

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.

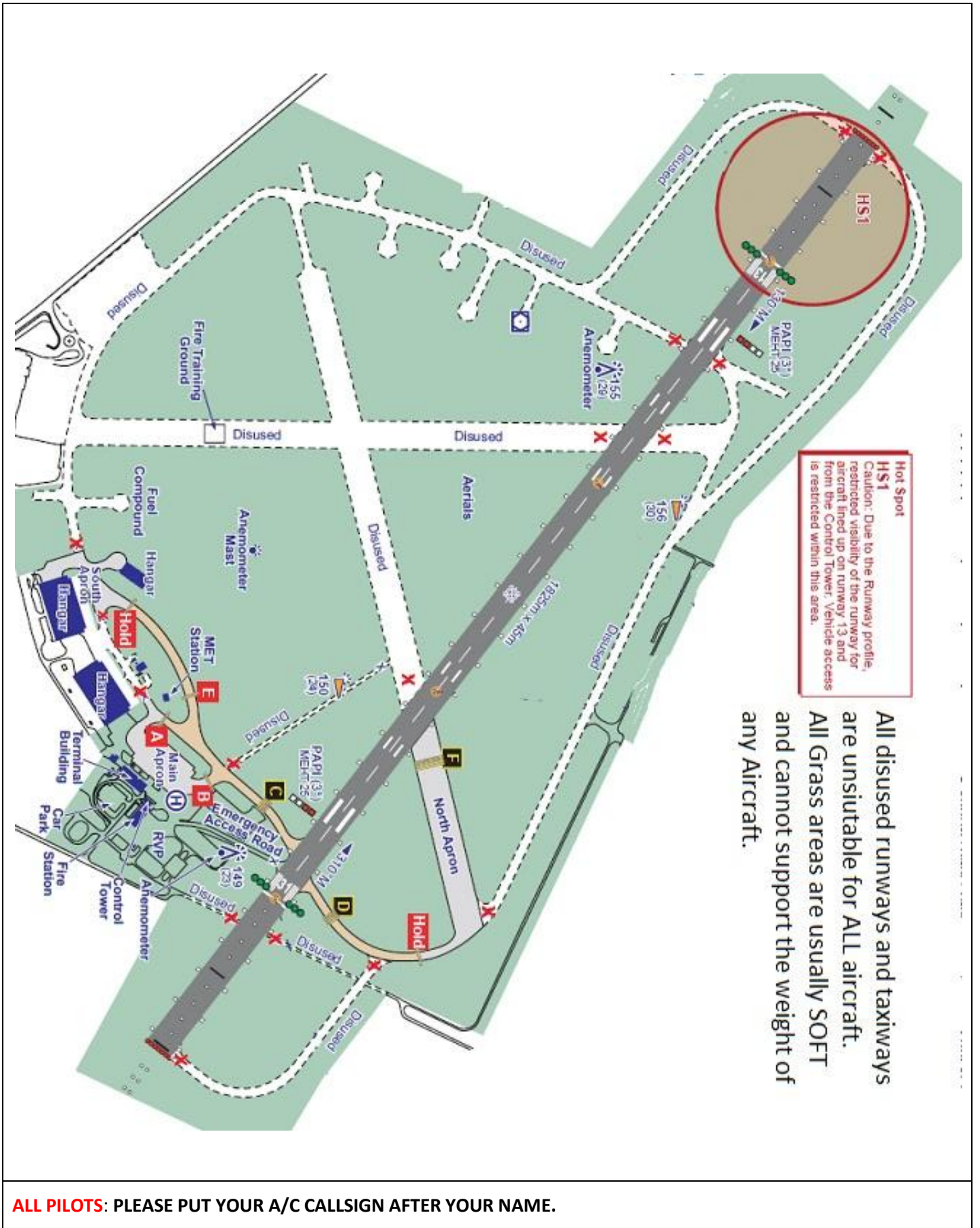
REMARKS

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.





Hot Spot
HS1
 Caution: Due to the Runway profile, restricted visibility of the runway for aircraft lined up on runway 13 and from the Control Tower, vehicle access is restricted within this area.

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.