

QNH

QFE

WIND

/ May 18

AIRFIELD NAME AND ICAO	WICK		EGPC
CALLSIGN (A/C RADIO)	Wick Tower / Wick Information		119.700
CALLSIGN (ES/VATSIM)	EGPC_TWR / EGPC_I_TWR		Ground. ----
LOCATION	Lat N058.27.32.000	Long W003.05.35.000	Elev. 126ft
LOCATION GEOGRAPHIC	1nm N of Wick; Most northerly mainland A/P.		Conspicuity ---
CHART SOURCE	NATS		App. 119.700
METAR AIRPORT	EGPC 113.600		QFE= QNH(METAR) -4 HPscIs
NAV AIDS (FSX / PLANG3)	NDB/ WCK 344.00kHz	VOR/ WIK 113.600	MHz
RUNWAYS	Headings	Dimension	Surface & notes
	13 / 31	1825m x 45m	Grooved Asphalt
AIRSPACE/TRANS ALT QNH	CLASS G	Transition Alt 3000ft	Airspace above is Class E FL 75 +, Airway
CIRCUITS HEIGHT / DIR.	1000ft QFE, Unless instructed otherwise by ATC. 13 - LH; 31 - RH JOINING INSTRUCTIONS AS DIRECTED BY ATC.		

LOCAL HAZARDS Wild Deer, particularly early morning / late evening. Local Geese during winter period.

HELICOPTER OPERATIONS LIGHT helicopters may arrive/depart from the apron. WITH CARE

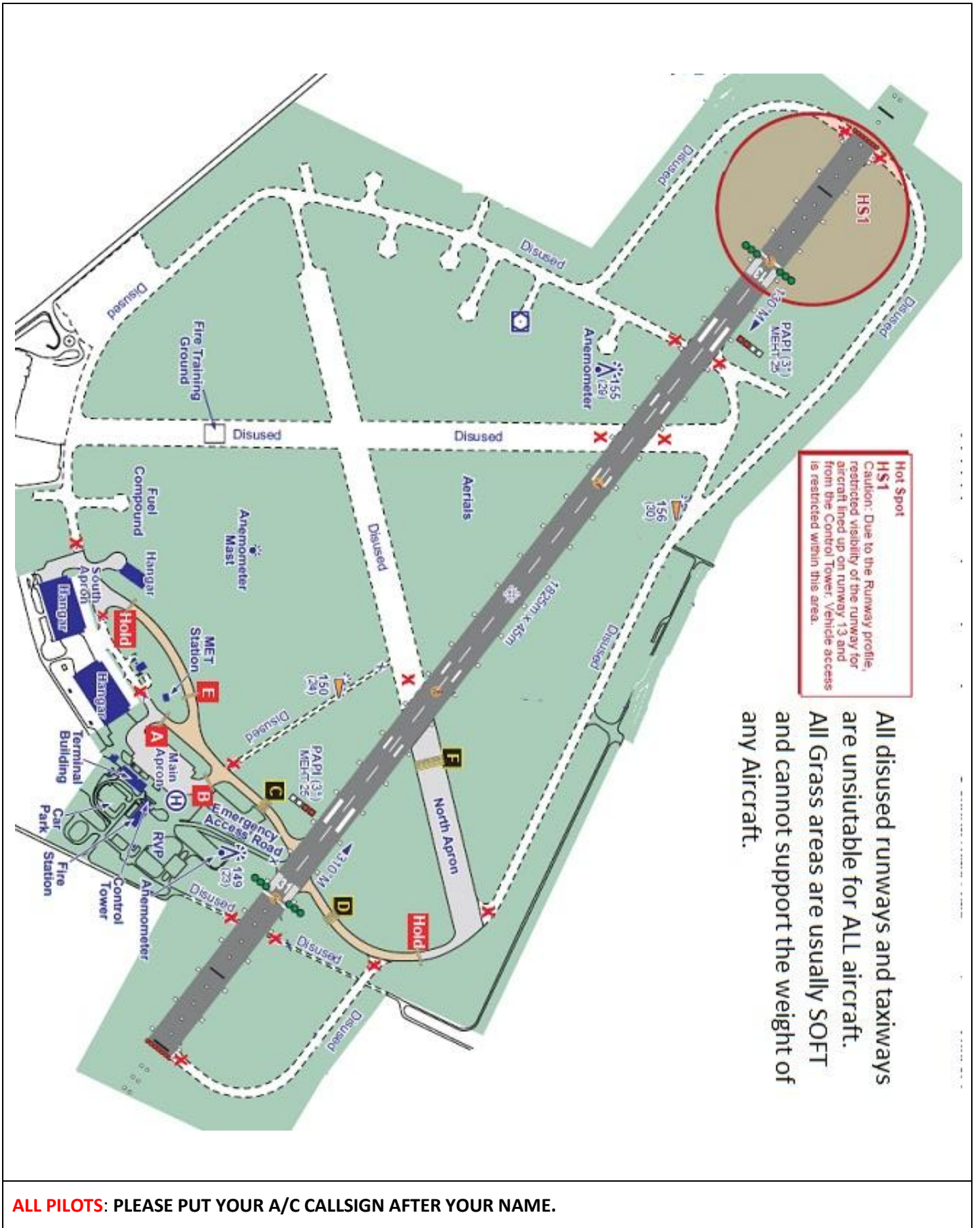
SPECIAL RULES
A/C ARRIVING Rnwy 31:- Backtrack when able to vacate Charlie. Report backtrack and vacated.
A/C ARRIVING Rnwy 31 & 13:- HOLD AT C. Report IF NOT able to depart when lined up.
Report backtrack; lined up/taking off. Plus any other position report requested by ATC.
T/O clearance/instructions will be passed during backtrack.
VFR/IFR training flights ONLY if approved by ATC. NO NORDO Aircraft.
Start-up requests (or notification of engine started), mandatory on ALL aprons. Request to taxi.

REMARKS
 Loop taxiway Echo available to A/C with Main gear span less than 6m.
ALL GRASS AREAS UNSUITABLE FOR ALL A/C. use ONLY marked taxiways.
 NORTH SEA Servicing Helios have priority over VFR/GA. **ALL GRASS AREAS UNSUITABLE FOR ALL A/C.**

VRPs Castletown Aerodrome (Dis.)- N058.35.07 W003.21.01 Keiss Village - N058.32.00 W003.07.24
 Duncansby Head Light./NDB[290.5] - N058.38.38 W003.01.31 Loch Watten - N058.29.00 W003.20.06
 Lybster Village - N058.18.00 - W003.17.06 Thrumster Masts - N058.23.38 W003.07.28

NB. When multiple inbound/outbound IFR. ATC may require GA/VFR to hold at one of the VRPs.
 When Multiple inbound and outbound GA / VFR. ATC MAY require VFR Over Head Joins.
 When multiple outbound VFR and NO KNOWN TRAFFIC. ATC MAY permit/instruct multiple backtrack/line-ups.
 REMEMBER. The safety of your A/C is your responsibility. If not happy, do not do it.
 When landing or backtracking for T/O. TURN-ROUND/LINE UP to use the minimum length of runway you require.
 When multiple back-tracking KEEP RIGHT, to enable good visual of passing traffic. #1 call ready as last A/C passes.





All disused runways and taxiways are unsuitable for ALL aircraft. All Grass areas are usually SOFT and cannot support the weight of any Aircraft.

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