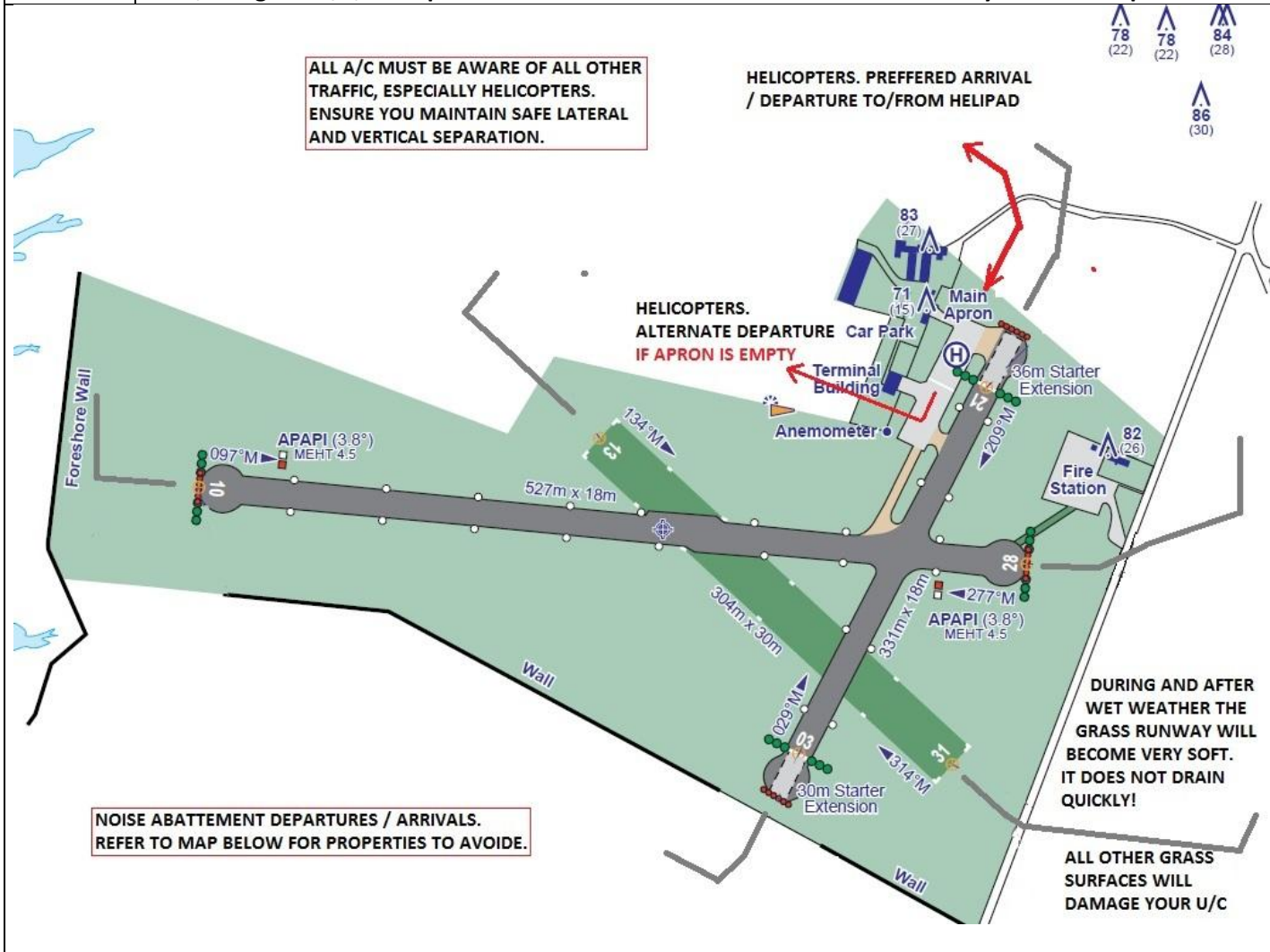


**AN UNCONTROLLED A/F, VFR ONLY, NO NAVAIDS, NO ATC.**  
**NOTE may be controlled from Kirkwall\_App on occasion. Otherwise NOT SUPPORTED**

AIRFIELD NAME	October 25	<b>NORTH RONALDSAY</b>		<b>EGEN</b>	Scotland
CALLSIGN -A/C RADIO	RONALDSAY TRAFFIC			122.800	
LOCATION	Lat: N059.22.03.000	Long: W002.6.04		Elev. ft	
LOCATION GEO.	28 nm E by N of Kirkwall Airport (215°/035 <sub>0</sub> KWL 108.600)			Conspicuity	
CHART SOURCE/VOR	NATS	<b>HELICOPTERS: Direct to/from Helipad, see below,</b>		QFE= QNH	
METAR AIRPORT	EGPA 108.600	<b>due unstable hardcore surfaces, - likely to produce airborne granite chips</b>			
RUNWAYS	Headings	Dimension	Surface	<b>Do not overfly hardcore surfaces below 700ft.</b>	
	10 x 28	527M x 18M	Graded	<b>AVOID ALL HABITATION. MAXIMUM A700ft under circuit.</b>	
	03 x 21	331M x 18M	Hardcore	<b>ALL Hardcore surfaces, unstable, with loose material.</b>	
	13 x 31	304M x 30M	Grass	NB. TAXIWAYS - Hardcore; Apron - Asphalt	
AIRSPACE	CLASS G	Transition level 3000ft	Airspace above Class C FL190+		
CIRCUITS	A1000ft	To the NORTH. 10, 13,03 LH; 28, 21, 31 RH.		<b>NOTE NOISE approaches / departures, below</b>	
LOCAL HAZARDS	Main runway and taxiways, will produce loose hardcore with use. control speed on the taxiways. Grass runway will be soft during and after wet weather. USE WITH CARE. Local sea birds, all species.				
REMARKS	<b>ALWAYS transmit inbound, outbound circuit and ground movement calls, more if other A/C in the area, using the A/F, as required. An Overhead Join is recommended for safety and Bird dispersal.</b>				



**THIS A/F IS NOT RECOMMENDED FOR USE BY LOW WING A/C OR A/C WITH SMALL PROPELLER GROUND CLEARANCE, DUE TO THE UNSTABLE HARDCORE SURFACE OF MAIN RUNWAY AND TAXIWAY. POWER CHECKS SHOULD BE CARRIED OUT, WITH, CARE, ON THE ASPHALT APRON.**

**PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS**

