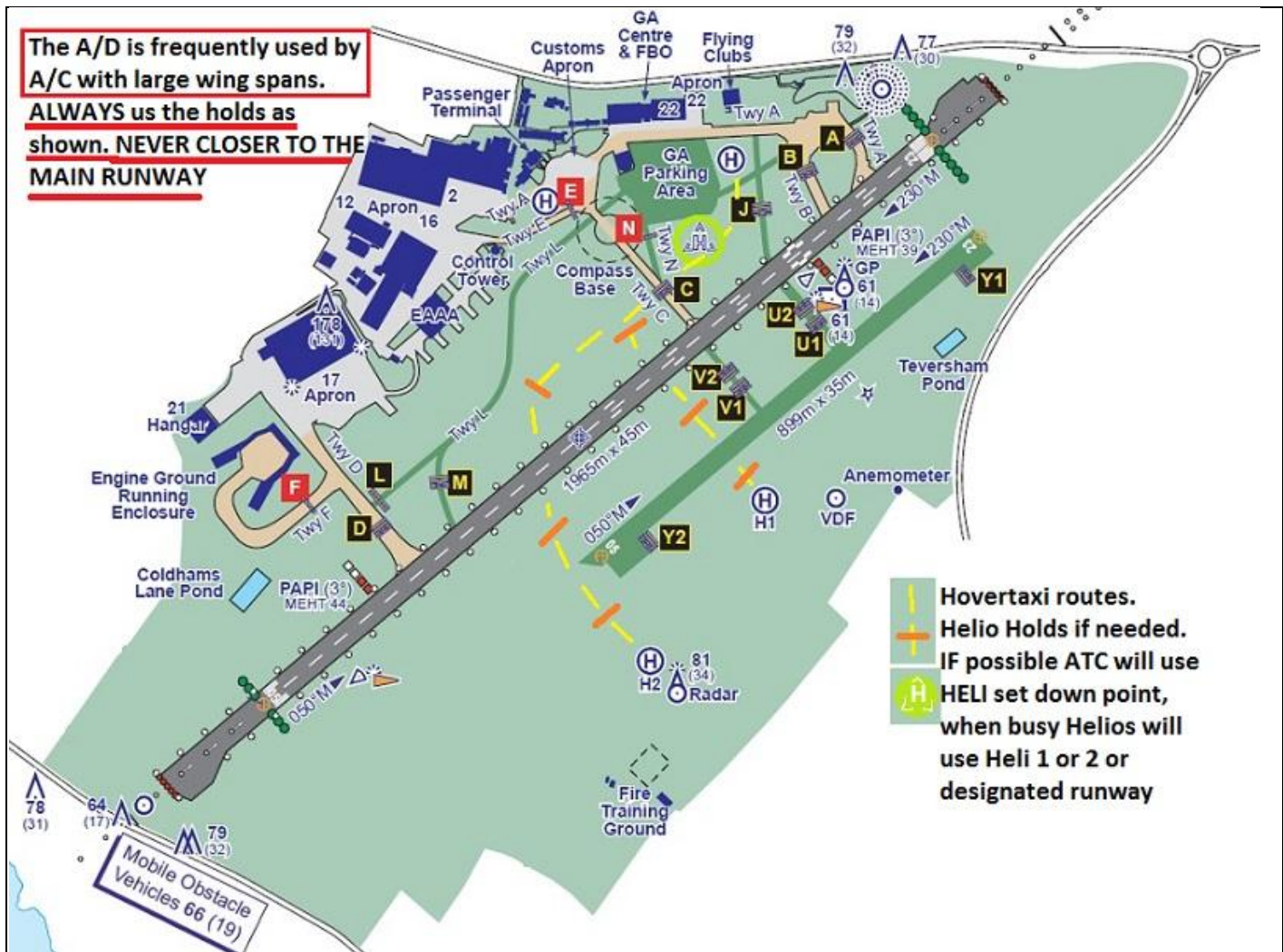



AIRFIELD NAME		November 23	CAMBRIDGE	EGSC	Central
CALLSIGN (A/C RADIO)		Cambridge Tower		125.905	
CALLSIGN (ES/VATSIM)		EGSC_TWR		Elev.47 ft	
LOCATION		Lat: N052.12.18.000	Long: E000.10.30.000	Elev. ft	
LOCATION GEOGRAPHIC		1.5nm NE of Cambridge		App. 120.965 RDR 1240980	
CHART SOURCE		NATS	NO NORDO AIRCRAFT	QFE= QNH-1 HPscs	
METAR AIRPORT		EGSC 134.605	GA A/C PARK ON GA GRASS PARKING	Conspicuity	
NAV AIDS	NDB; CAM 332.50kHz		ILS 23 111.30MHz	SPECIAL RULES	
RUNWAYS	Headings	Dimension	Surface & notes	WHEN RVR IS LESS THAN 400M.	
	05 / 23	1965m x 46m	Asphalt	DEPARTURES AT PILOTS' DISCRETION. [IFR]	
AIRSPACE	05R / 23L	899m x 35m	Grass	WHEN RVR < 250M. NONE, -A/D CLOSED.	
	CLASS G	Transition level 6000ft	Airspace above Class C Base FL195 London FIR	GO-AROUNDS Runway 05/23 GRASS.	
CIRCUITS	Multi engine A1500ft QNH Other fixed wing A1000ft Helicopters A700ft QNH		All Circuits to South. 23 LH. 05 RH.	MAINTAIN RUNWAY HEADING UNTIL ADVISED by ATC, with possible altitude restriction or change. Due possible parallel runway operations.	
NO FLY AREAS	UNLESS LANDING OR TAKING OFF , NOT BELOW A2000ft, WITHIN 3nm of Cambridge City, see below. Remain well clear of NEWMARKET area, below A2500, due racing stables.				
LOCAL HAZARDS	When Taxiing on Grass, keep to cut taxiways, all other grass areas unfit for A/C. When large A/C are using the Engine Test Bay. Taxiway A may be closed.				
REMARKS	<p>GA Grass Parking is laid out on a grid system, 4 rows of 8 bays.</p> <p>DEPARTURES: MAIN RUNWAY.</p> <p>RUNWAY 05: VFR A/C should request/use GRASS runway if able. ALWAYS call to cross main runway. A/C requiring a LEFT turn (North), AVOID Cambridge City below A2000ft QNH.</p> <p>A/C requiring a RIGHT turn (South) or into circuit, Turn when able BUT NOT BELOW 500ft or as ATC.</p> <p>RUNWAY 23:</p> <p>A/C requiring a RIGHT turn (North), AVOID Cambridge City below A2000ft QNH.</p> <p>A/C requiring a LEFT turn (South) or into circuit, Turn when able BUT NOT BELOW 500ft or as ATC.</p> <p>DURING NEWMARKET RACES the A/D gets VERY busy with LARGE transport A/C delivering & collecting international horses. ALWAYS USE THE HOLD AS SHOWN to allow for wingspans of visiting A/C. Also there will be increased corporate activity, to/from racecourse.</p>				
HELICOPTER OPERATIONS	<p>Helicopters are requested to join the circuit via one of 3 HVRPs. see charts below</p> <p>North: Heli November, Reservoir, (PlanG VRP = 52.267106/0.2245330)</p> <p>East: Heli Echo, Plantation S of A14, (PlanG VRP= 52.212583/0.250851)</p> <p>South: Heli Sierra, Golf Course, (PlanG VRP= 52.165351/0.1812744)</p> <p>Contact TOWER NOT LESS than one minute from HVRP, AT A700ft.</p> <p>REMAIN CLEAR OF Cambridge City and avoid local villages if possible. Wheeled and heavy helios will use hard runway/taxiways. light Helios, AS ADVISED BY ATC. Expect SET DOWN point, between J and C, or Heli1 or 2 with Hover taxi STRAIGHT across main runway (when cleared) then via hold Charlie and heli route as shown below. Departures as directed by ATC. NOTE Heli1 and 2 may be assigned for Helio training.</p>				
ALL PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME on TEAMSPEAK. NOT TO BE USED FOR REAL OPERATIONS					

The A/D is frequently used by A/C with large wing spans.
ALWAYS use the holds as shown. NEVER CLOSER TO THE MAIN RUNWAY



-  Hovertaxi routes.
-  Helio Holds if needed.
- IF possible ATC will use**
-  HELI set down point, when busy Helios will use Heli 1 or 2 or designated runway

GA A/C will park on GRASS parking, as shown.
GA A/C should (request) and use GRASS runway, if able.
USE HOLDS AS SHOWN
CALL to cross MAIN Runway



TO HOLDS L. AND M.