

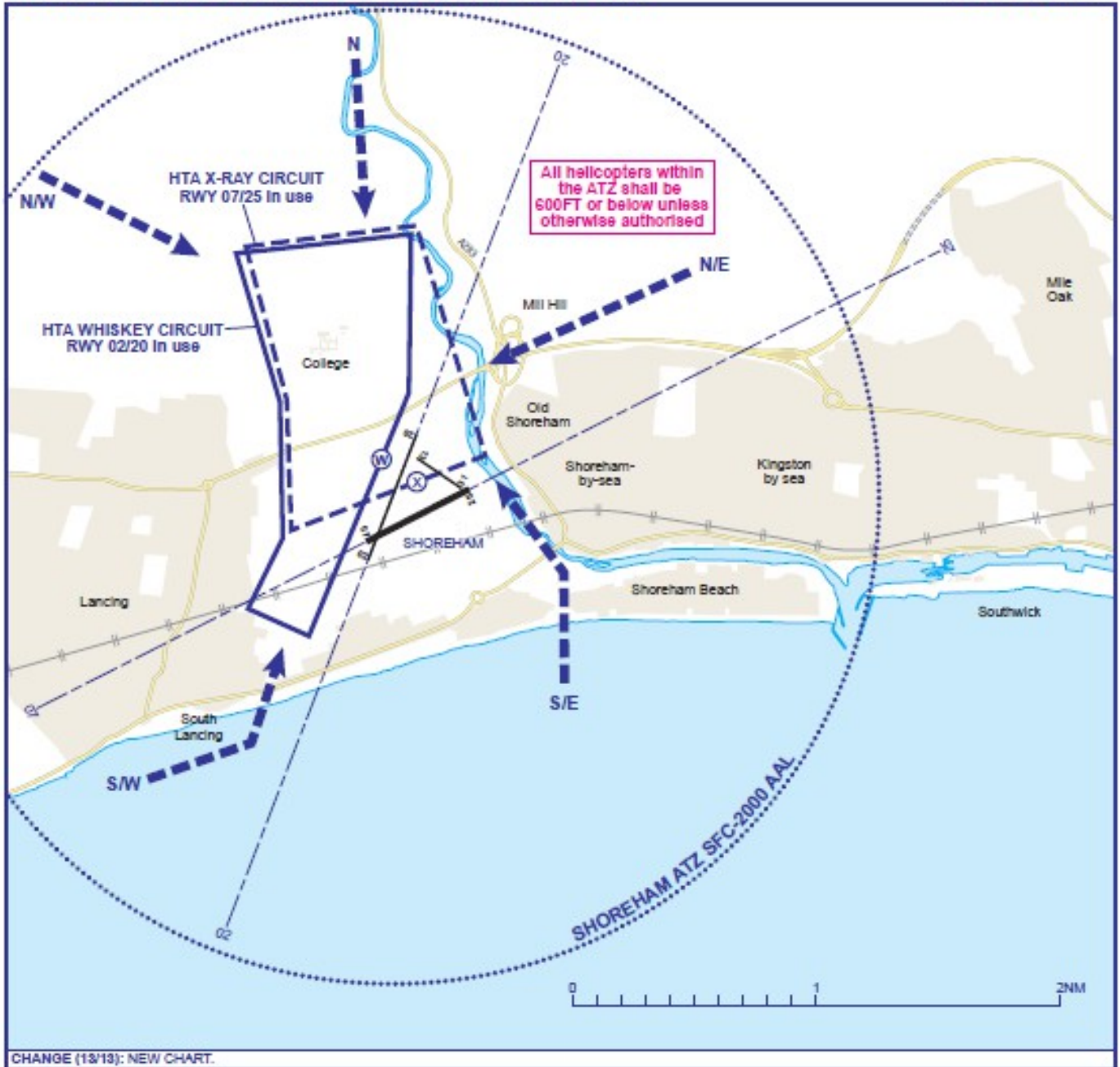
AIRFIELD NAME / ICAO	SHOREHAM		EGKA
CALLSIGN (RADIO)	Shoreham Tower/ Shoreham Radio	123.15 or 125.400 (TWR)/ (R)	
CALLSIGN (ES/VATSIM)	EGKA_TWR / EGKA_R_TWR	APP. 123.15 (When APP on TWR=125.400)	
LOCATION	Lat N050.50.08.000	Long W000.17.50.000	Elev. 7ft
LOCATION GEOGRAPHIC	1nm W of Shoreham-by-Sea		Conspicuity VFR3763 IFR 3762
CHART SOURCE	NATS	NB ATC available (App/Twr/AGO) dependant on staff available	
METAR AIRPORT	EGKA 130.970	My QFE= QNH(METAR) - 0 HPscIs	
NAV AIDS (FSX/PLANG3)	NDB/ SHM	332kHz	DME/ SRH 109.950mHz
RUNWAYS	Headings	Dimension	Surface & notes
	02 / 20	1036m x 18m	Asphalt
	02G / 20G	602m x 23m	Grass
	06 / 24	799m x 25m	Grass, uneven and bumpy in places
	13 / 31	408m x 18m	Grass
AIRSPACE/TRANS ALT	CLASS G	Trans 6000ft	Airspace above, Class A, Alt 5500ft L.TMA
CIRCUITS HEIGHT QFE and directions	1100ft QFE	All CIRCUITS VARIABLE at discretion of ATC. OHJs at 2000ft,(or above traffic) Unless instructed otherwise by TWR	
NO FLY AREAS	Shoreham (except on Final App) below circuit height (1100ft)		
LOCAL HAZARDS	Uncut Grass areas unsuitable for taxiing. A/C taxiing on taxi A. Caution clearance to A/C on C. After heavy rain caution standing water on Grass areas. Local land and sea BIRDS flock on the A/D, will disperse but return ASAP.		
HELICOPTER OPERATIONS	Arrivals and departures: Enter/exit the ATZ NOT ABOVE 600ft QNH, unless authorised. Clearance required to cross ANY runway. Helicopter Circuits: are below fixed wing live and dead side, NOT ABOVE 600ft QNH, unless authorised. NEGATIVE RT, - maintain listening watch Circuit directions subject to runway in use as follows. Runway 02 active. From HTA W, LH, remain West of 02/20. Runway 20 active. From HTA W, RH, remain West of 20/02. Runway 07 active. From HTA X, LH, remain North of 07/25, can cross 02/20 Runway 25 active. From HTA X, RH, remain North of 25/07, can cross 02/20 Avoid overflying built up areas close to A/D as far as possible and should NOT fly along the river from the harbour but remain on the coast until the SE entry route to the A/D. MINIMUM Operations from 25 numbers and HTE E, unless strong Easterly winds.		
SPECIAL RULES	UNLESS otherwise instructed, A/C joining the circuit should join the overhead at 2000QNH for a standard OH join. Caution helicopters under dead and live side of circuit in use. After departure DO NOT turn on course BELOW 600ft QNH, unless approved by ATC. Runway 13/31 NOT to be used for Touch and Goes. RADIO FAILURE. Standard OH join, fitting in with traffic, low pass at 500ft then position for landing.		
REMARKS	More than one runway may be in use at any time. Runway 02/20 is the preferred runway. 20 Departures. 10^o RIGHT TURN over railway, maintain until crossing the beach. NOTE RECENT CHANGES. 07/25 NOW 06/24 and 78m shorter; 02/20 Grass reinstated. New taxiways and holds – Juliet and Lima; ONLY 3 grass taxiways from taxi alpha to/across 06/24; NEW HELIPADS opposite Tower Apron: NEW HOLD K5 (to protect helipads); NEW/ Reinstated grass taxiway 'L', along 02/20 – UNDESIGNATED. DO NOT USE UNLESS YOU HAVE CLEARANCE TO CROSS 02/20 GRASS, or ARE TAXIING TO USE 02/20 GRASS; NEW HTA – Quebec. – HELIOS operate LIVE and DEAD-side, below Fxd./Wing circuits Runway 31 starter extension available for departure 31 ONLY IF CLEARANCE OBTAINED -		

ALL PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME, IN TEAMSPEAK.

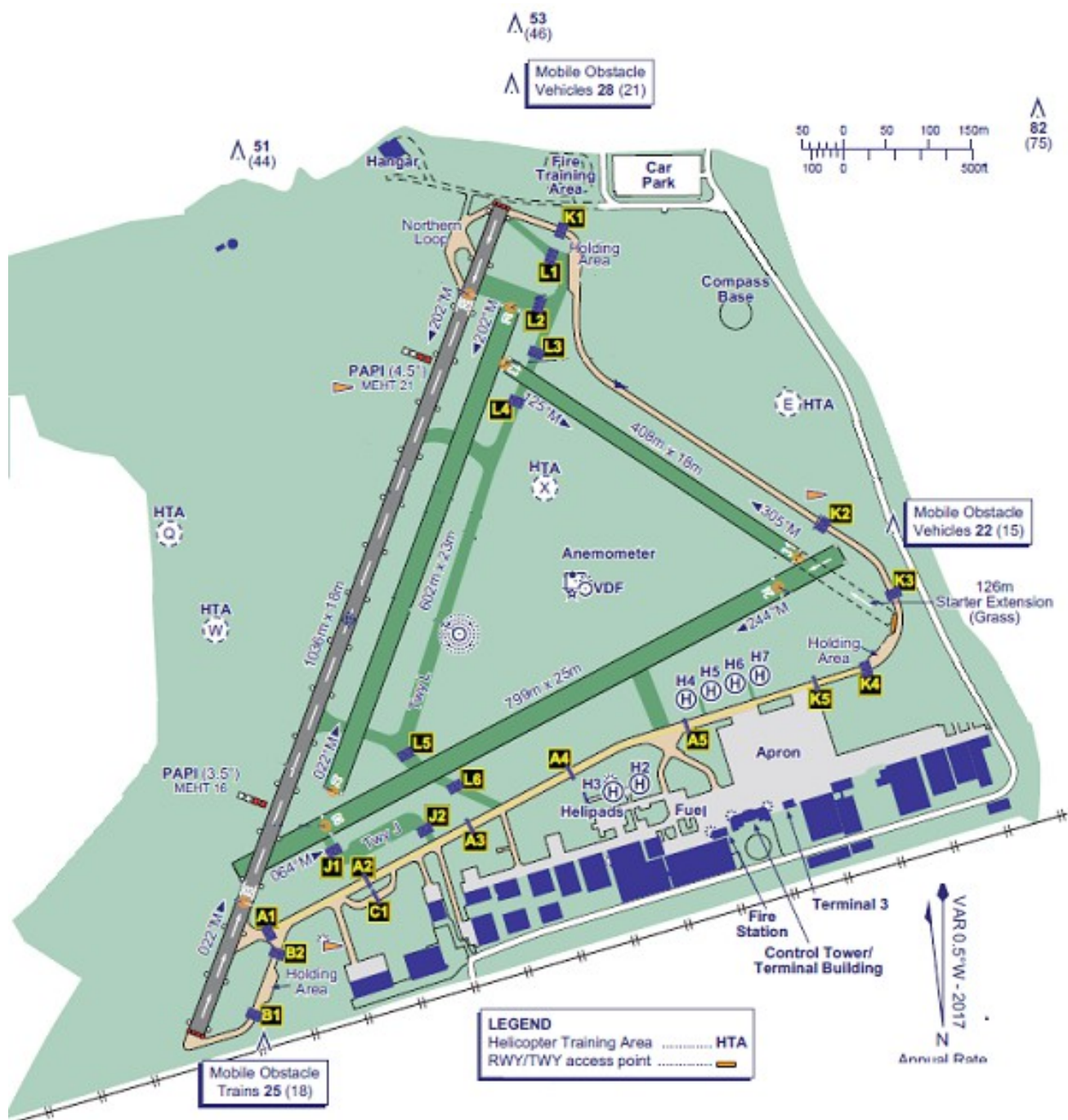
SEE PAGE 4; NOTES ON EGKA operations when AGO is in the Tower.

HELICOPTER ROUTES AND CIRCUIT PATTERNS

SHOREHAM



BE AWARE, in the circuit that **FIXED WING circuits are VARIABLE**. You may have circuit traffic **ABOVE** you at any time.



VRPs are:-

Brighton Marina (SE)

Lewes Intersection (NE)

Littlehampton (SW)

Washington Intersection (NW)

ATC and Pilots may also use :- Worthing Pier; Burges Hill; Steyning AS WELL AS DME from A/D.

Do not forget, if required to report AT a DME for straight-in, ATC will EXPECT you to be ON THE RUNWAY HEADING and CENTRE-LINE AT the requested DME.

NOTES ON DIFFERENCES IN OPERATIONS AT SHOREHAM WHEN AGO IS IN THE TOWER.

1. The Airfield Information will still declare 02/20 as active (preferred) runway, unless winds dictate otherwise. e.g.

"G-xxxx. Shoreham Radio. Airfield Information, runway 20 in use, overhead joins at 2000feet preferred, Left Hand Circuits preferred, QNH 1014. Traffic information"

2. EGKA now has 'left and right hand circuits at ATC discretion, OHJs available/ATC discretion, not mandatory (unless required by ATC).' However, the AGO cannot make those decisions, you must.

3. Thus, you could expect other A/C to be:-

- a) Using a different runway
- b) Doing Left or Right hand circuits
- c) Straight-in/Xwind/Downwind or Overhead joins.

4. The AGO CAN ONLY provide traffic information TO YOU, from reports MADE BY ALL PILOTS of their intentions/actions/position and other traffic seen.

5. So for a trouble free flight,

a) **LISTEN**, Work out what traffic ahead is doing,

b) **MAKE YOUR INTENTIONS CLEAR, IN GOOD TIME**

c) **DO NOT** conflict with traffic ahead, in the circuit: - If someone is already **LEFT hand Overhead, DO NOT Join RIGHT HAND overhead**. - AGO will **ONLY** inform you of your possible conflict. YOUR PROBLEM.

d) **SHOULD** the AGO become aware of a dangerous situation, He will use the authority of the A/P owners, to **ISSUE AN INSTRUCTION**. So, If you are told "**G-GATC The airport authority requires a left hand overhead join, due other traffic**" **THAT is an INSTRUCTION**. Comply, or go away!

e) **BUT MOST IMPORTANT, DO NOT, transmit every detail of your approach, especially if there is a lot of traffic**. - Nobody else will be able to report anything. Be aware of what is going on around you, report intentions/positions/actions **AS NEEDED** in relation to other traffic. Don't forget the mandatory calls.

f) **For instance**, if you are reporting final, to land and you have heard/seen/been told about another A/C fairly close behind. **LAND LONG**, to give him space.

"**G-TC, Final 20, to land Long**".

"**G-TC, Roger, surface wind is xxx/xx. (thanks), break, break. G-SI, A/C ahead is landing long.**"

"**Landing short, have the traffic GSI**"

g) **OR, "GTC at runway 25, lining up to depart."** (NOTE: **NOT** taking off, you are not **doing** that, yet)

"**GTC traffic is a Tobago, short final runway 20**".

"**Have the traffic, holding, 25, GTC**"

"**GTC Roger, GTT, runway clear, surface winds xxx/xx**"

"**GTT Landing, 20 ... Runway vacated at A**"

"**GTC Taking off runway 25.**"

"**GTC Roger, surface wind xxx/xx, report 2DME outbound**"

h) Although phraseology 'not by the book', everybody was quite clear what each A/C was doing.