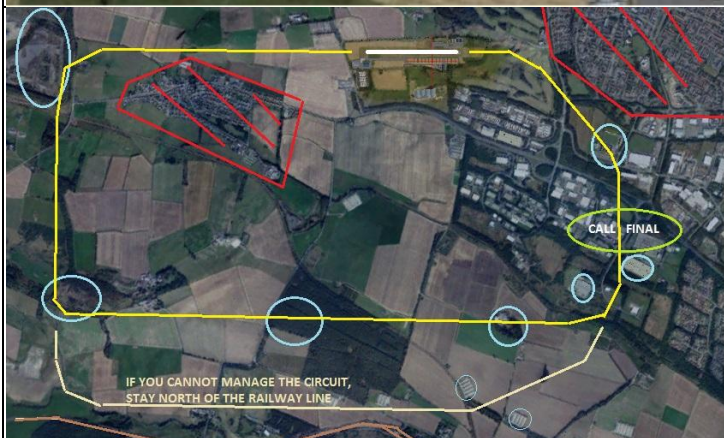
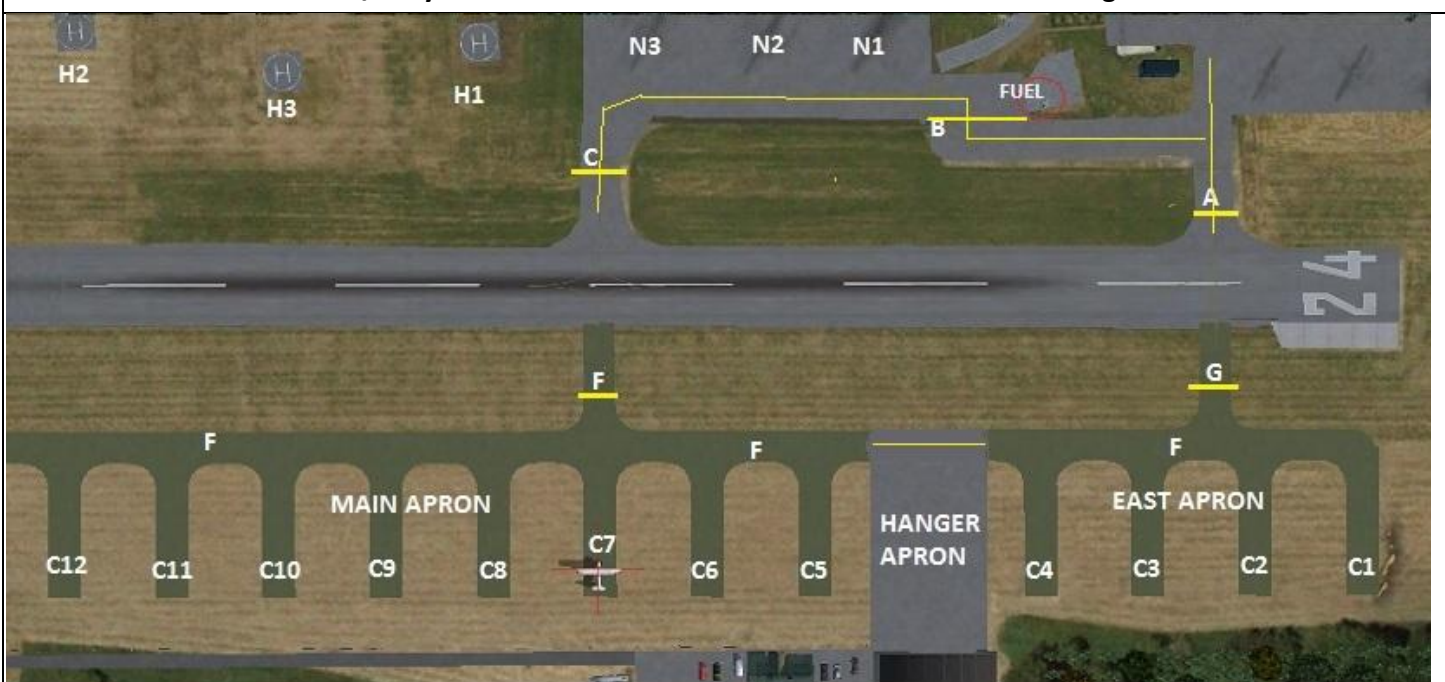


yAIRFIELD NAME AND ICAO		July 21	FIFE		EGPJ	Scotland
CALLSIGN (A/C RADIO)		FIFE RADIO			130.455 or blind calls.	
CALLSIGN (ES/VATSIM)		EGPJ_R_TWR			Elev. 396ft	
LOCATION		Lat N056.11.00.000	Long W003.13.13.000		QFE= QNH -13 HPscIs	
LOCATION GEOGRAPHIC		2.3nm SW of Glenrothes cross roads/roundabout			Unlicensed Airfield	
CHART SOURCE	Fife Airport	SPECIAL RULES During Parachuting, ALL A/C must call for START_UP. -				
METAR AIRPORT EGPJ 1131.35		"canopies active/in the air" = A/F closed, no start-ups, no inbounds, no taxiing.				
NAV AIDS	None; See chart below for useful aids.		"canopies on the ground" = A/F open: A/C continue inbound.			
RUNWAY	Headings	Dimension	Whilst persons on A/F, start-ups, no taxiing, no landings.			
	06 / 24	700M X 18M	ALL A/C MUST adhere to Noise Abatement rules, see charts.			
AIRSPACE	CLASS G	Transition level 3000ft		Airspace above is Class C Scottish FIR, FL195		
CIRCUITS	1000'QFE	All Circuits South; SEE CHART 06 RT hand; 24 LFT hand. OHJs @2000'QFE (A2400) preferred.				
NO FLY	Glenrothes town; Kinglassie Village; Portmoak A/F.					
LOCAL HAZARDS	Portmoak A/F 3.6nm N by W; Intense Gliding. High ground, up to 1512ft AMSL to the NW of A/F. Numerous single and multiple Wind Turbines, up to 350'AGL causing severe turbulence downwind.					
HELICOPTER OPERATIONS	Approaches / departures as per Fixed Wing. Routing to helipad/Hanger hard standings (if doors closed), from Final if permitted. Hover taxi to/from Fuel point North , ONLY when approved by ATC (traffic). Rotors stopped before fuelling. Call for restart and lift. (traffic)					
SPECIAL RULES	During parachuting operations ALL A/C remain clear, 4+nm UNTIL ATC CALLS "CANOPIES CLEAR" ALWAYS FLY the NOISE ABATEMENT CIRCUIT as below. - Also see separate document 'Circuits at EGPJ'					
REMARKS	Pilots should call Fife radio not less than 5nm inbound , pass callsign, position and request A/F information. Use (and report) VRPs below if possible. NOTE NON-STANDARD CIRCUIT. RW EGPJ has NO A/F lighting - DAYLIGHT operations only.					
NOISE ABATEMENT	NOTE NON-STANDARD CIRCUIT. DO NOT OVERFLY KINGLASSIE or THE HOUSING ESTATE. - PENALTY Have another try. NO OHJs. Dead side join, centre runway @A2000ft 115M. descend after runway.					
AIRSHIP OPERATIONS	Strictly at Pilot's own risk. ONE only at anytime. A Mobile mooring mast is available in the field to the South of Taxi Echo and the road. IF A/F OPEN, ALL Approaches / departures from/to the South, no turns and max 800'QFE, (A1400') North of railway line. DO NOT OVERFLY A/F IF ACTIVE.					
CIX CLUB OPERATIONS	The fuel point for ALL A/C. is on the Northern apron, next to Hold B. TAXIING: FOXTROT EXERCISE CAUTION BEFORE ENTRY. There could be traffic in either direction. NOTE, the designated CIX Club taxiways and parking spurs are well drained mesh reinforced grass. Pilots venture onto other grass surfaces at their own risk. PENALTY FOR OVERFLYING KINGLASSIE or HOUSING ESTATE. - 24- GO AROUND; 09- DO A T&G					
					VORS PTH 110.400MHz R167/347 16nm SAB 112.500MHz R314/134 38nm GOW 115.4MHz R071/251 45nm 108.90 (max 30nm of EGPJ) 030/210 15nm Use NAV2!	
VRPs	A. Bonneybank. A/F:	N056.13.04.000	W003.01.13.370	PlanG/Little Nav Map	56.2177777	-3.0203805
	B. Markinch Rlwy Stn	N056.12.02.820	W003.07.50.740	PlanG/Little Nav Map	56.2007833	-3.1307611
	C. Thlomands (Lake)	N056.13.56.910	W003.15.16.610	PlanG/Little Nav Map	56.232475	-3.2546138
	D. Largo Bay	N056.11.48.380	W002.56.03.770	PlanG/Little Nav Map	56.1967722	-2.9343805
	Portmoak A/F AVOID	N056.11.28.270	W003.19.52.850	PlanG/Little Nav Map	56.1911861	-3.3313472



ABOVE: General view of A/F layout.

BELOW: CIX APRONS and Parking Details



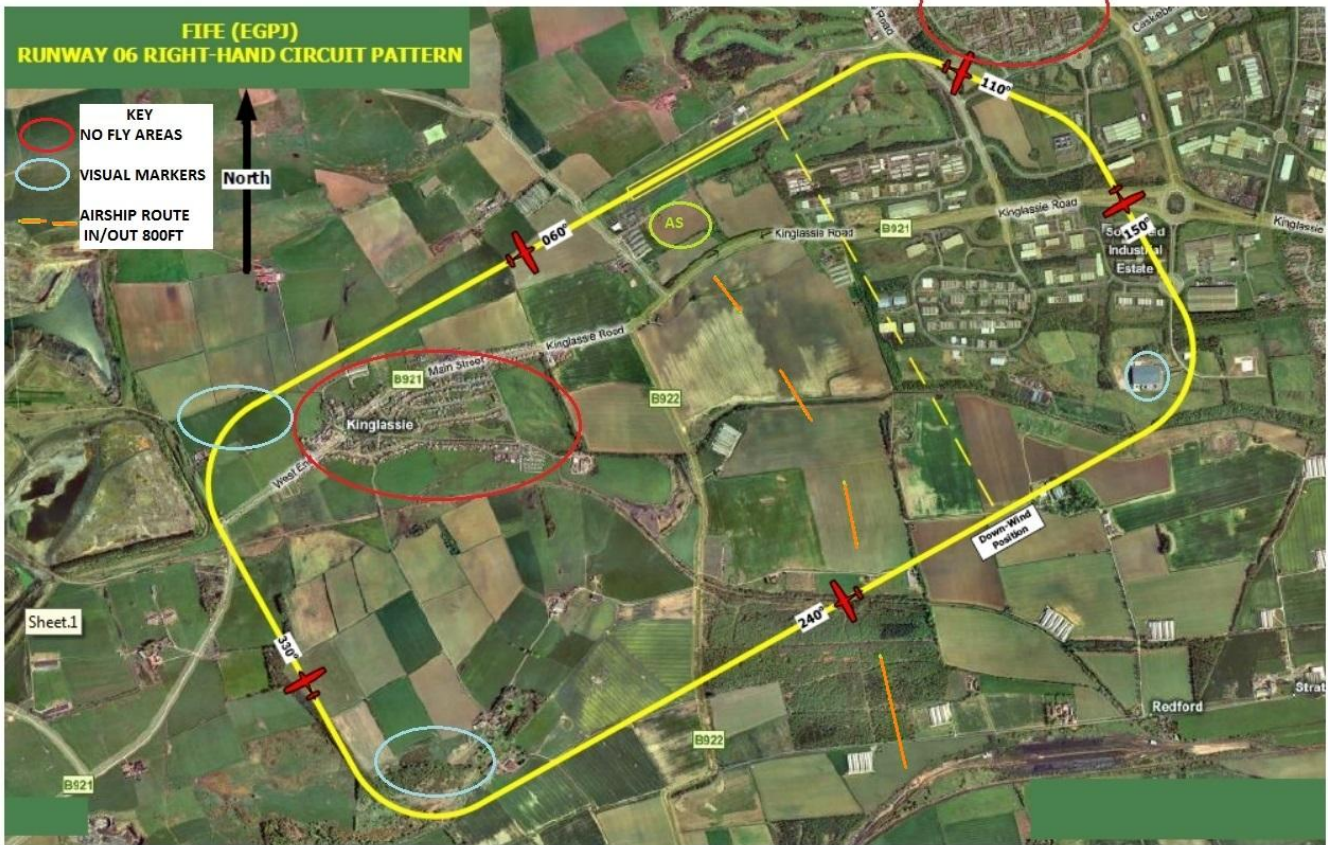
The chart on the left shows the circuit overlaid on the FSX scenery. THIS CIRCUIT IS VERY TIGHT. You must not overfly Kinglassie or the housing estate, which means R24 landing has a VERY short approach ON THE RUNWAY HEADING. Essentially, your base leg is just the turn from the farm. It requires careful planning and speed and height control.

R06 departures, you need to turn onto 110⁰ as soon as you can and identify your turning points, to avoid leaving the circuit.

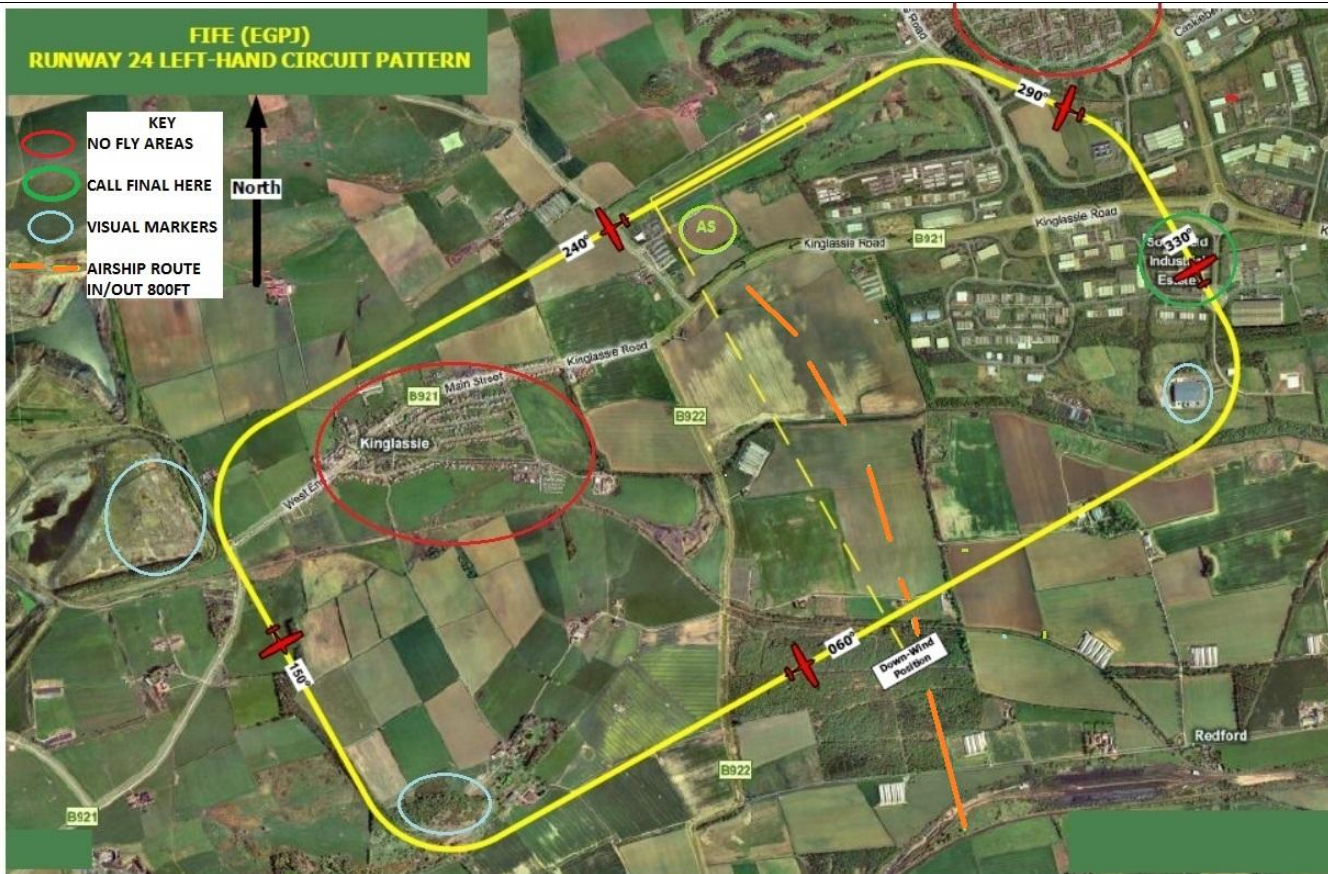
There is a more comprehensive explanation of the Circuits on on page 4 with pictures.

THIS IS A VERY TIGHT, NON-STANDARD CIRCUIT. YOU WILL NEED TO PRACTICE IT BEFORE FLYING WITH OTHER A/C
ALL PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR RW OPERATIONS

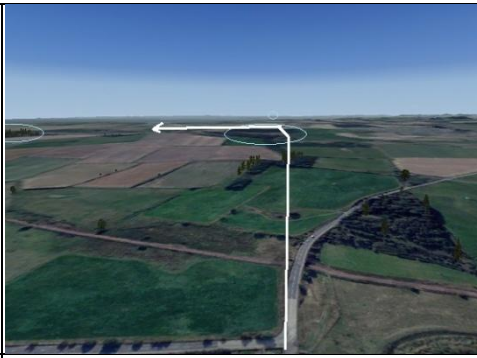
The Circuit charts below, modified and reproduced by kind permission of the A/F management(RW).



RUNWAY 06 CIRCUIT; RIGHT-HAND CIRCUITS: Departing Runway 06, right turn to a heading of app. 110° to avoid the housing estate ASAP. Base Leg is West of the village of Kinglassie. DO NOT OVERSHOOT the turn to final - very little space/time for correction.



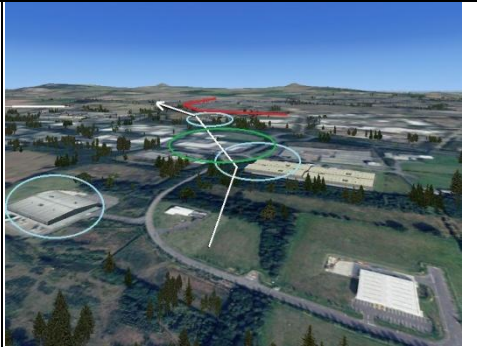
RUNWAY 24 CIRCUIT; LEFT-HAND CIRCUITS: departing Runway 24, extend upwind leg beyond Kinglassie. Turn crosswind, pass West of Kinglassie. NOTE offset final for Runway 24, avoiding the housing estate. On Base, report final when approximately 50° from the runway, and overfly the Golf Course.



24 Circuit: Outbound leg, Turn before or at edge of Quarry.
You can drift north but **NOT SOUTH**

Cross the road to the south of the Quarry, Heading 150° turn at the right edge of the scrubland (an outcrop).

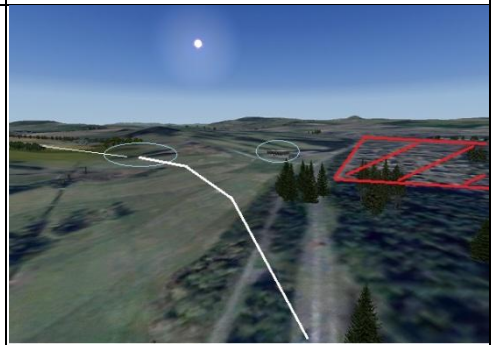
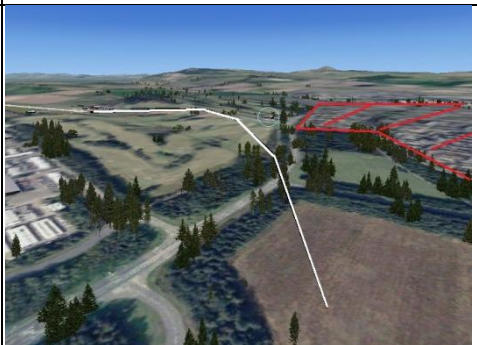
Now on a Heading 060° remain South of the line. Note the farm beyond the wood. Check speed, slow to descend.



Check U/C down. 10° flap MAXIMUM
Turn around white factory, over small roundabout just left of yellow factory

DO NOT overfly 2nd roundabout. Look for the police centre and call final. NO MORE FLAP, control SPEED

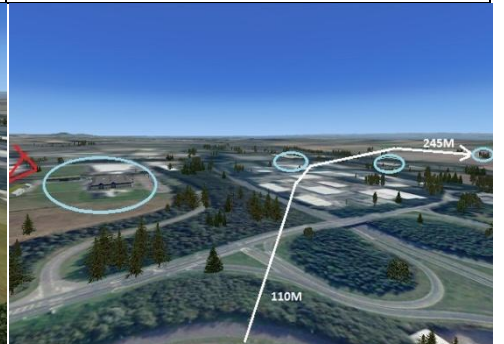
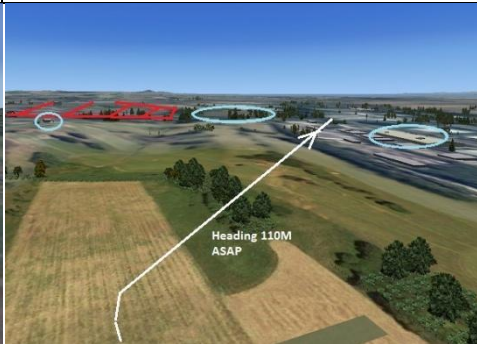
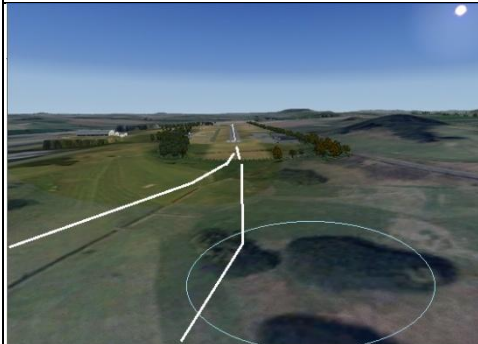
WATCH YOUR HEIGHT. CALL FINAL.
Look for the Police Station complex and grounds. Aim just left of complex



YOU WILL NOT SEE THE RUNWAY so look for the Golf Clubhouse, turn before it. Check speed and height.

This is the scary bit. I am too high. **DO NOT LOOK FOR RUNWAY NOT VISIBLE yet.**

Look for the 3 clumps, the leftmost is on the c/l. If too high, runway in sight. FULL FLAP judge the turn.



If you turned a bit early, look for the ditch, follow it in. This is a bit low. **WATCH YOUR SPEED.** If you need to Go-Around, power up and climb, high ground right and ahead. Propjets use reverse thrust. If needed over the fence.

060° Departure. Passing 500ft (earlier if safe). Head 110° to pass between the Police complex and another yellowish factory. Your turn **MUST** be as soon as safe. **REMAIN CLEAR OF THE POLICE COMPLEX.**

As soon as possible, identify yellow and bluish factory, exit via roadway. Turn onto 065M by abeam the farm. Final turn; **Start before railway/road,** avoid Kinglagssie and you will be just north of the C/L. Late and you will be too far north to recover the C/L.