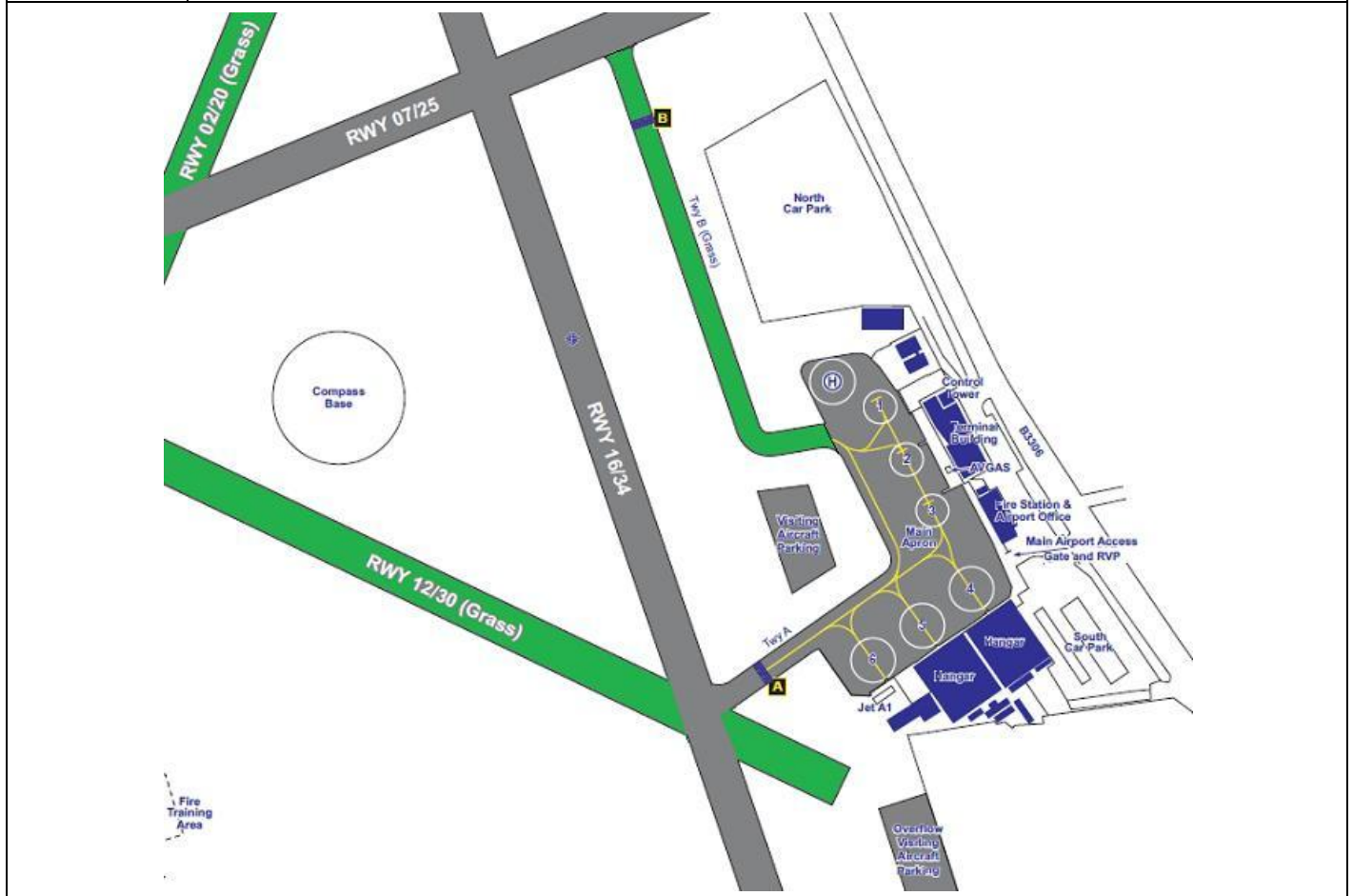


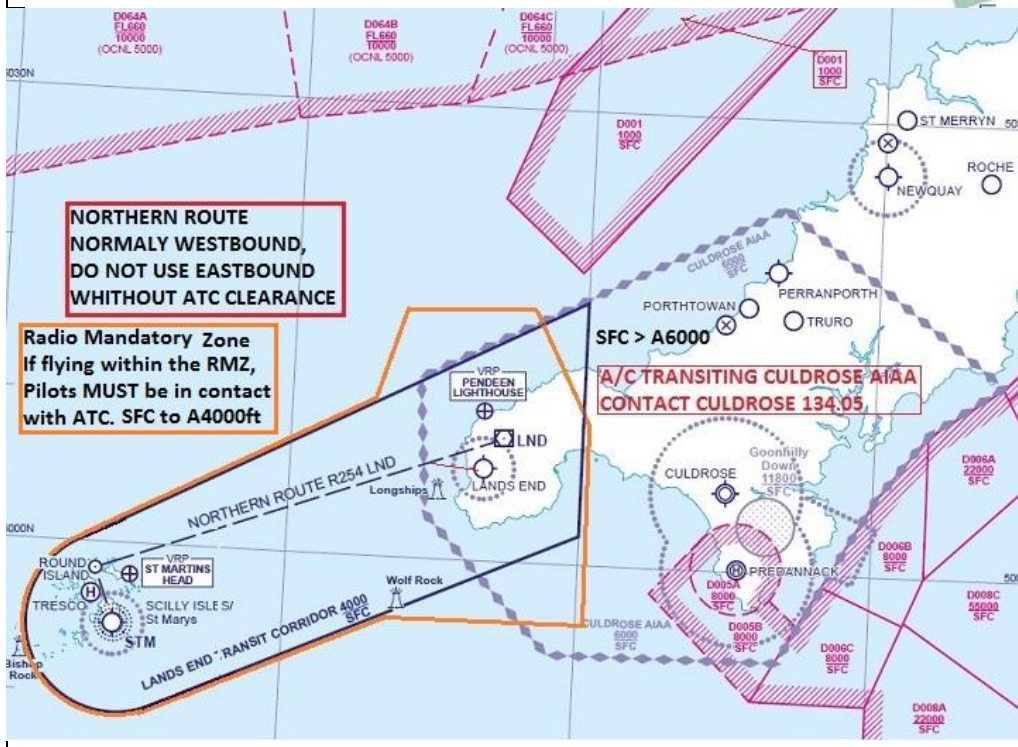
AIRFIELD NAME AND ICAO		November 23	<b>LANDS END</b>		<b>EGHC</b>	<b>West</b>
CALLSIGN (A/C RADIO)		Lands End Tower			120.255	
CALLSIGN (ES/VATSIM)		EGHC_TWR			Ground. ----	
LOCATION		Lat N050.06.10.000	Long W005.40.14		Elev.398 ft	
LOCATION GEOGRAPHIC		5nm W of Penzance			Conspicuity ----	
CHART SOURCE	NATS	Transiting Culdrose AIAA, contact Culdrose 134.05			QFE= QNH-13 HPscls	
METAR AIRPORT; NAVAIDS		EGDR 128.70	VOR LND 114.20 2.4nm NNE R037/217		<b>NO NORDO AIRCRAFT</b>	
RUNWAYS	Headings	Dimension	Surface & notes		<b>Call for Engine start required. After refuel, pilots must request repositioning taxi, ASAP. Fixed Wing arrival / departure permitted, ONLY IF THE RUNWAY IS VISIBLE TO ATC.</b>	
	07 / 25	693m x 18m	Asphalt (RW)			
	16 / 34	784m x 18m	Asphalt (RW)			
	02 / 20	483m x 19m	Grass			
	12 / 30	478m x 18m	Grass <b>NB. Runway 30 unlicensed for LANDINGS</b>			
AIRSPACE	CLASS G	Transition level 3000ft	Airspace above is Class D Culdrose AIAA(when active) Else G			
CIRCUITS		1000ft QFE / 1400ft QNH. ALL runways normally LH. May vary by ATC.				
NO FLY		ALWAYS ensure you arrive with reserves for Alternate A/F due weather can change VERY quickly.				
LOCAL HAZARDS		<b>ONLY ONE Grass taxiway (taxi B). ALL GRASS UNSUTABLE for A/C.</b> Use runways for taxiing. A/F prone to rapid wind and weather changes. Wind at 200ftQFE may significantly differ from surface wind. Wind turbulence / sink may be expected on ALL approaches.- cliffs. Circuits normally LH, but may be varied by ATC. <b>MULTIPLE RUNWAYS may be in use.</b>				
HELICOPTER OPERATIONS		<b>If General visibility is LESS than 400m, NO HELICOPTER OPERATIONS.</b> If hover taxiing near parked A/C remain <b>AT LEAST 3 rotor diameters away. DO NOT use taxi Bravo due dust and FOD.</b> Call for engine start required. Expect approach departure via Fixed wing patterns				
REMARKS		<b>The A/F lies within the Culdrose AIAA.</b> Exercise extreme caution due Mil. Activity. <b>LANDS END TRANSIT CORRIDOR.</b> A/C flying to / from EGHE Scillies, should use the corridor. 12-15nm wide up to 4000ft QNH. VFR A/C will normally use the northern corridor. For separation, when needed, EGHE TWR may instruct a direct track, inbound to LND. A/C are advised to call <b>FOR TRANSIT to the corridor</b> at least 15nm inbound LND.				



ALL A/C. Call AT LEAST 10nm inbound as weather can change very quickly, closing A/F to Fixed Wing A/C.

If transiting Culdrose AIAA, Call Culdrose 134.05, for service and clearance. AIAA is class D when active.

Helicopter hover taxi route to/from Helipad. Wheeled Helio use A



ATC - RMZ.  
 ON VATSIM, TOP-DOWN.  
 LONDON (W)  
 CULDROSE or NEWQUAY APP.  
 LAND'S END TWR or  
 ST MARY'S TWR

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

**NOT TO BE USED FOR REAL WORLD OPERATIONS**