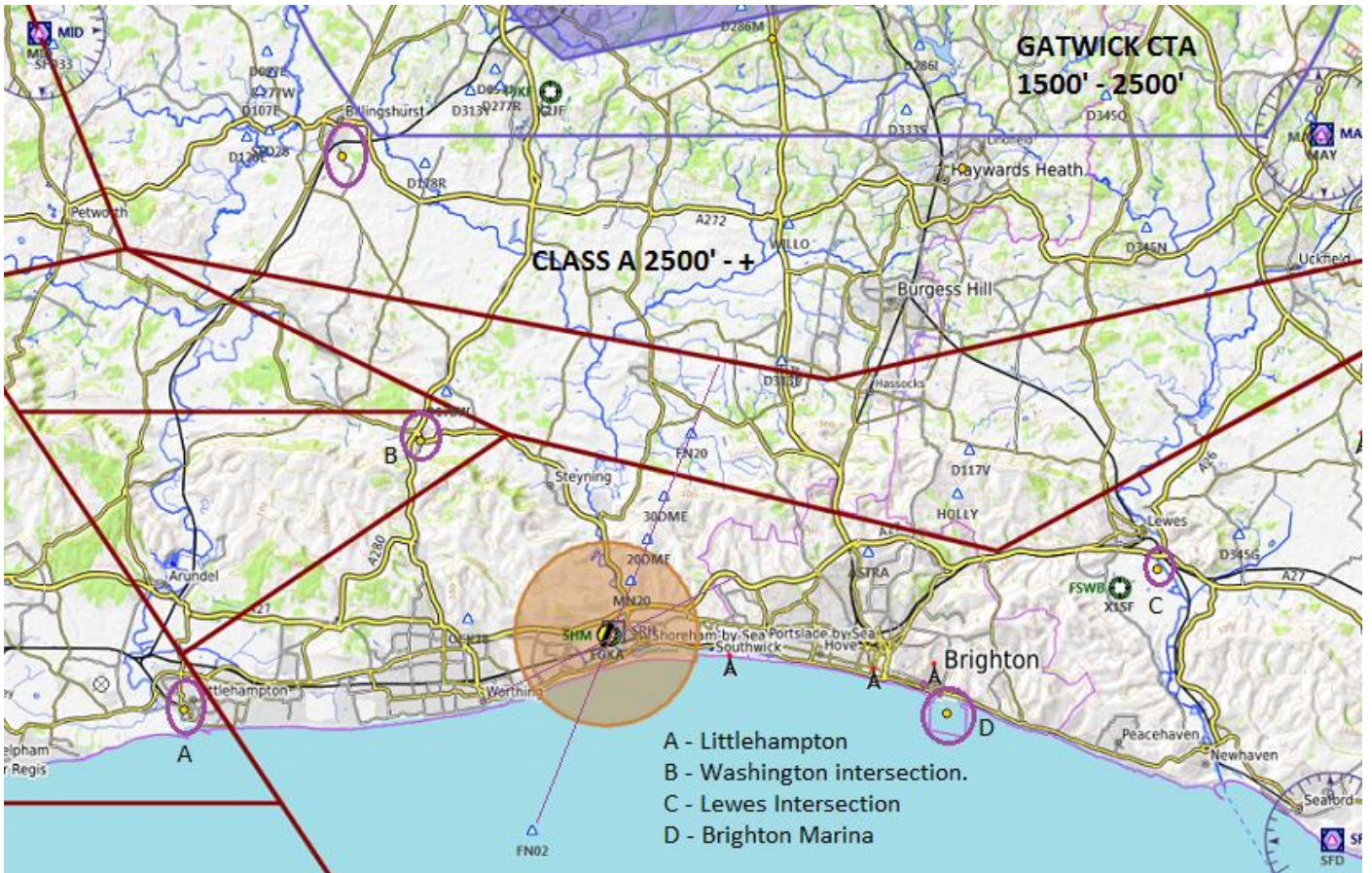
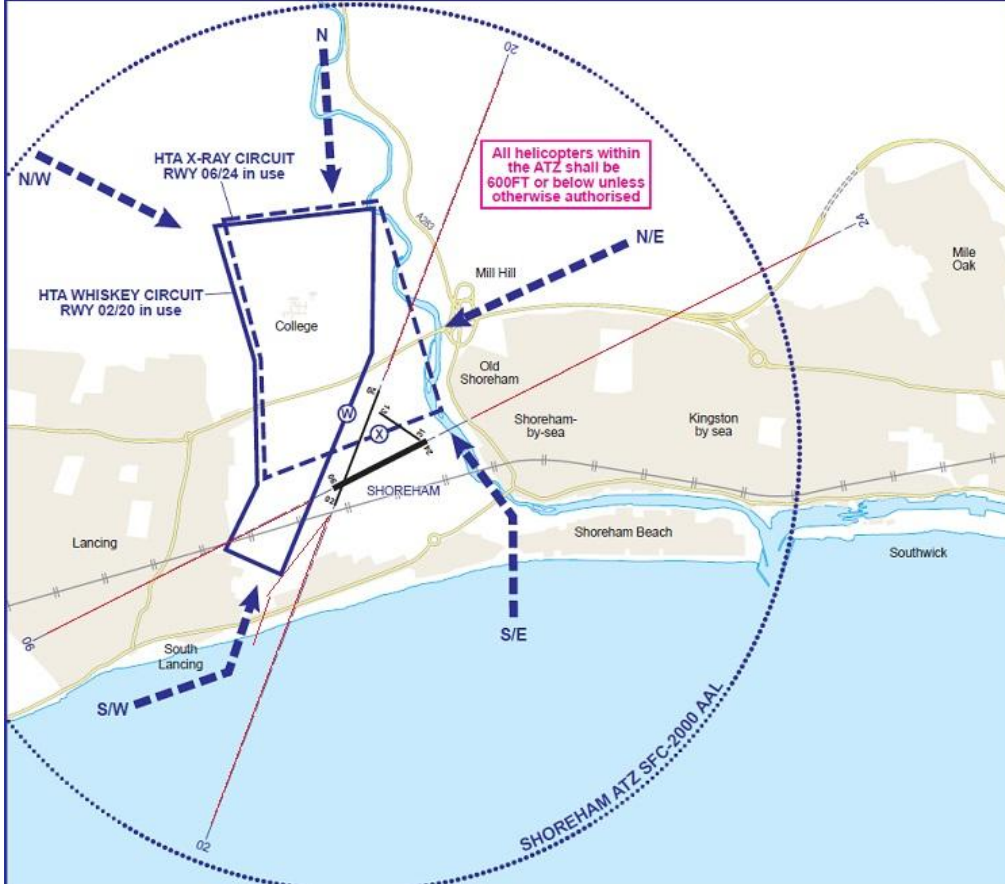


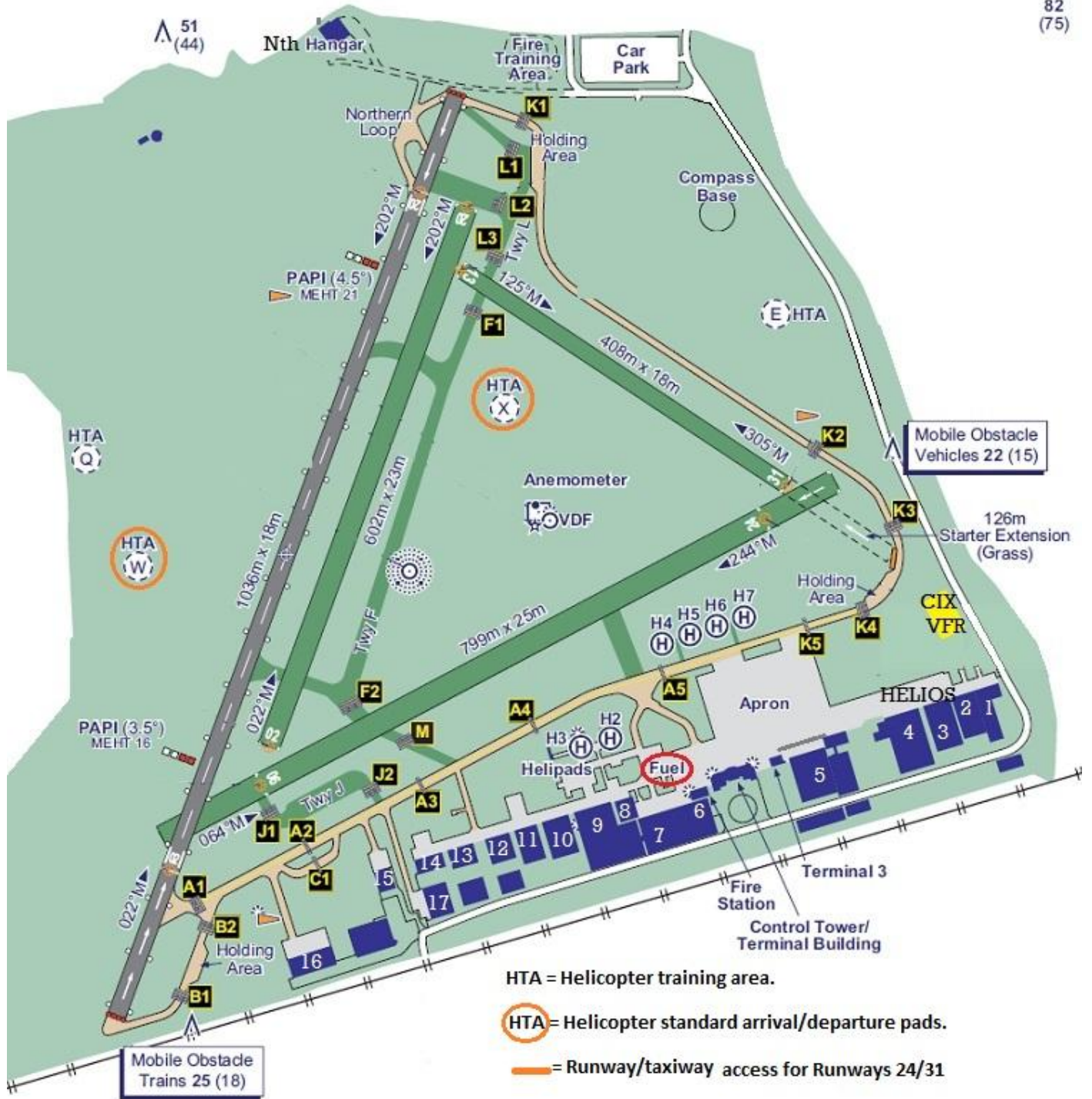
AIRFIELD NAME AND ICAO		November 23	SHOREHAM		EGKA	South
CALLSIGN (A/C RADIO)		Shoreham Tower/ Shoreham Radio		123.155 or 125.405 (TWR)/ (_R_ = 123.15)		
CALLSIGN (ES/VATSIM)		EGKA_TWR / EGKA_R_TWR		APP. 123.155 (When APP on TWR=125.400)		
LOCATION		Lat N050.50.08.000	Long W000.17.50.000	Elev. 7ft		
LOCATION GEOGRAPHIC		1nm W of Shoreham-by-Sea		Conspicuity VFR 3763 IFR 3762		
CHART SOURCE/VOR		NATS	NB ATC available (App/Twr/AGO) dependant on staff available			
METAR AIRPORT		EGKA 130.980		QFE= QNH		
NAV AIDS (FSX / PLANG3)		NDB SHM 332kHz		DME SRH 109.950MHz		
RUNWAYS	Headings	Dimension	Surface	Noise Abatement and Notes: East of A/F VERY sensitive.		
	02 / 20	1036m x 18m	Asphalt	20 dep. 100 RT at A/F boundary until coast.		
	02G / 20G	602m x 23m	Grass	Runway 02 / 20 preferred at all times.		
	06 / 24	799m x 25m	Grass	Uneven & bumpy		
	13 / 31	408m x 18m	Grass			
AIRSPACE		CLASS G	Transition level 6000ft	Airspace above is:- Class A, Alt 5500ft LON.TMA		
CIRCUITS HGHT.	1100ft QNH	All CIRCUITS VARIABLE at discretion of ATC. Arrivals, overfly at 2000ft , (or above traffic) THEN Descend on dead side. WHEN and as instructed by ATC. ATC may give Downwind join.				
NO FLY AREA		Shoreham (except on Final App) below circuit height (1100ft)				
LOCAL HAZARDS	<p>Uncut Grass areas unsuitable for taxiing. - Grass-Taxi ONLY on CUT GRASS TAXIWAYS. 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 can flock QUICKLY onto the A/D, will disperse but return ASAP. Model A/C flying close to 20 App. 1nm Nth, up to 450ft agl; Kite flying along coast, up to 100ft agl.</p>					
HELICOPTER OPERATIONS	<p>Arrivals and departures: Within the ATZ NOT ABOVE 600ft QNH, unless authorised. Clearance required to cross ANY runway.</p> <p>Helicopter Circuits: are below fixed wing live and dead side, NOT ABOVE 600ft QNH, unless authorised. NEGATIVE RT, - maintain listening watch, ensure you are squawking 3763.</p> <p>Circuit directions subject to runway in use as follows.</p> <p>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 06 active. From HTA X, LH, remain North of 06/24, can cross 02/20 Runway 25 active. From HTA X, RH, remain North of 25/07, can cross 02/20</p> <p>Avoid overflying built up areas close to A/D as far as possible. Helios should NOT fly along the river from the harbour but remain on the coast until the SE entry route to the A/D. see helio circuits chart. MINIMUM Operations from 25 numbers and HTE E, unless strong Easterly winds.</p>					
SPECIAL RULES	<p>UNLESS otherwise instructed, A/C joining the circuit should join the overhead at 2000QNH for a standard OH join. Caution helicopters will be under dead and live side of circuit in use.</p> <p>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. 02/20 Grass and 13/31 NOT available for T&Gs. 02and 31 ONLY for practice EFATOs.</p>					
REMARKS	<p>NOTE NEW DESIGNATIONS OF TAXIWAYS AND HOLDS</p> <p>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, Foxtrot 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 / Taxiway parallel to 02/20 Grass NOW TAXI 'F'; North of 13/31 it is 'L', giving access to 20 hard DO NOT USE 'L' beyond L1 or L2, UNLESS YOU HAVE CLEARANCE TO CROSS 20 GRASS (approach), or ARE TAXIING TO USE 20 GRASS. NB 'K1' PROTECTS 20 Grass approach. NEW HTA – Quebec. – HELIOS operate LIVE and DEAD-side, below Fxd./Wing circuits Runway 31 starter extension available for departures 31 and 24, IF CLEARANCE OBTAINED - REDUCED wing-tip clearance on main apron and adjacent taxiway.</p>					
VRPs	Brighton Marina; Lewes Intersection; Washington Intersection; Littlehampton.					
SEE PAGE 4; NOTES ON EGKA operations when AGO is in the Tower.						



HELICOPTER ROUTES AND CIRCUIT PATTERNS

SHOREHAM





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. The 'STANDARD' join is 'overfly at 2000ft, descend on dead side into the circuit.' Do not forget to announce your intentions/position.
3. However, not all pilots will know this so 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 24, 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, 24, GTC"
"GTC, GTT, runway clear, surface winds xxx/xx"
"GTT Landing, 20 ... Runway vacated at A"
"GTC Taking off runway 24."
"GTC, surface wind xxx/xx, report 2DME outbound"
- h) Although phraseology 'not by the book', everybody was quite clear what each A/C was doing.

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