

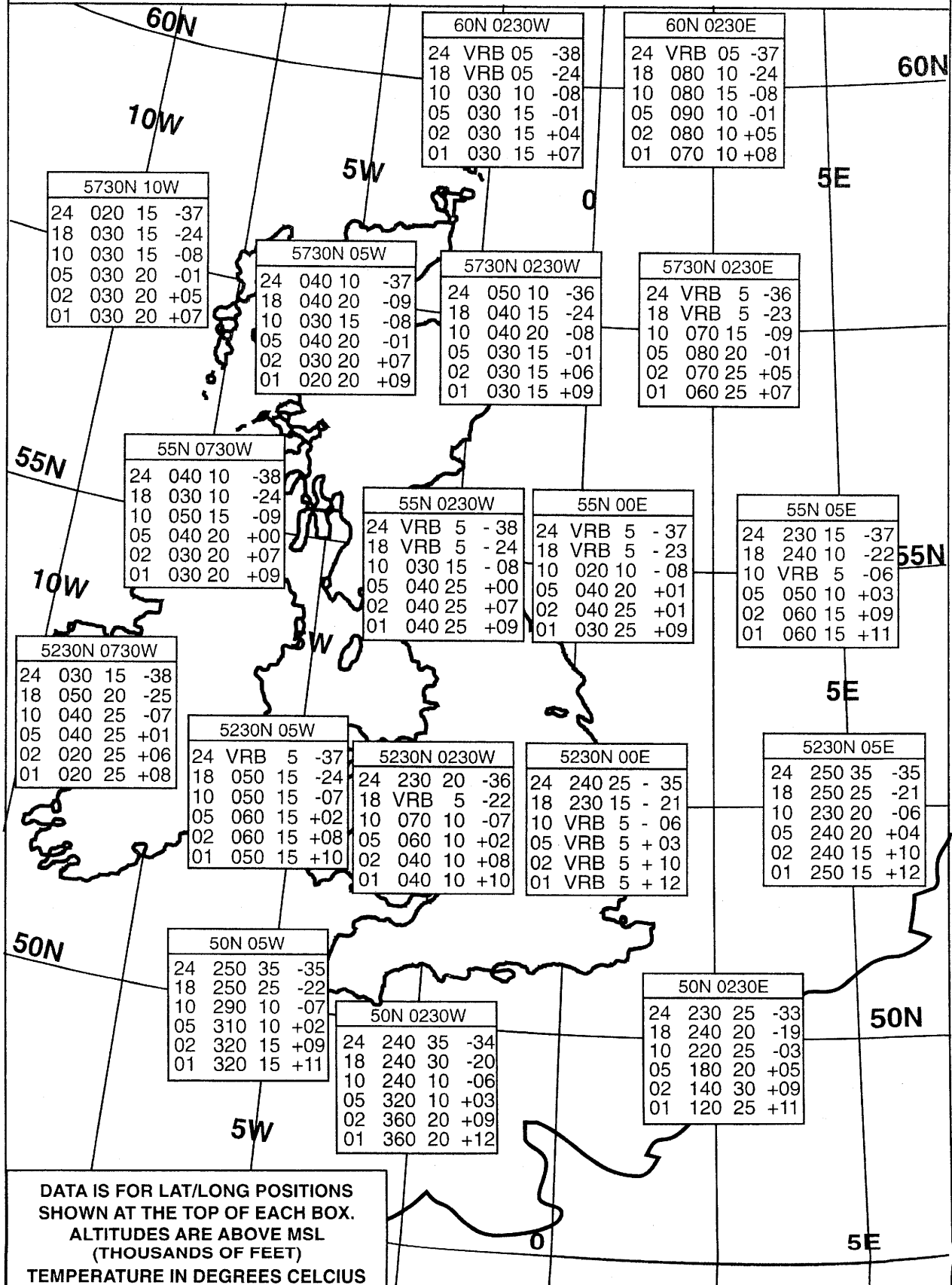
APPENDIX A

SIMILAR TO THAT

FORM 214

ISSUED BY THE BRACKNELL METEOROLOGICAL OFFICE

**FIXED TIME CHART VALID AT 15 UTC ON MONDAY 15th
SUITABLE FOR FLIGHTS BETWEEN 1200 AND 1800 UTC**



APPENDIX B

UK LOW LEVEL FORECAST

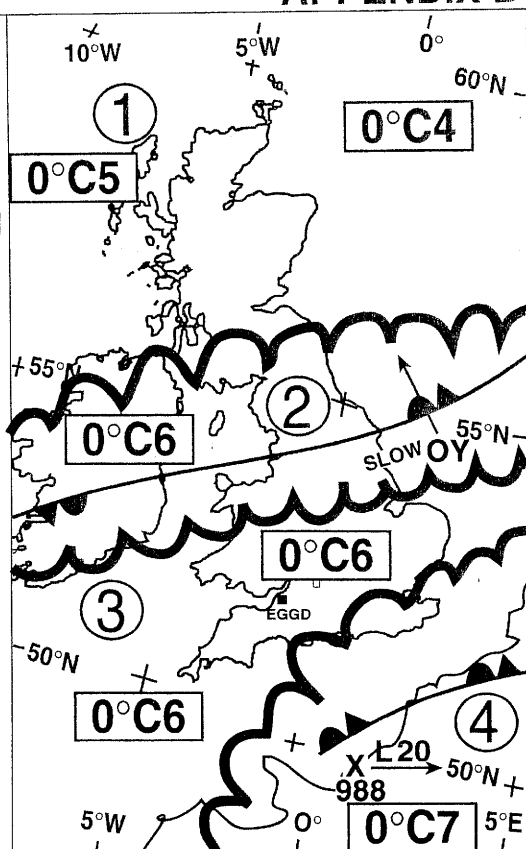
VALID BETWEEN

15 1200 Z

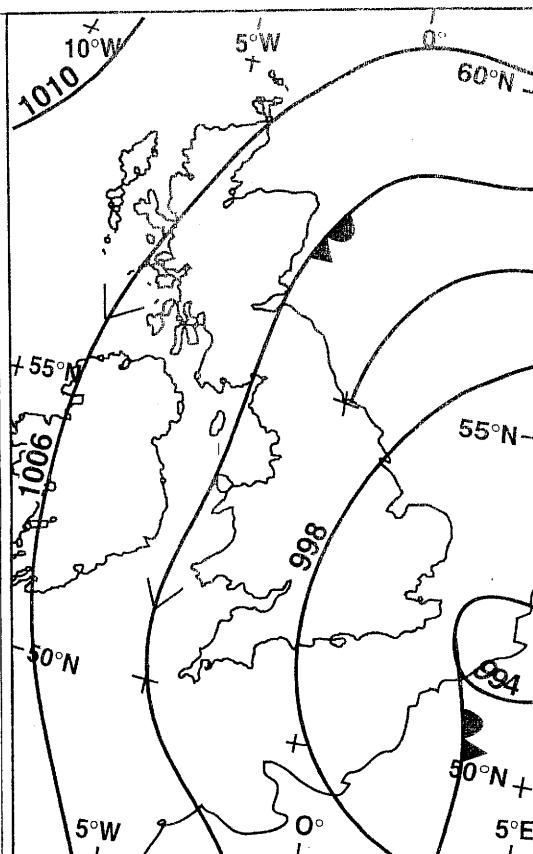
AND

15 1800 Z

- NUMBERS IN CIRCLES ARE WEATHER
- 0°C LEVELS (BOXED) ARE IN 1000'S OF FEET AMSL
- CLOUD HTS IN TEXT ARE IN FEET AMSL
- TS AND CB IMPLY MOD/SEV ICE AND TURB



FORECAST FOR 15 1500 Z



OUTLOOK AT 15 2400 Z

ZONE 1	GEN	30KM	NIL	1-3/8CUSC	3000\5000
OCNL	S	15KM	RASH	6/8 CUSC	1500\10000 7/8 AC 12000\16000
ISOL		15KM	RASH	8/8 CUSC	2000\9000

MOD ICE AND MOD TURB IN CLD. CLD ON HILLS

ZONE 2	GEN	15KM	NIL/RA	6-8/8 LYR	2000\14000 + EMBD CB 3000\14000
OCNL		8KM	RA/DZ	5-7/8 ST	800\1500 8/8LYR 1500\20000
ISOL		3000M	+RA/TS	8/8LYR	500\22000 + EMBD CB 1200\24000

MOD ICE AND MOD TURB IN CLD. CLD ON HILLS.
OCNL MOD TURB BLW 6000 OVER LAND N OF OCCLUSION.

ZONE 3	GEN	20KM	NIL	2-5/8CUSC	3000\7000 1-3/8 AC 9000\12000
OCNL		8KM	RASH	6/8 ST	1500\12000
ISOL	CHIEFLY W	5000M	TS+SH	7/8 CB	800\18000

MOD ICE AND MOD TURB IN CLD. CLD ON HILLS.

ZONE 4	GEN	10KM	NIL/RA	3-5/8CUSC	2000\8000 7/8 AC 8000\22000
OCNL		6KM	RA	6/8 STSC	800\5000 8/8 LYR 5000\24000
ISOL		3000M	+RA/TS	8/8 LYR	500\22000 + EMBD CB 1500\28000

MOD ICE AND MOD TURB IN CLD. CLD ON HILLS.
OCNL MOD TURB BLW 6000 OVER LAND IN S.

OUTLOOK UNTIL 140000Z: GENERALLY LITTLE CHANGE.

SIMILAR TO THAT

METFORM 215: ISSUED BY MET OFFICE BRACKNELL AT 1000Z MONDAY 15TH

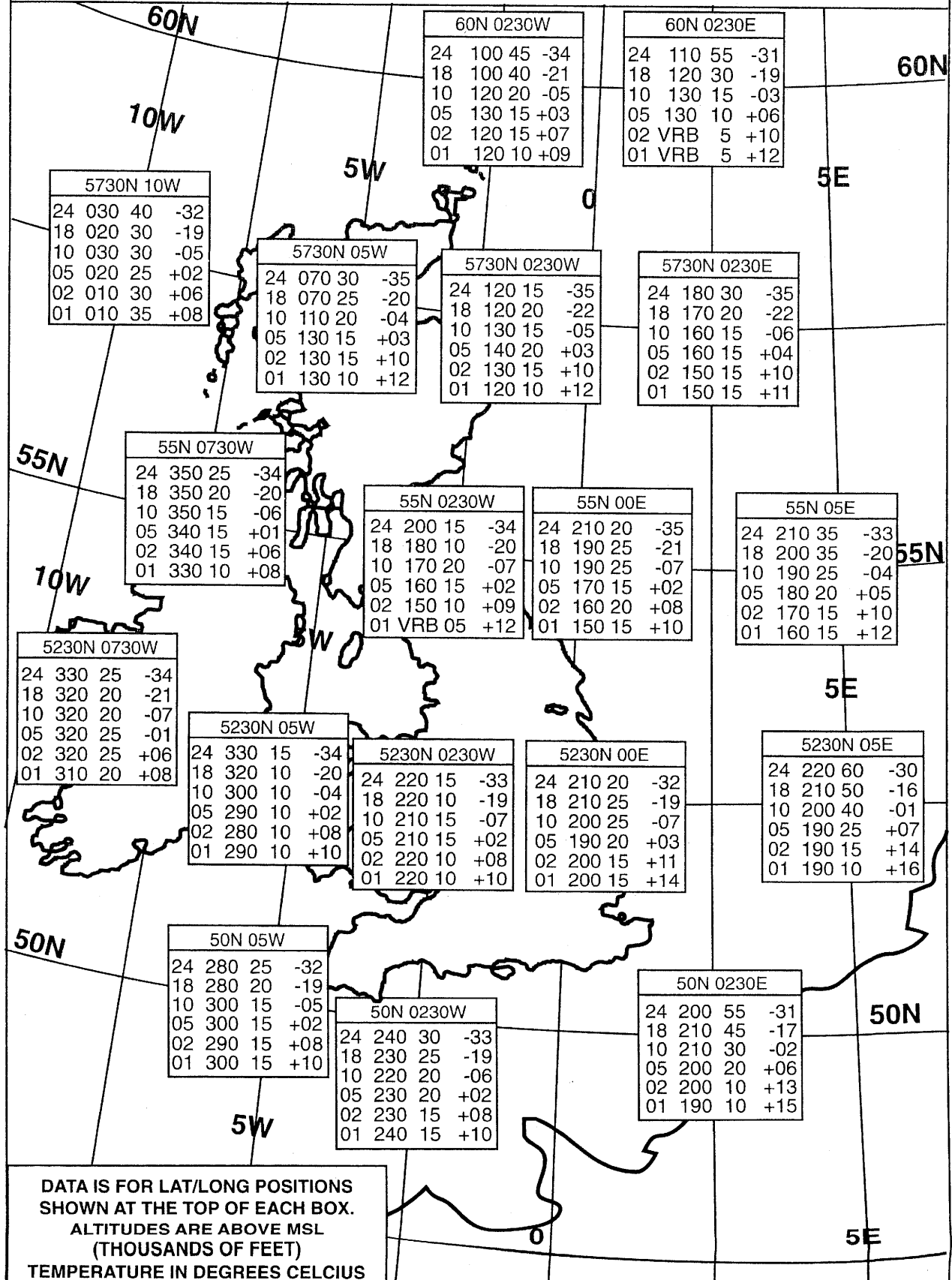
APPENDIX C

SIMILAR TO THAT

FORM 214

ISSUED BY THE BRACKNELL METEOROLOGICAL OFFICE

**FIXED TIME CHART VALID AT 15 UTC ON SATURDAY 3rd
SUITABLE FOR FLIGHTS BETWEEN 1200 AND 1800 UTC**



APPENDIX D

UK LOW LEVEL FORECAST

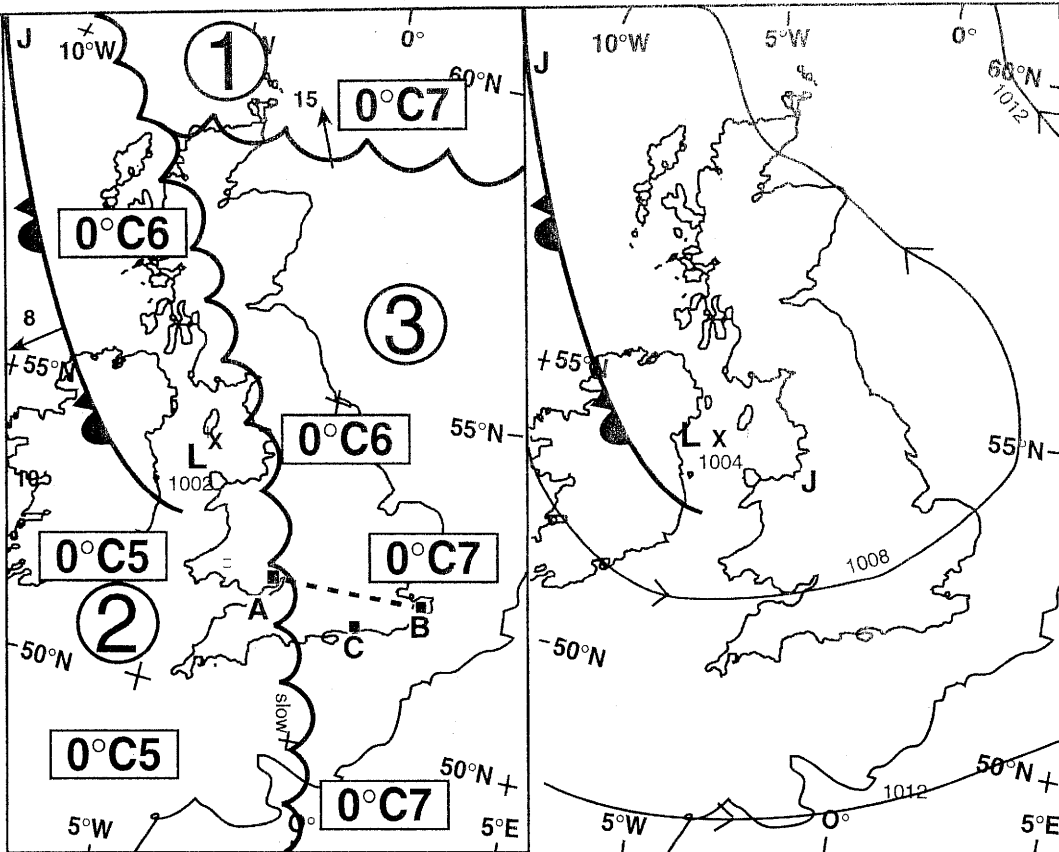
VALID BETWEEN

03 1200 Z

AND

03 1800 Z

- NUMBERS IN CIRCLES ARE WEATHER ZONES
- 0°C LEVELS (BOXED) ARE IN 1000'S OF FEET AMSL
- CLOUD HTS IN TEXT ARE IN FEET AMSL
- TS AND CB IMPLY MOD/SEV ICE AND TURB



FORECAST FOR 03 1500 Z

OUTLOOK AT 03 2400 Z

ZONE 1 GEN	6KM NIL/DZ	5-7/8 STSC 600/5000	1-3/8 AC 11000/17000
OCNL	12KM NIL	2-4/8 ST 1000/1500	3-5/8 ST 2000/5000
ISOL	500M FOG/DZ	8/8 STSC SFC/4000	

CLD ON HILLS, MOD TURB IN CLOUD AND LIGHT ICE IN AC.

ZONE 2 GEN	16KM NIL/RA	6/8 SC 2500/7000	4-7/8 LYR 9000/15000
OCNL MAINLY N of 55N	10KM RADZ	6-8/8 STSC 800/5500	7/8 LYR 10000/16000
ISOL NEAR FRONT & LOW CENTRE	1500M MIST/DZ	7/8 STSC 600/8000	1-4/8 AC 11000/17000

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD
MOD TURB BLW 5000, W OF LOW

ZONE 3 GEN	20KM NIL	3-6/8 CUSC 2500/9000	2-4/8 AC 9000/16000
OCNL INLAND	8KM RASH	7/8 CU 1500/10000	3-5/8 AC 9000/16000
OCNL MAINLY CONTINENT	4000M TS HEAVY RASH	7/8 CB 800/25000	
LOC FAR SE	5000M RA/HEAVY RA	7/8 ST 700/1500	8/8 LYR 2000/22000

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD

OUTLOOK UNTIL 032400Z: PATCHY MIST LATER OVERLAND ZONE 3 N.

SIMILAR TO THAT

METFORM 215: ISSUED BY MET OFFICE BRACKNELL AT 1045 Z SATURDAY 3RD

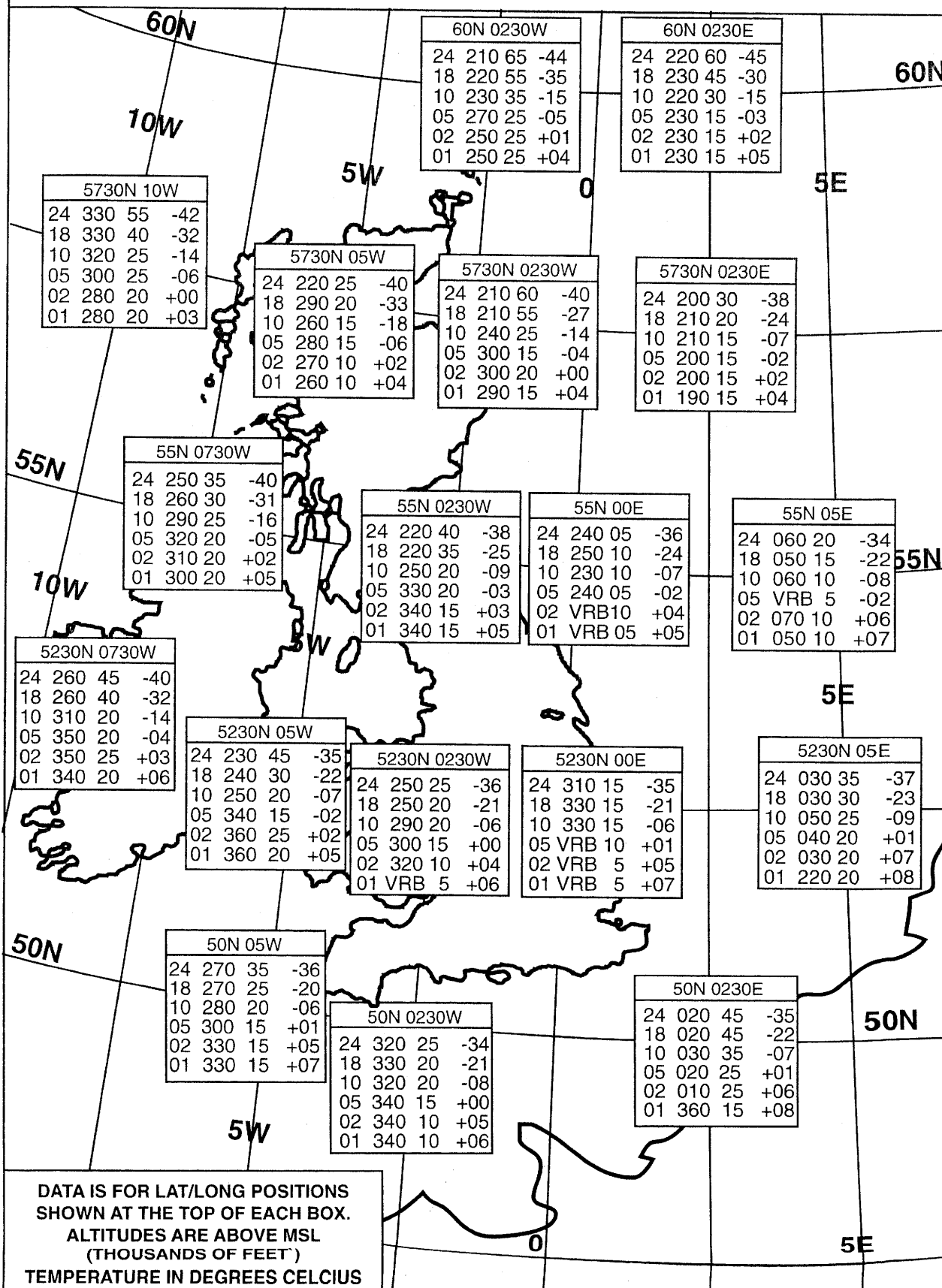
APPENDIX E

SIMILAR TO THAT

FORM 214

ISSUED BY THE BRACKNELL METEOROLOGICAL OFFICE

**FIXED TIME CHART VALID AT 09 UTC ON SATURDAY 12th
SUITABLE FOR FLIGHTS BETWEEN 0600 AND 1200 UTC**



APPENDIX F

UK LOW LEVEL FORECAST

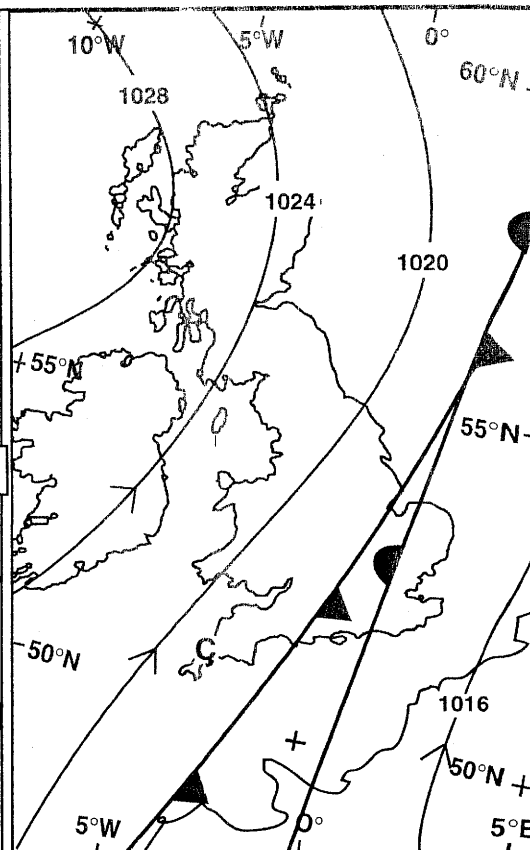
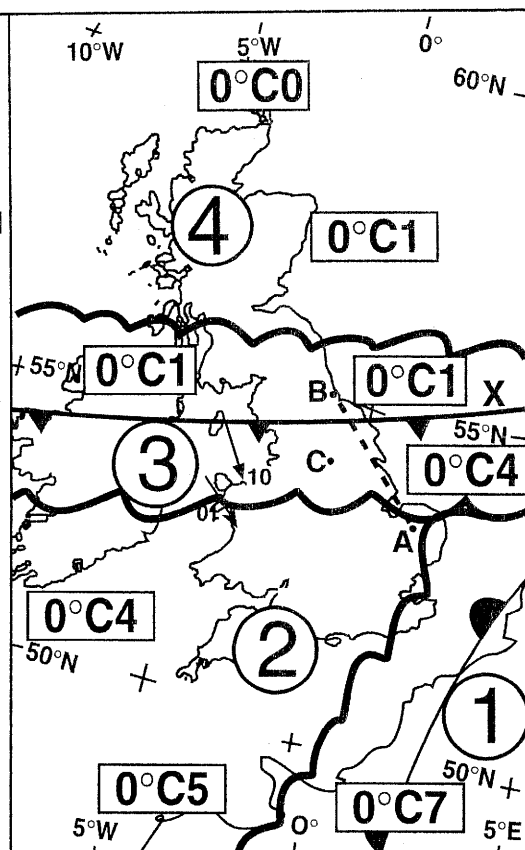
VALID BETWEEN

12 0600 Z

AND

12 1200 Z

- NUMBERS IN CIRCLES ARE WEATHER ZONES
- 0°C LEVELS (BOXED) ARE IN 1000'S OF FEET AMSL
- CLOUD HTS IN TEXT ARE IN FEET AMSL
- TS AND CB IMPLY MOD/SEV ICE AND TURB



FORECAST FOR 12 0900 Z

OUTLOOK AT 12 1800 Z

ZONE 1	GEN	5000M	RADZ	3-6/8 STSC 1000\6000
	OCNL	3000M	DZ	7/8 STSC 500\8000
	ISOL NE	3000M	RASN/	7/8 ST 1000/15000 8/8NS 1500/11000

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD

ZONE 2	GEN	12KM	SN/NIL	4-7/8 STSC 1000\8000 7/8LYR 7000/18000
	OCNL INLAND	20KM	NILSN	2-5/8 CUSC 1500\6000 5-7/8 7000/16000
	OCNL MAINLY SEA COASTS	2500M	SNRA	7/8 STSC 200\6000 8/8LYR 7000/20000

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD

ZONE 3	GEN	25KM	NIL	3-6/8 CUSC 2000\5500
	ISOL	10KM	RASH	7/8 CU 1500\15000
	ISOL LAND UNTIL 1800Z	1500M	MIST	3-6/8 ST 400\700

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD

ZONE 4	GEN	8KM	NIL	0-3/8 ST 7000\13000
	OCNL FAR SW	10KM	NIL	5/8 CUSC 3000\5000
	OCNL	4000M	MIST/HAZE	3-6/8 ST 300\1000
	OCNL ENGLAND, NW FRANCE UNTIL 0900Z, ISOL NORTH SEA	400M	FOG	4-7/8 ST SFC\500

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD

OUTLOOK UNTIL 141800Z: FRONTAL ZONE CONTINUING SSE THEN SE AT 10KT

SIMILAR TO THAT

METFORM 215: ISSUED BY MET OFFICE BRACKNELL AT 0345 Z SATURDAY 12TH

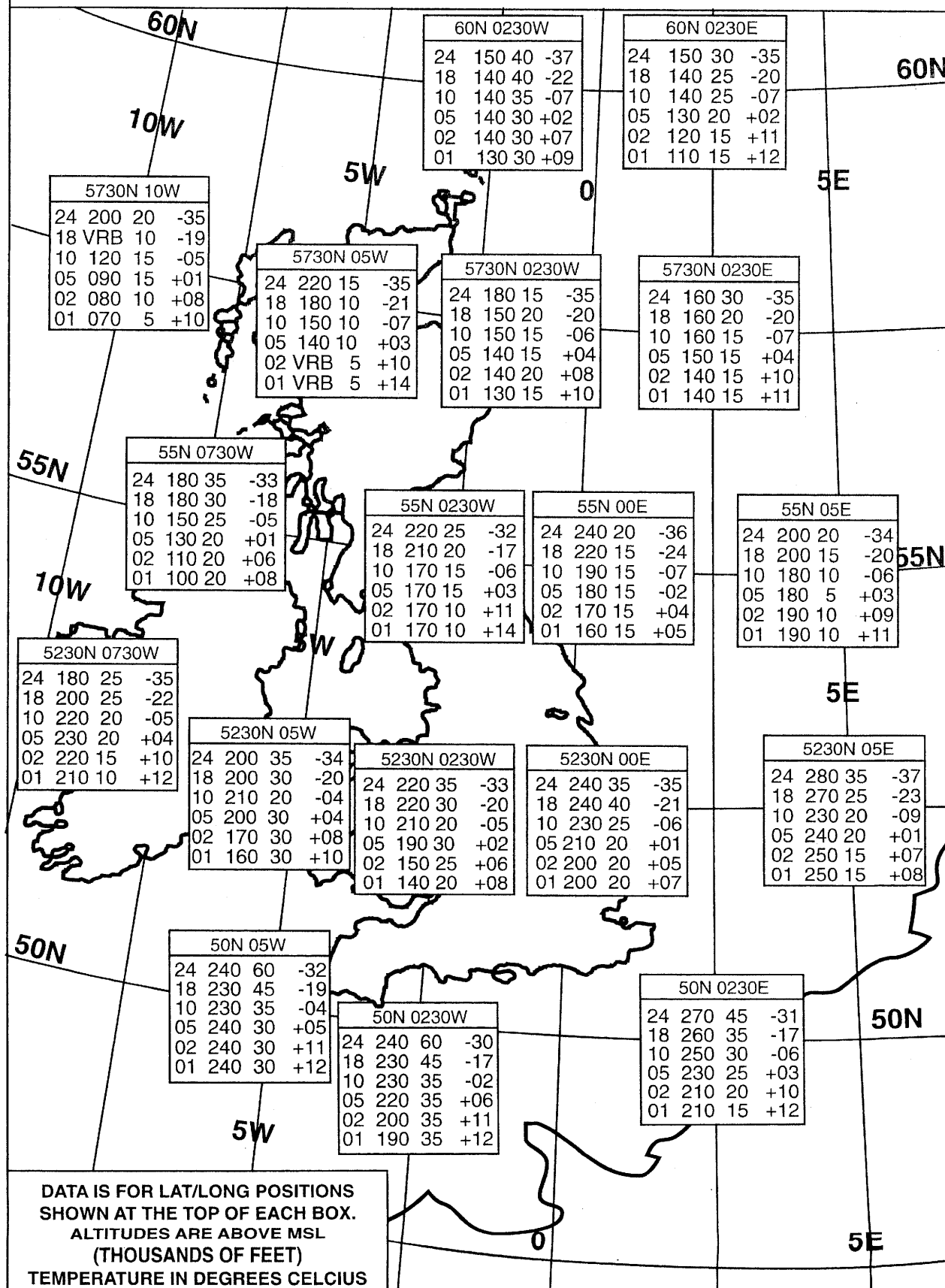
APPENDIX G

SIMILAR TO THAT

FORM 214

ISSUED BY THE BRACKNELL METEOROLOGICAL OFFICE

**FIXED TIME CHART VALID AT 15 UTC ON TUESDAY 12th
SUITABLE FOR FLIGHTS BETWEEN 1200 AND 1800 UTC**



APPENDIX H

UK LOW LEVEL FORECAST

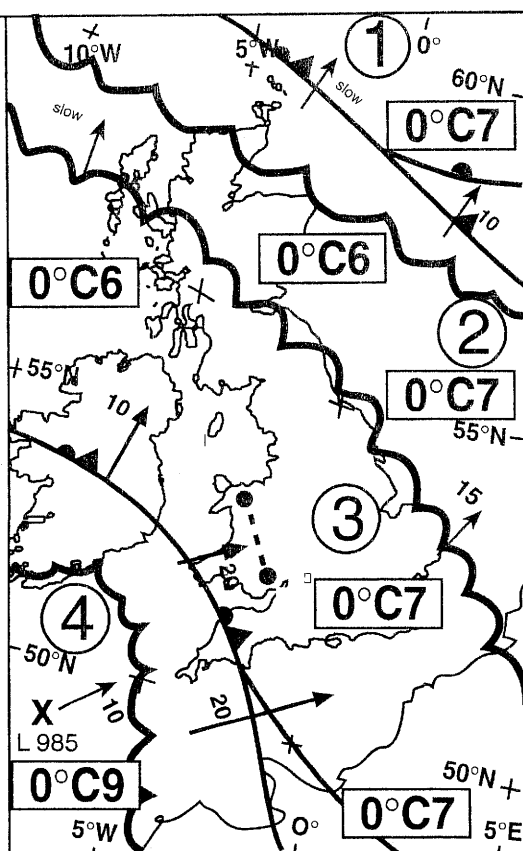
VALID BETWEEN

12 1200 Z

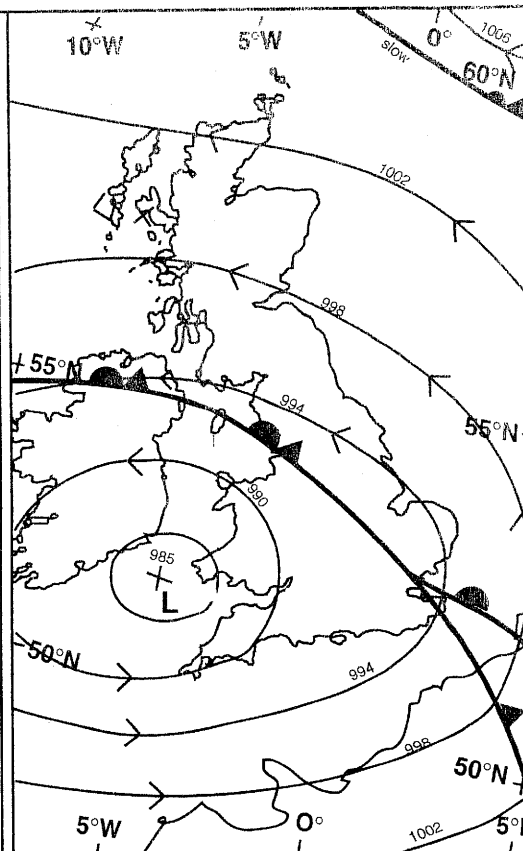
AND

12 1800 Z

- NUMBERS IN CIRCLES ARE WEATHER ZONES
- 0°C LEVELS (BOXED) ARE IN 1000'S OF FEET AMSL
- CLOUD HTS IN TEXT ARE IN FEET AMSL
- TS AND CB IMPLY MOD/SEV ICE AND TURB



FORECAST FOR 12 1500 Z



OUTLOOK AT 12 2400 Z

ZONE 1	GEN	8KM	NIL	3-6/8 STSC 1000/7000	5-7/8 AC 10000/19000
OCNL	MAINLY FRONT	4000M	RA/RASH	6-8/8 ST 800/1500	7/8 CU 15000/12000
WDSR NE	OCNL ELSEWHERE	2000M	MIST	6/8 ST 100/1500	5/8 AC 6000/18000

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD
OCNL MOD TURB BLW 4000 NE OF FRONT

ZONE 2	GEN	30KM	NIL	2-5/8 CU 2500/9000
ISOL SEA	OCNL LAND	7KM	+RASH	6/8 CU 1500/12000

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD

ZONE 3	GEN	8KM	RA	7/8 STSC 1000/8000	8/8LYR 8000/18000
OCNL	MAINLY NE	20KM	NIL	4-7/8 SC 2000/6000	7/8 LYR 8000/15000
OCNL	NEAR FRONTS	5000M	RADZ	6-8/8 STSC 800/1800	8/8LYR 1500/20000
ISOL W		4000M	TS/HEAVY RASH	6-8/8 ST 600/1500	7/8LYR 2000/22000

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD
OCNL MOD TURB BLW 5000 NEAR FRONTS

ZONE 4	GEN	25KM	NIL	4/8 CU 2500/7000	3/8 AC 10000/20000
OCNL		6KM	RASH	7/8 CU 1500/2000	
OCNL		4000M	TS/HEAVY RASH	5/8 ST 800/1500	7/8 CB 1500/30000

CLD ON HILLS, MOD ICE AND MOD TURB IN CLOUD
OCNL MOD TURB BLW 4000 OVER LAND

OUTLOOK UNTIL 122400Z: LITTLE CHANGE

SIMILAR TO THAT

METFORM 215: ISSUED BY MET OFFICE BRACKNELL AT 1045 Z

TUESDAY 12TH

Latitude and Longitude to the nearest minute of a degree are given as an aid to identification. Where locations and facilities such as aerodromes are marked on the chart, the charted position must be used.

APPENDIX I

TIME	FROM	TO	FL/ALT	SAFETY ALT ft amsl	TAS kt	W/V	Trk. °T	Drift	Hdg. °T	Varn	Hdg. °M	Gs. kt	Dist nm	TIME	ETA
1050	SHOREHAM N5050.03 W00017.57	FARTHING CORNER N5119.80 E00036.17	2200	2100	105	090/10				2°W					
	FARTHING CORNER N5119.80 E00036.17	WATTISHAM N5207.62 E00057.47	3000	1900	105	110/20				2°W					
TOTALS															

ALTERNATE

	WATTISHAM N5207.62 E00057.47	CLACTON N5147.08 E00107.84	As Reqd	1700	100	100/15				2°W					
--	------------------------------------	----------------------------------	---------	------	-----	--------	--	--	--	-----	--	--	--	--	--

Note: Safety Altitude is derived from the higher of -
 (i) the highest ground within 5nm of track plus 1299ft or
 (ii) the highest structure within 5nm of track plus 1000ft.

Latitude and Longitude to the nearest minute of a degree are given as an aid to identification. Where locations and facilities such as aerodromes are marked on the chart, the charted position must be used.

APPENDIX J

TIME	FROM	TO	FL/ALT	SAFETY ALT ft amsl	TAS kt	W/V	Trk. °T	Drift	Hdg. °T	Varn	Hdg. °M	Gs. kt	Dist nm	TIME	ETA
1137	SHIPDHAM N5237.74 E00055.78	BOURNE N5245.50 W00022.50	As Reqd	3100	90	250/20				3°W					
	BOURNE N5245.50 W00022.50	TATENHILL N5248.80 W00145.63	As Reqd	2500	95	250/25				3°W					
TOTALS															

ALTERNATE

	TATENHILL N5248.80 W00145.63	COSFORD N5238.42 W00218.25	As Reqd	2100	90	245/20				4°W					
--	------------------------------------	----------------------------------	---------	------	----	--------	--	--	--	-----	--	--	--	--	--

Note: Safety Altitude is derived from the higher of -

- (i) the highest ground within 5nm of track plus 1299ft or
- (ii) the highest structure within 5nm of track plus 1000ft.

Latitude and Longitude to the nearest minute of a degree are given as an aid to identification. Where locations and facilities such as aerodromes are marked on the chart, the charted position must be used.

APPENDIX K

TIME	FROM	TO	FL/ALT	SAFETY ALT ft amsl	TAS kt	W/V	Trk.°T	Drift	Hdg.°T	Varn	Hdg.°M	Gs. kt	Dist nm	TIME	ETA
O943	St. MARY'S Scilly Isles N4954.76 W00617.45	WOLF ROCK Light House N4956.42 W00548.50	4000	1500	110	250/20	084	2°p		5°W					
	WOLF ROCK Light House N4956.42 W00548.50	CAMELFORD Quarry N5036.00 W00438.50	4000	2400	110	270/25				4°W					
	CAMELFORD Quarry N5036.00 W00438.50	PLYMOUTH City Airport N5025.33 W00406.29	As Reqd	3000	110	270/25	118			4°W					
TOTALS															


ALTERNATE

PLYMOUTH City Airport N5025.33 W00406.29	BODMIN N5029.95 W00439.88	As Reqd	3000	100	270/25					4°W					
---	---------------------------------	---------	------	-----	--------	--	--	--	--	-----	--	--	--	--	--

Note: Safety Altitude is derived from the higher of -
 (i) the highest ground within 5nm of track plus 1299ft or
 (ii) the highest structure within 5nm of track plus 1000ft.

Latitude and Longitude to the nearest minute of a degree are given as an aid to identification. Where locations and facilities such as aerodromes are marked on the chart, the charted position must be used.

APPENDIX L

TIME	FROM	TO	FL/ALT	SAFETY ALT ft amsl	TAS kt	W/V	Trk.°T	Drift	Hdg.°T	Varn	Hdg.°M	Gs. kt	Dist nm	TIME	ETA
1020	YEOVIL N5056.37 W00239.44	TOP OF CLIMB (TOC)	FL45 	1900	80	260/15	321	10°S		4°W		71	10	9	1029
1029	TOC	YSTRADGYNLAIS N5147 W00345	FL 45	3300	115	260/20	321			4°W			65		1101
1101	YSTRADGYNLAIS	ABERPORTH N5206.75 W00433.33	FL45	3400	115	230/20				4°W			55		
TOTALS															

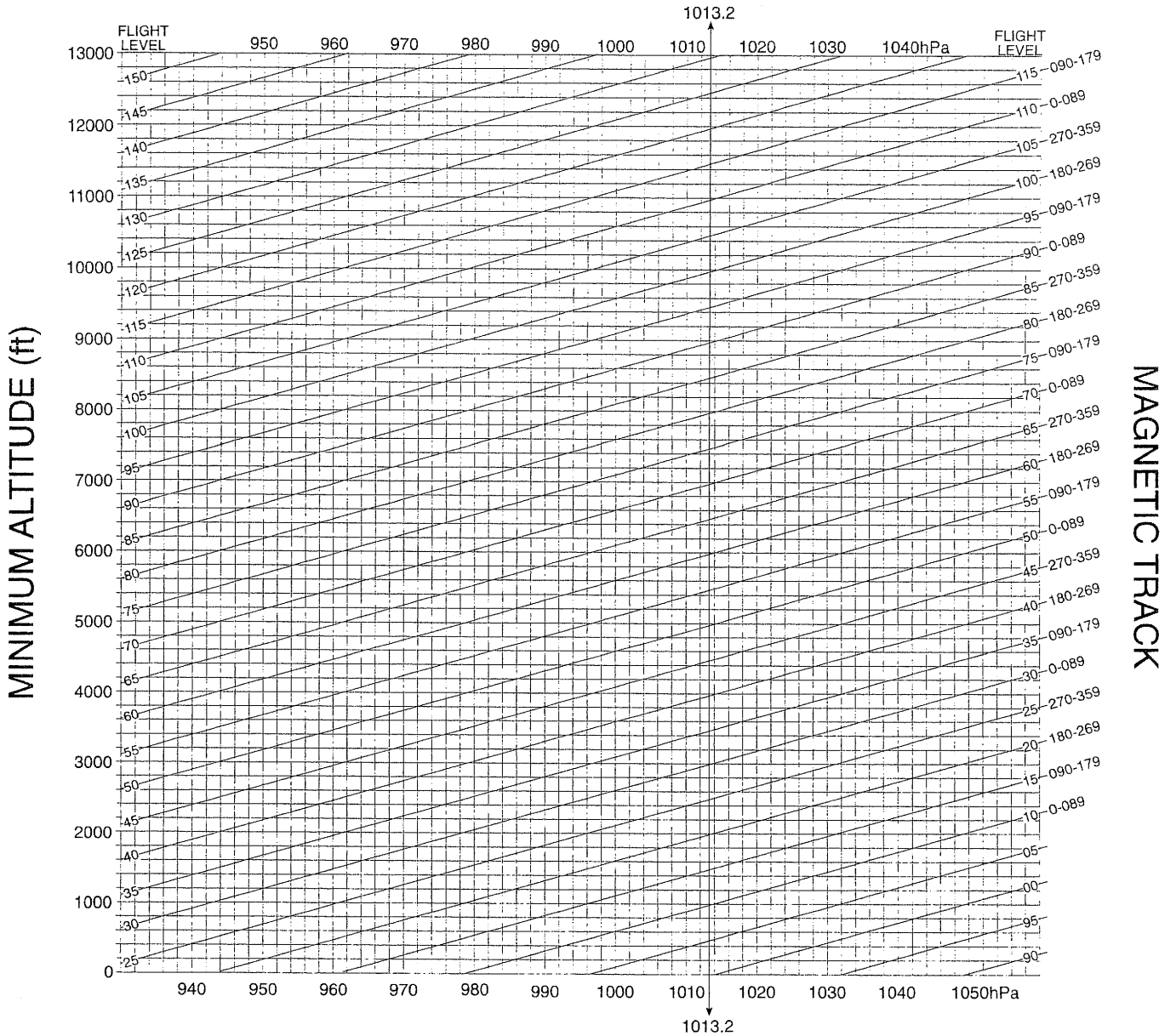
ALTERNATE

	ABERPORTH	SWANSEA N5136.29 W00404.00	FL35	2400	100	230/20				4°W					
--	-----------	----------------------------------	------	------	-----	--------	--	--	--	-----	--	--	--	--	--

Note: Safety Altitude is derived from the higher of -
 (i) the highest ground within 5nm of track plus 1299ft or
 (ii) the highest structure within 5nm of track plus 1000ft.

APPENDIX M

FLIGHT LEVEL GRAPH



Must not be used for operational purposes

APPENDIX N

TAKE-OFF DISTANCE - FLAPS UP

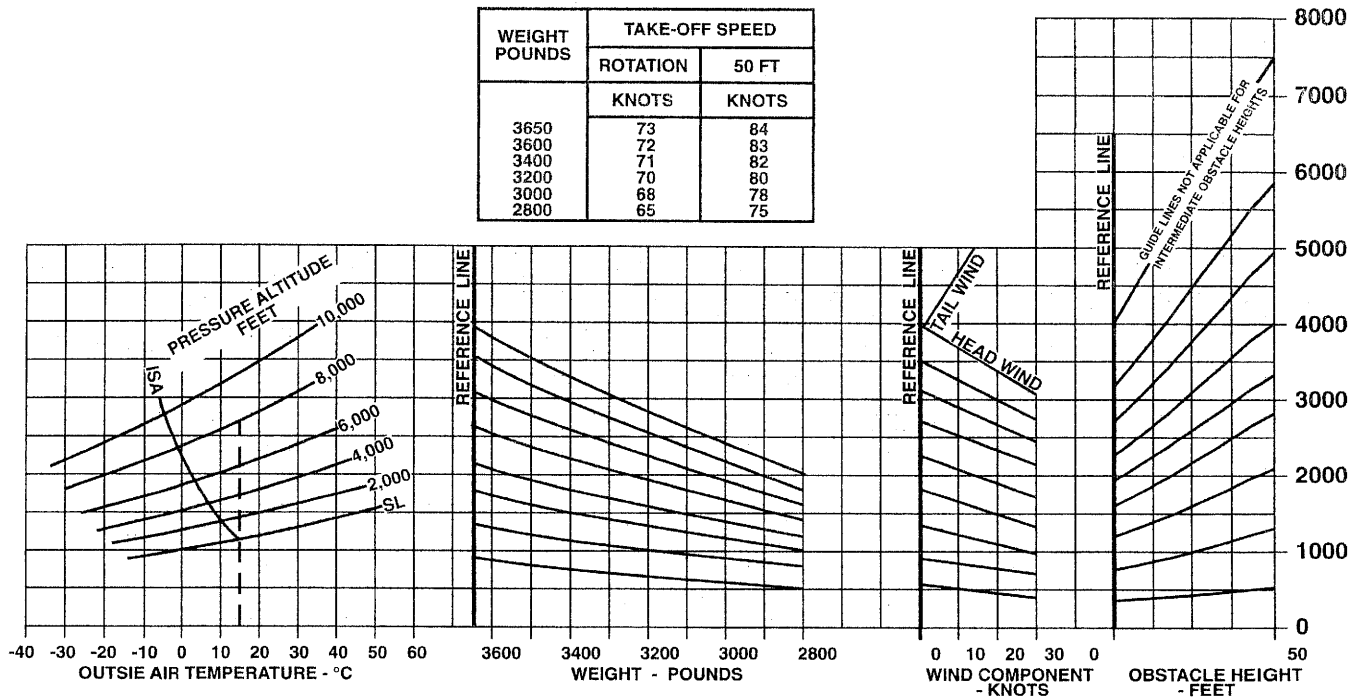
ASSOCIATED CONDITIONS:

POWER..... TAKE-OFF POWER SET BEFORE BRAKE RELEASE
 MIXTURE..... FULL RICH
 FLAPS..... UP
 LANDING GEAR..... RETRACT AFTER POSITIVE CLIMB ESTABLISHED
 COWL FLAPS..... OPEN
 RUNWAY..... PAVED LEVEL DRY SURFACE

EXAMPLE:

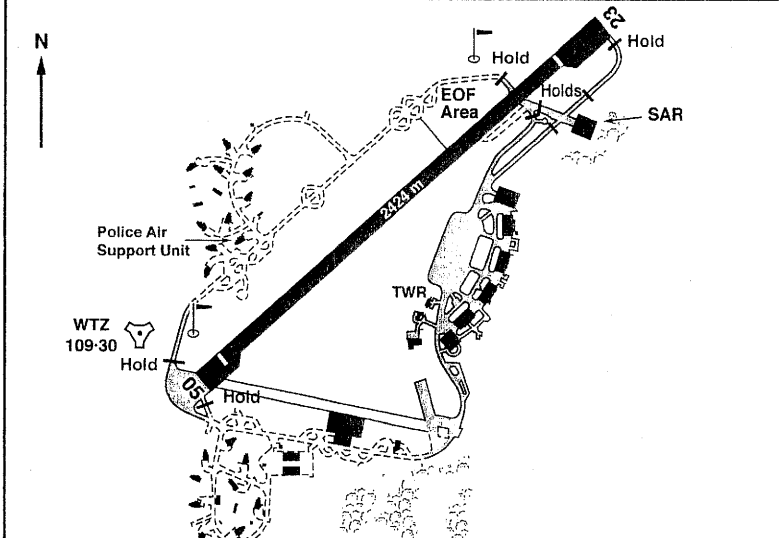
OAT.....15°C
 PRESSURE ALTITUDE.....5653 FT
 TAKE-OFF WEIGHT.....3650 LBS
 HEAD WIND COMPONENT.....10 KTS
 GROUND ROLL.....1900 FT
 TOTAL DISTANCE OVER 50 FT OBSTACLE.....3475 FT
 TAKE-OFF SPEED AT ROTATION.....73 KTS
 SPEED AT 50 FT.....84 KTS

WEIGHT POUNDS	TAKE-OFF SPEED	
	ROTATION	50 FT
	KNOTS	KNOTS
3650	73	84
3600	72	83
3400	71	82
3200	70	80
3000	68	78
2800	65	75



Must not be used for operational purposes

APPENDIX O

Government Aerodrome		EGUW		2006	
N52 07.64 E000 57.38		WATTISHAM		284 ft AMSL	
8.5 nm NW of Ipswich		CLN 114.55 340 18.2			
Wattisham APP/RAD 125.80. TWR 122.10. RAD c/s Talkdown 123.30. c/s Anglia Base/Wattisham Radio 125.80 A/G (Glider/SAR/Police ops outside A/D hrs). TACAN 'WTZ' 109.30 (On A/D). ILS Rwy 23 (233∞M) WT 11.10 (Rwy QFU 230∞)					
					
Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
05/23	2424x46	Asphalt	05-2424 23-2424	05-2285 23-2423	Ap Thr Rwy PAPI 3∞ Ap Thr Rwy PAPI 3∞ I Bn 'WT' Red
Op hrs: PPR. Mon-Fri 0800-1800. PPR through Ops. ATZ active H24. SAR and Police helicopter may scramble or recover at any time.					
Landing Fee: Military (Army) Rates.				Customs: Nil	
Remarks: Army Aerodrome. PPR through Operations. Intensive helicopter activity. Variable circuits up to 1000' aal, no dead side. Inbound aircraft to contact App at least 15 nm before MATZ boundary. Telephone ATC Watch Supervisor for briefing prior to departure. Glider and model aircraft flying outside of normal op hrs, especially at weekends. Outside normal hours - Call App or Twr, if no reply, call A/G Wattisham Radio for any SAR activity status and make blind calls inbound and outbound. If advised of glider flying, call Glider A/G Station Anglia Base and request gliders cease launching prior to arrival and departure. Make blind calls as before.					
Caution: 3 airfields in close proximity, Elmsett 3 nm S, Crowfield 6 nm NE and Rattlesden 4 nm NW. Possible Deer on airfield. TV Mast 1234' amsl 9 nm NE of aerodrome.					
Fuel: Avtur			Tel: 01449-728241/2 Ops/PPR; 728234 ATC		

Robert Pooley ©

Must not be used for operational purposes

APPENDIX P

AD 2-EGBM-1-2 (17 May 01)

TATENHILL

UK AIP

EGBM AD 2.10 - AERODROME OBSTACLES				
In Approach/Take-off areas			In circling area and at aerodrome	
1			2	
Runway/Area affected	Obstacle type Elevation (ft amsl) Markings/lighting	Co-ordinates	Obstacle type Elevation (ft amsl) Markings/lighting	Co-ordinates
a	b	c	a	b
08/Approach 26/Take-off	HT Cables (†) HT Cables (†)	*524823N 0014804W *524824N 0014810W	Mast	720 *524618N 0013428W
3	Remarks:	† HT Cables are running Northwest/Southeast		

EGBM AD 2.13 - DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08	700	700	700	700	Displaced Threshold on Runway 08 500 m unlicensed starter extension available on Runway
26	700	700	700	700	

EGBM AD 2.17 - ATS AIRSPACE		
Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Tatenhill Aerodrome Traffic Zone (ATZ) Circle of radius 2 nm centred on the longest notified runway (08/26) 524851N 0014540W.	2000ft aal SFC	G †

4	ATS unit callsign: Language:	Tatenhill Radio. English.
6	Remarks:	† Refer to Section ENR 1.4 for Notifications See AD 2.3 for ATZ hours.

EGBM AD 2.19 - RADIO NAVIGATION AND LANDING AIDS						
Type Category (Variation)	IDENT	Frequency	Hours of Operation Winter Summer	Antenna site co-ordinates	Elevation of DME Transmitting Antenna	remarks
1	2	3	4	5	6	7
NDB	TNL	327 kHz	As AD Hours As AD Hours	*524853N 0014600W		On AD. Range 10 nm Radiates H24

EGBM AD 2.20 - LOCAL TRAFFIC REGULATION	
Aerodrome Regulations. (a) Not available to aircraft unable to communicate by radio. (b) Not available to weight shift microlights. Warnings (a) Fences adjacent to runways. (b) Pilots are advised to keep a good lookout for military traffic. (c) Gliding may be taking place at Cross Hayes Gliding Site (524740N 0014914W). Use of Runways (a) Unlicensed Runway 04/22 available on request..	
EGBM AD 2.22 - FLIGHT PROCEDURES	
(a) Circuit directions joining overhead: Runways 08 and 26 - LH (b) Pilots should note the proximity of Birmingham and East Midlands CTA and are advised to call Birmingham or East Midlands for traffic information before working Tatenhill Radio..	

Reproduced with permission of the Civil Aviation Authority.
Must not be used for operational purposes.

APPENDIX Q

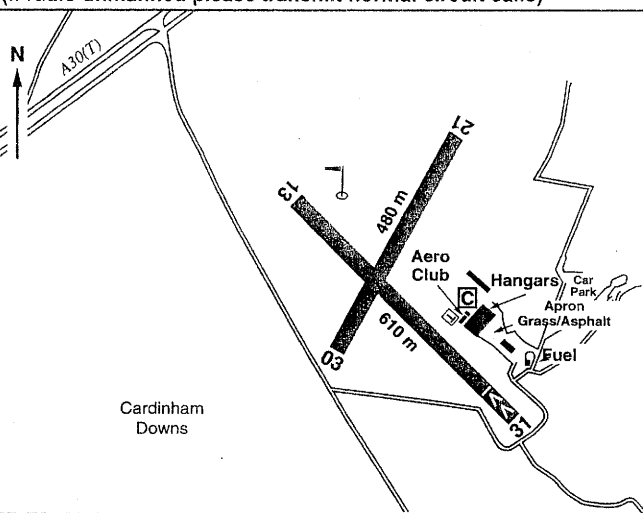
EGBM			2006		
N52 48:88 W001 45:67			TATENHILL		
5 nm W of Burton-on-Trent.			450 ft AMSL		
			TNT 115.70 199 14.8		
			HON 113.65 358 27.7		
c/s Tatenhill Radio 124.075 A/G. NDB 327.0 (On A/D).					
Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
08/26	788x28	Asphalt	08-700 26-700	08-700 26-700	Rwy - By special Rwy arrangement
04/22 **	900x30	Asphalt	Unlicensed		Nil.
08/26 An unlicensed 500 m starter extension available Rwy 08.					
** 04/22 suitable for light aircraft only due to surface deterioration.					
Op hrs: PPR. 0900-1700 daily. O/T by arrangement.					
Landing Fee: Singles £8, Twins £15, Commercial £30. First 4 hrs parking free.					
Hangarage: Limited			Customs: 24 hours PNR.		
Maintenance: M3 Approved. Avionics JAR 145 Approved.					
Remarks: Former RAF airfield operated by Tatenhill Aviation Ltd, Newborough Road, Needwood, Burton-on-Trent, Staffs. DE13 9PD. PPR. Licensed airfield.					
Weight shift Microlights and Non-radio aircraft prohibited. Night flying by arrangement.					
Nottingham East Midlands CTA 6 nm to the East; Birmingham CTA 7 nm to the South, call East Midlands or Birmingham for traffic information before working Tatenhill Radio.					
Grass Strip for runway use Strictly PPR as it is used as a taxiway.					
Circuits at 1000 ft aal, RH on 04, LH on 08, 22 and 26.					
All pilots are to report to Flight Ops/Reception. Strictly no admittance to the Hangar.					
Caution: Low flying military aircraft in the area.					
Gliding at Cross Hayes, 2 nm SW of the A/D. Winch launches up to 2000 ft agl.					
Fuel: 100LL. Jet A1 by arrangement.			Tel: 01283-575283. Fax: 01283-575650		
			Web: www.tatenhill.com		

Robert Pooley ©

545

Must not be used for operational purposes

APPENDIX R

EGLA		2006			
N50 29-98 W004 39-95	BODMIN	650 ft AMSL			
3.5 nm NE of Bodmin	LND 114-20 067 43-0. BHD 112-05 284 45-3	SMG 112-60 081 14-3			
c/s Bodmin Radio. 122.70 A/G. (If radio unmanned please transmit normal circuit calls)					
					
Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
13/31	610x18	Grass	13-598	13-598	Nil.
			31-610	31-540	Nil.
03/21	480x18	Grass	03-480	03-480	Nil.
			21-480	21-480	Nil.
Op hrs: PPR. Winter: 0830-1730 or SS. Summer: 0830-1930, and by arrangement.					
Landing Fee: Singles £6.00. Twins £8.00. All Commercial Flights £15.00.					
Hangarage: £5 per night. Maintenance: Available. Customs: 24 hrs PNR.					
Remarks: Licensed airfield operated by Cornwall Flying Club Ltd. Strictly PPR by telephone. No night flying. Runways delineated by centreline marking. Rwy 31 and 03 LH circuit and Rwy 13 and 21 RH circuit; both at 800 ft. Intensive flying training. Inform St. Mawgan App 128-725, crossing W00420.					
Warning: In strong wind conditions windshear and turbulence may be encountered on the approaches to all runways. Downdraught effect and sudden changes in surface wind velocity are possible in light wind conditions in summer months due to the effect of sea breezes from both coasts.					
Down gradient on Rwy 13 and 21.					
Exercise extreme caution taxiing to apron and refuelling area, centre-line to obstruction restricted to 8 m at the minimum semi-width of the taxiway.					
Large vehicles use the road passing through the undershoot area to Rwy 03. The road is within 40m of the marked threshold on the runway extended centreline.					
High Ground 385' aal, 1010' amsl 048°/38 nm, and 267' aal, 892' amsl 070°/18 nm.					
Pilot's Shop; Bar; Good Food available.			Car Hire: 01208- 72354 or 73000.		
Fuel: 100LL.			Tel: 01208- 821419/821711, 08450-580528		
			Fax: 01208- 821711.		

Robert Pooley ©

Must not be used for operational purposes

APPENDIX S

UK AIP

SWANSEA

(18 Apr 02) AD 2-EGFH-1-3

EGFH AD 2.18- ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation	Remarks
1	2	3	4	5
APP	Swansea Approach	119.7	Sun-Fri 0900-1700 (Winter) Sun-Fri 0800-1700 (Summer)	ATZ hours coincide with APP/ TWR Sun-Fri hours.
TWR	Swansea Tower	119.7	Sun-Fri 0900-1700 (Winter) Sun-Fri 0800-1700 (Summer)	
A/G	Swansea Radio	119.7	Sat 0900-1700 (Winter) Sat 0800-1700 (Summer)	ATZ hours coincide with A/G Sat hours A/G may be available for short periods during APP/TWR Sun-Fri hours

EGFH AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	IDENT	FREQUENCY	Hours of Operation Winter Summer # and by arrangement	Antenna site co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	SWZ	109.2 MHz Ch 29X	0900-1700# 0800-1700#	*513613N 0040355W		On AD. Zero range indicated at THR of Runway 04/22 Any VOR indications should be ignored
L	SWN	320.5 kHz	0900-1700#	*513608N 0040357W		On AD. Range 15 nm. Normally radiates H24.
VDF	Swansea Approach/ Tower.	119.700 MHz.	PPR	*513621N 0040349W		On AD.

EGFH AD 2.20 - LOCAL TRAFFIC REGULATIONS

Aerodrome Regulations.

- (a) Aerodrome not normally available to aircraft unable to communicate by radio.

Warnings

- (a) Unserviceable portions of the runways short of thresholds to Runways 10 and 28 are marked by white crosses.
- (b) A road passes near the thresholds of Runways 28 and 33. The road is marked by orange triangular markers on the side remote from the aerodrome and by orange and white circular markers on the aerodrome side.
- (c) Not all taxiways are available for use. Pilots are warned that departure from the marked manoeuvring area can be hazardous.

Use of Runways

- (a) Runways 10/28 and 15/33 are Visual Runways only and are not for aircraft exceeding 5700 kg MTWA unless in an emergency.
- (b) Runways 10/28 is not available to aircraft requiring a licenced runway..

EGFH AD 2.22 - FLIGHT PROCEDURES

- (a) Light aircraft experiencing radio failure in VMC are to carry out the standard overhead joining procedures for the runway-in-use, as notified by either previous departure clearance or joining instructions passed by ATC. In the absense of a previous clearance, extreme caution must be exercised because of likely gliding activities. When doubt exists to the state of active gliding, pilots should orbit to the south of the aerodrome, preferably not below 1000ft agl, and await signal light from ATC.
- (b) Aircraft experiencing radio failure in IMC should proceed in accordance with standard IMC radio failure procedures relevant to the stage flight and the availability of assistance from aids to navigation.
- (c) Circuit directions for all runways - LH.
Note: Circuit direction is variable when gliding operations are taking place.

Reproduced with the permission of the Civil Aviation Authority
Must not be used for operational purposes.

APPENDIX T

AD 2-EGMC-1-6 (10 Jul 03)

SOUTHEND

UK AIP

EGFH AD 2.18- ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Southend Approach	130.775	0800-2200 and by arrangement 2200-0800	0700-2100 and by arrangement 2100-0700	ATZ hours coincide with Approach hours
TWR	Southend Tower	127.725	0900-1800 and by arrangement	0800-1700 and by arrangement	DOC 25 nm/4000 ft On occasion combined with Approach. Refer to ATS
RAD	Southend Radar	130.775			
ATIS	Southend Departure Information	128.950	As directed by ATC Not continuously guarded		DOC 25nm/10,000 ft
		121.800	0800-2200 and by arrangement 2200-0800	0700-2100 and by arrangement 2100-0700	

EGMC AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	IDENT	FREQUENCY	Hours of Operation		Antenna site co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter	Summer			
1	2	3	4		5	6	7
LLZ 24 ILS CAT	I ND	111.35 MHz	HO	HO	513401.56N 0004109.35E	57 ft amsl	Range is restricted to 12 nm between 10° and 35° both sides of the centre-line
GP	I ND	332.15 MHz	HO	HO	513428.66N 0004158.02E		3° ILS Ref Datum Hgt 50 ft.
DME	IND	Ch 50Y 111.35 MHz	HO	HO	513413.10N 0004151.65E		On AD. Freq paired with ILS I ND Zero range is indicated at THR of Runway 06 and 24
L	SWN	362.5 kHz	H24	H24	513433.79N 0004200.57E		On AD. Range 20 nm.
VDF	Southend Approach	130.775 MHz.	0800-2200 by arrangement 2200-0800	0700-2100 by arrangement 2100-0700	513424.18N 0004144.15E		On AD.

Reproduced with the permission of the Civil Aviation Authority
Must not be used for operational purposes.

Latitude and Longitude to the nearest minute of a degree are given as an aid to identification. Where locations and facilities such as aerodromes are marked on the chart, the charted position must be used.

APPENDIX I COMPLETED

TIME	FROM	TO	FL/ALT	SAFETY ALT ft amsl	TAS kt	W/V	Trk.°T	Drift	Hdg.°T	Varn	Hdg.°M	Gs. kt	Dist nm	TIME	ETA
1050	SHOREHAM N5050.03 W00017.57	FARTHING CORNER N5119.80 E00036.17	2200	2100	105	090/10	049	4°P	053	2°W	055	97	45	28	1118
1118	FARTHING CORNER N5119.80 E00036.17	WATTISHAM N5207.62 E00057.47	3000	1900	105	110/20	016	11°P	027	2°W	029	104	50	29	1147
TOTALS													95	57	

ALTERNATE

TIME	FROM	TO	FL/ALT	SAFETY ALT ft amsl	TAS kt	W/V	Trk.°T	Drift	Hdg.°T	Varn	Hdg.°M	Gs. kt	Dist nm	TIME	ETA
1147	WATTISHAM N5207.62 E00057.47	CLACTON N5147.08 E00107.84	As Reqd	1700	100	100/15	163	8°S	155	2°W	157	92	21	14	1201

Note: Safety Altitude is derived from the higher of -
 (i) the highest ground within 5nm of track plus 1299ft or
 (ii) the highest structure within 5nm of track plus 1000ft.

Latitude and Longitude to the nearest minute of a degree are given as an aid to identification. Where locations and facilities such as aerodromes are marked on the chart, the charted position must be used.

APPENDIX J COMPLETED

TIME	FROM	TO	FL/ALT	SAFETY ALT ft amsl	TAS kt	W/V	Trk.°T	Drift	Hdg.°T	Varn	Hdg.°M	Gs. kt	Dist nm	TIME	ETA
1137	SHIPDHAM N5237.74 E00055.78	BOURNE N5245.50 W00022.50	As Reqd	3100	90	250/20	280	6°S	274	3°W	277	72	48	40	1217
1217	BOURNE N5245.50 W00022.50	TATENHILL N5248.80 W00145.63	As Reqd	2500	95	250/25	273	6°S	267	3°W	270	71	50	42	1259
TOTALS													98	82	

ALTERNATE

1259	TATENHILL N5248.80 W00145.63	COSFORD N5238.42 W00218.25	As Reqd	2100	90	245/20	242	0°	242	4°W	246	70	22	19	1318
------	------------------------------------	----------------------------------	---------	------	----	--------	-----	----	-----	-----	-----	----	----	----	------

Note: Safety Altitude is derived from the higher of -
 (i) the highest ground within 5nm of track plus 1299ft or
 (ii) the highest structure within 5nm of track plus 1000ft.