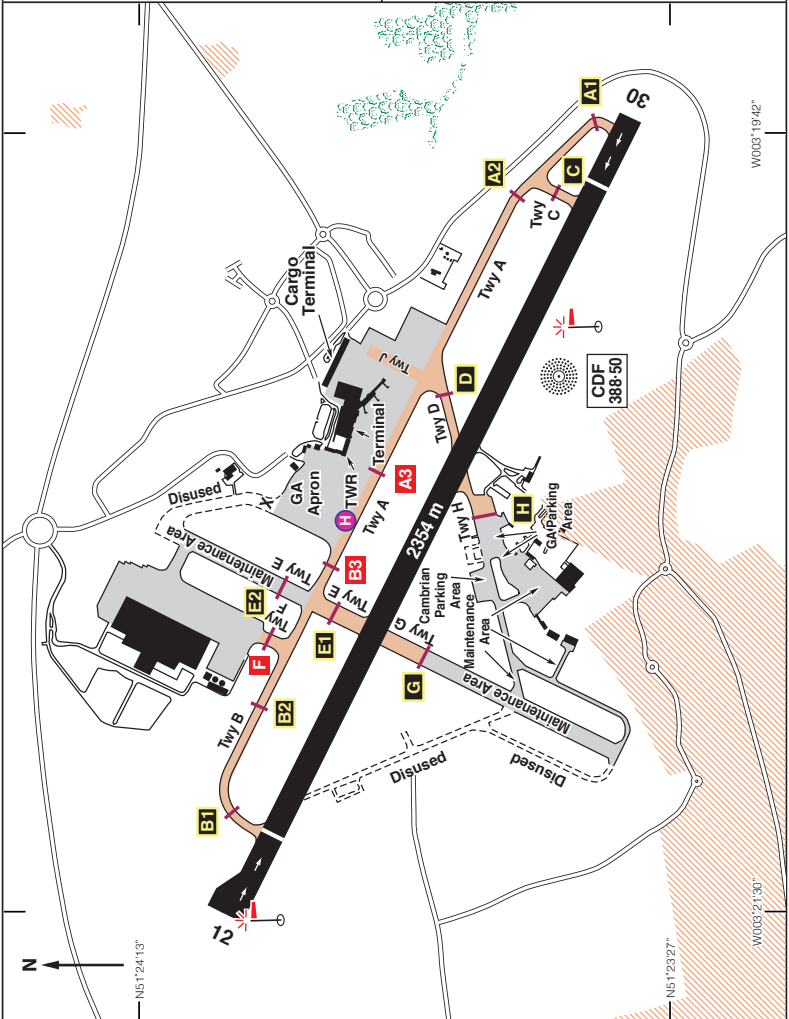
c/s Cardiff APP 119-155 Initial contact, 125-855 (as directed) TWR 133-105

RAD 125-855, 119-155 LARS ATIS 132-480

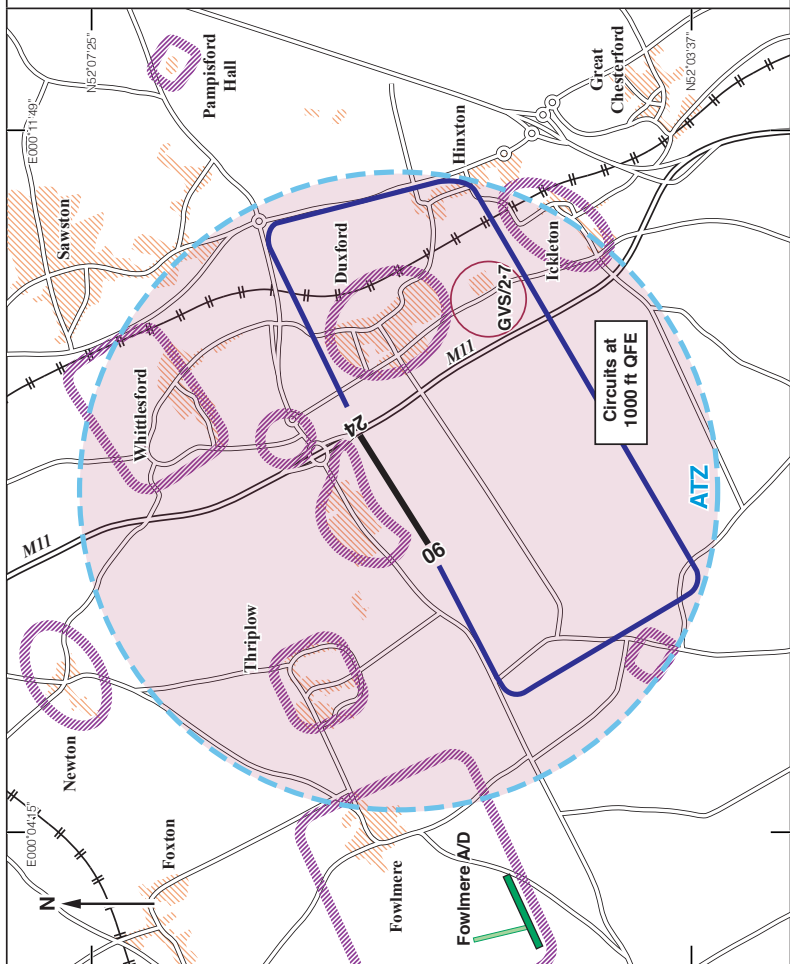
NDB 'CDF' 388-500 (On A/D)

ILS/DME Rwy 12 (119°M) I-CDF 110-70

ILS/DME Rwy 30 (299°M) I-CWA 110-70



Duxford - Circuits



Circuits at 1000ft QFE
LH on Rwy 24, RH on Rwy 06 for visitors.

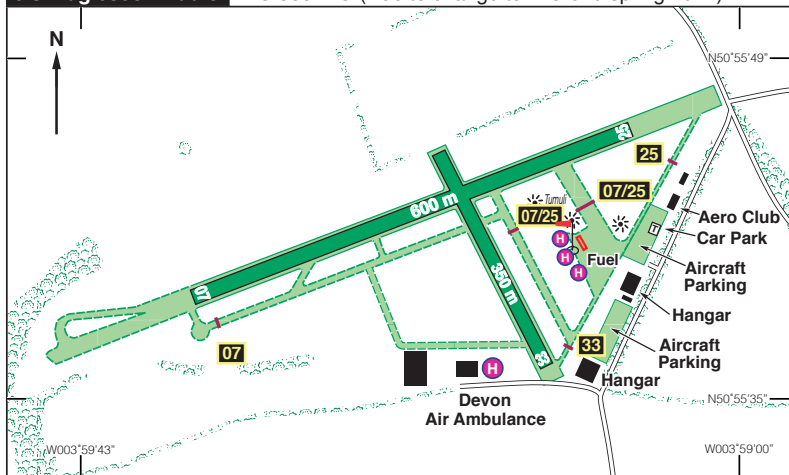
Changes 21/04/2022: Gas venting site added, circuit amended.

EGHU

EAGLESCOTT 655ft AMSL

6 nm ESE of Torrington. 10 nm SSE of Barnstaple. **BHD 112-05 330 37**

c/s Eaglescott Radio 123-000 A/G (Due to change to 123-010 spring 2022)



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
07/25	600x20	Grass	(07-600 25-600)	07-600* 25-600*	Nil Nil
33	350	Grass	—	—	Nil

*120 m over-run on Rwy 07; 180m over-run on Rwy 25, - Total LDA 900m

Op hrs: PPR. Winter: 0800-SS. Summer: 0800-2100. Open Sat & Sun - call for PPR between 0800-0900. Mon to Fri - you may try calling for PPR between 0800-0900, If no contact made, then you must assume the airfield is closed.

Landing Fee: Mon-Fri £20 for Single;Twins; Autogyros, Light Helicopters & Microlights. 50% REDUCTION only £10 Sat & Sun. Large/Turbine helicopters £20.

Customs: 24 hrs PNR or Southwest Area Customs, Tel: 01752 235600.

Hangarage: Available. **Maintenance:** Nil.

Remarks: Operated by Devon Airsports Ltd. Eaglescott Airfield, Burrington, Umberleigh, N. Devon. EX37 9LH. Unlicensed aerodrome. Gliding activity by aerotow in Summer. Standard 2000ft overhead joins. Devon Air Ambulance is based on the aerodrome. On hearing "Helimed" calling to depart - hold in the overhead or on the downwind leg. If on base or final, continue and land.

Circuits: LH at 800ft. Home based gliders may join for any runway from any direction. Runway slopes down E to W (downslope on 25) slightly. Avoid overflying local habitation.

Restaurants: Tea & Coffee available in clubroom.

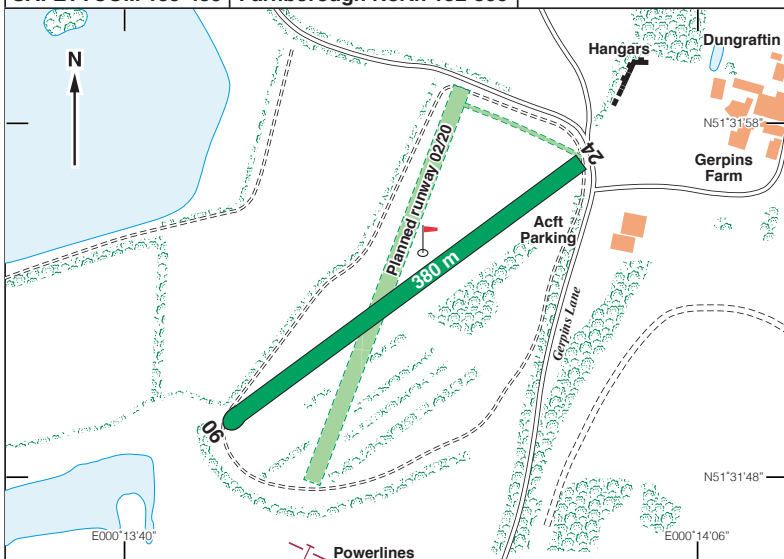
Fuel: 100LL, , UL91, Jet A1.	Tel: 01769 520404, Best between 0800-0900 Email: info@eaglescott-airfield.com Website: www.eaglescott-airfield.com
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N51 31.88 E000 13.86

GERPINS FARM

30ft AMSL

1 nm S of Upminster.

LAM 115-60 160 8**SAFETYCOM 135-480****Farnborough North 132-800**

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
06/24	380x20	Grass	Unlicensed		Nil
02/20	370x20	Not currently in use			

Op hrs: SR-SS. PPR by telephone.**Landing Fee:** Nil.**Customs:** Nil.**Hangarage:** Nil.**Maintenance:** Nil.

Remarks: Operated by Ricky Izod, Gerpins Farm Cottage, Gerpins Lane, Upminster, Essex, RM14 2XR. Airfield located close to the eastern edge of London City CTR, Class 'D' Airspace. Controlling authority Thames Radar.

Visiting Acft welcome at pilot's own risk. Hangars and operator's house across the lane from the airfield.

Avoid overflying farm and buildings to the NE of Rwy 06 Thld.

Circuits: Rwy 06 LH, 24 RH. Windsock to the North of the runway.

Warnings: Long grass maybe present up to runway edge.

Runway rises slightly from the rwy end to the centre.

Caution: Damyns Hall Airfield is located approx 1000m to the SE.

Restaurant: Huntsman & Hounds, The Optimist, both within 20 min walk.

Taxi: Windmill Tel: 01708 455444.

Fuel: Nil.**Mob:** 07754 064469**Email:** ricky.izod@sky.com

N55 52.32 W004 25.98

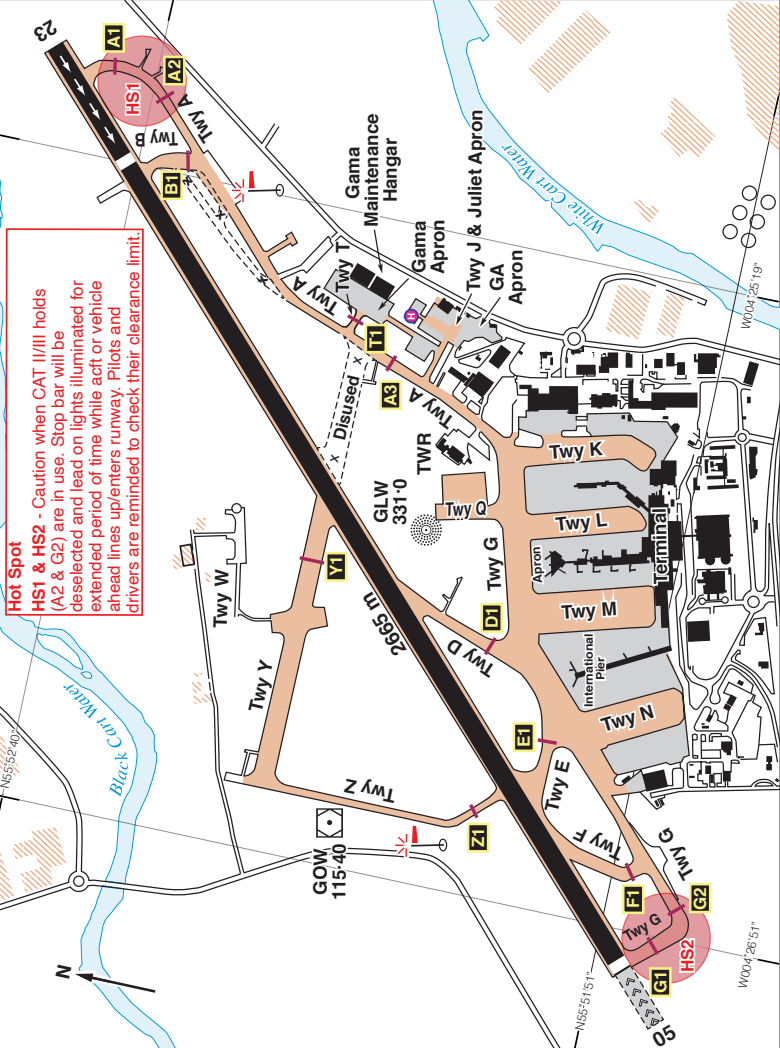
6 nm W of Glasgow.

c/s Glasgow APP 119-100 | TWR 118-805 | GMC 121-705

RAD 119-100, 128-755 as directed, 125-250 as directed | ATIS 129-575

DME/VOR 'GOW' 115-40 (On A/D) | NDB 'GLW' 331-0 (On A/D)

ILS/DME Rwy 05 (051°M) I-UU 110-10 | ILS/DME Rwy 23 (231°M) I-OO 110-10



Hot Spot

HS1 & HS2 - Caution when CAT II/III holds (A2 & G2) are in use. Stop bar will be deselected and lead on lights illuminated for extended period of time while acct or vehicle ahead lines up/enters runway. Pilots and drivers are reminded to check their clearance limit.

Changes 21/04/2022: Taxiway C closed and hold C removed.