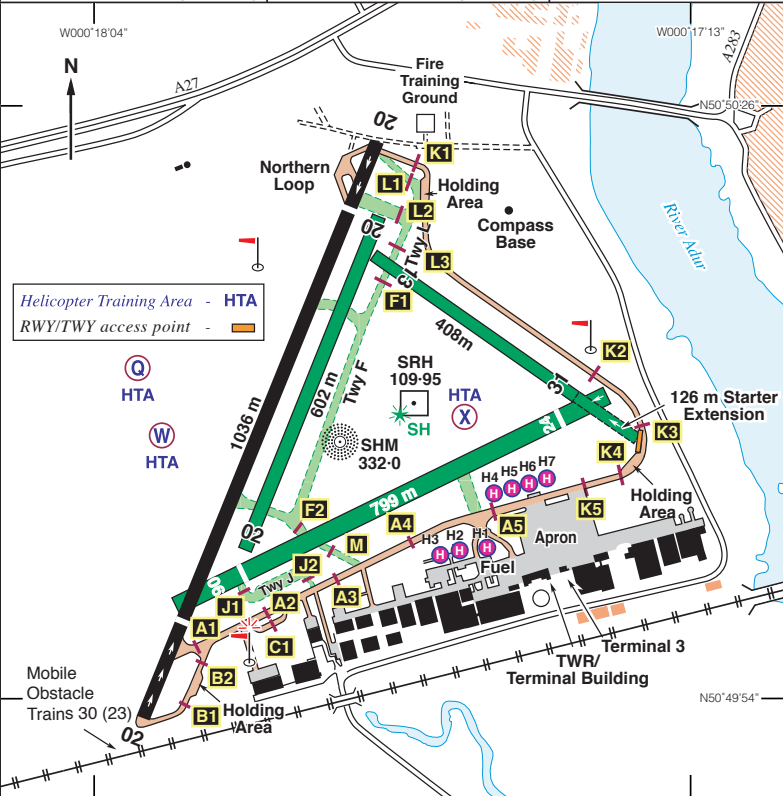


# EGKA

N50 50.13 W000 17.83		SHOREHAM		7ft AMSL	
1 nm W of Shoreham-by-Sea.				SFD 117-00 286 16-6	
c/s Shoreham	APP/TWR 123-155	(TWR 125-405 When Directed)			
ATIS 130-980	VDF 123-155				
NDB 'SHM' 332-0 (On A/D)		DME 'SRH' 109-95 (On A/D)			



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
02/20	1036x18	Asphalt	02-1002	02-838	Thr Rwy PAPI 3.5°
02/20	602x23	Grass	20-908	20-798	Thr Rwy PAPI 4.5° RH
			02-602	02-602	Nil
06/24	799x25	Grass	20-602	20-602	Nil
			06-599	06-599	Nil
13/31	408x18	Grass	24-799	24-715	Nil
			13-410	13-410	Nil
			31-536 †	31-410	Nil
† Includes 126 m starter extension.					IBN 'SH' Gn

# EGKA

N50 50.13 W000 17.83 **SHOREHAM** 7ft AMSL

**Op hrs:** Mon-Fri, 0800-2000, Sat 0900-2000, Sun 0900-1900. Strictly PPR.

**Landing Fee:** See website - [www.shorehamairport.co.uk](http://www.shorehamairport.co.uk)

**Customs:** PPR. Complete GAR form on arrival/before departure.  
Immigration 3 hours notice required. Special Branch 12 hours prior notice required.

**Hangarage:** Contact Fire Station for details **Maintenance:** Available.

**Remarks:** Operated by Brighton City Airport Ltd., Shoreham Airport, Shoreham-by-Sea, West Sussex, BN43 5FF.  
NDB/RNAV Training and non-radio aircraft strictly PPR. All visitors PPR.  
Qualifying Cross Country flights strictly PPR - restricted Sat and Sun.

**Joining:** Unless otherwise instructed by ATC, aircraft joining the circuit will overfly the aerodrome maintaining 2000ft aal, until instructed to descend to circuit height on the dead-side of the runway in use, and join the circuit by crossing the upwind end. Pilots should note that there would frequently be helicopters operating both liveside and deadside in the ATZ up to 800ft aal.

Joining aircraft on the crosswind leg are expected to position over the upwind end of the runway in use, and then fit into the visual circuit.

**Circuits:** Variable circuits, fixed wing at 1100ft aal, helicopters at 600ft aal. All fixed wing aircraft should be aware of helicopters operating live side and dead side beneath the fixed wing circuit patterns.

Requests for use of alternative Grass runway due to crosswinds will be approved subject to traffic situation.

**Noise Abatement Procedures:** Departing aircraft continue on runway heading until above 600ft aal before turning on course. Aircraft departing Rwy 20 should make a 10° turn to the right on reaching the railway line. Maintain the track until reaching the coast before turning left or right on course.

Rwy 02/20 will be the preferred runway for noise abatement purposes.

Departing aircraft, and aircraft going around, should be aware of the possibility of aircraft on the crosswind leg at 1100ft aal.

## Helicopter Operations:

Helicopter circuits from HTAs 'W' and 'X' are frequently active below the fixed-wing 'dead-side' and 'live-side' circuit patterns subject to the runway(s) in use. The profile of the helicopter circuit is described below. The pilot in command of helicopters operating in the helicopter circuit may adopt passive RTF but must maintain a listening watch on the appropriate frequency:

i. HTA 'W' - Runway 02 in use - Left hand circuit, remain west of 02/20 runway strip. Climb to the north-east to 600ft QNH. On turning south on the downwind leg climb to 800ft QNH to be level before crossing the A27. When passing over the football ground descend to 600ft QNH and continue to the coast before turning left toward the aerodrome and make the approach to HTA 'W'.

ii. HTA 'W' - Runway 20 in use - Right hand circuit, remain west of 02/20 runway strip. Climb on a track parallel to the departure lane from the main runway, when crossing the railway line turn right 10 degrees. Continue to the coast and turn north-east for the downwind leg and continue climb to 800ft QNH to be level by the football training ground. After crossing the A27, descend to 600ft QNH to be level before turning east and upon reaching the River Adur turn south towards the aerodrome and make the approach to HTA 'W'.

A sloping ground training area is situated adjacent to the northern windsock on the NW side of the aerodrome.

*continued*

**Remarks (continued):**

All helicopter arrivals and departures shall enter/depart the ATZ not above 600ft aal unless otherwise authorised and request specific clearance to cross any runway strip.

Helicopters should avoid overflying built up areas adjacent to the arrival/departure routes and should not fly along the river from the harbour entrance, but shall remain on the coast to the southeastern corner entry route of the aerodrome.

Confined helicopter training area (HTA 'Q') is situated NNW of HTA 'W'. Not to be used by solo/student pilots.

Practice EFATO permitted only on Rwys 02 and 31. Rwys 02/20 grass & 13/31 not available for touch and go. High visibility clothing mandatory airside.

**Handling:** Contact [handling@flybrighton.com](mailto:handling@flybrighton.com).

**Radio Failure Procedures:**

Join overhead the airfield and fit into the traffic pattern, overfly the runway in use at 500ft aal before positioning for landing. Standard light signals should be followed.

**Warnings:** Rwy 06/24 uneven and bumpy in areas.

HT Cables to the NE of aerodrome, running NE – SW, 585ft amsl at 2 nm.

South Downs to the north of the aerodrome, rising to 783ft amsl at 4 nm.

Wind information passed by ATS is given as Degrees True. Pilots are to allow for current magnetic variation.

Pilots are to be aware that the Rwy 06 climb out/Rwy 24 approach, is over built up areas. Pilots departing Rwy 06 and wishing to make an early turn are to contact ATC to request this, as helicopters may be operating North side of Rwy 06 or inbound from the Southeast.

Runway 06/24 is not even and level along its length. Runway 06 has undulations in the touchdown area.

**Caution:** Turbulence may be encountered on final approach to Rwy 24 over the river, especially when the tide is out.

Model aircraft fly adjacent to Rwy 20 approach on the hills at approximately 1 nm from the threshold up to 450ft amsl.

PAPIs are to be used for Rwy 02/20 Asphalt only, not for grass 02/20.

The Rwys 02/20 asphalt and grass are operated as a single runway.

No simultaneous parallel approaches or departures permitted.

Caution, flocks of birds can descend on the aerodrome quickly. Occasionally, pilots may face delays, if birds are difficult to disperse.

Grass runways are unavailable before 1000 (0900) Monday-Friday to facilitate grass cutting, between 01 March - 31 October each year.

**Visual Reference Points (VRPs)****VRPs**

Brighton Marina

Lewes Intersection A27/A26

Littlehampton

Washington Intersection A24/A283

**Co-ordinates**

N50 48.65 W000 06.05

N50 51.87 W000 01.45

N50 48.77 W000 32.78

N50 54.57 W000 24.47

**Fuel:** 100LL, Jet A1

Access, Visa, Switch, Mastercard.

**Tel:** 01273 467373 Airport

**Tel:** 01273 467377/8 ATC

**Tel:** 01273 467372 ATIS

**Email:** [airtraffic@flybrighton.com](mailto:airtraffic@flybrighton.com)

**Website:** [www.flybrighton.com](http://www.flybrighton.com)