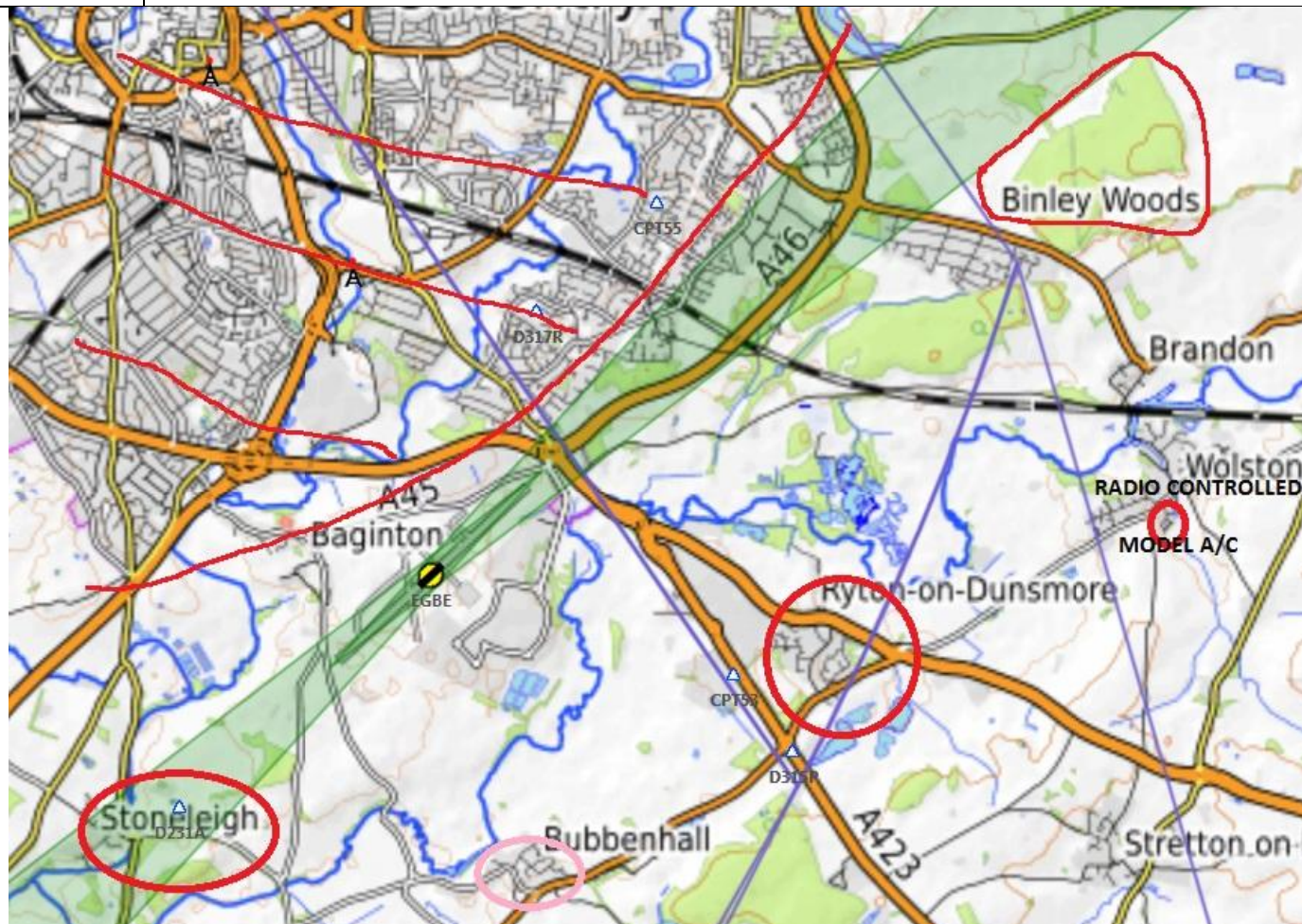
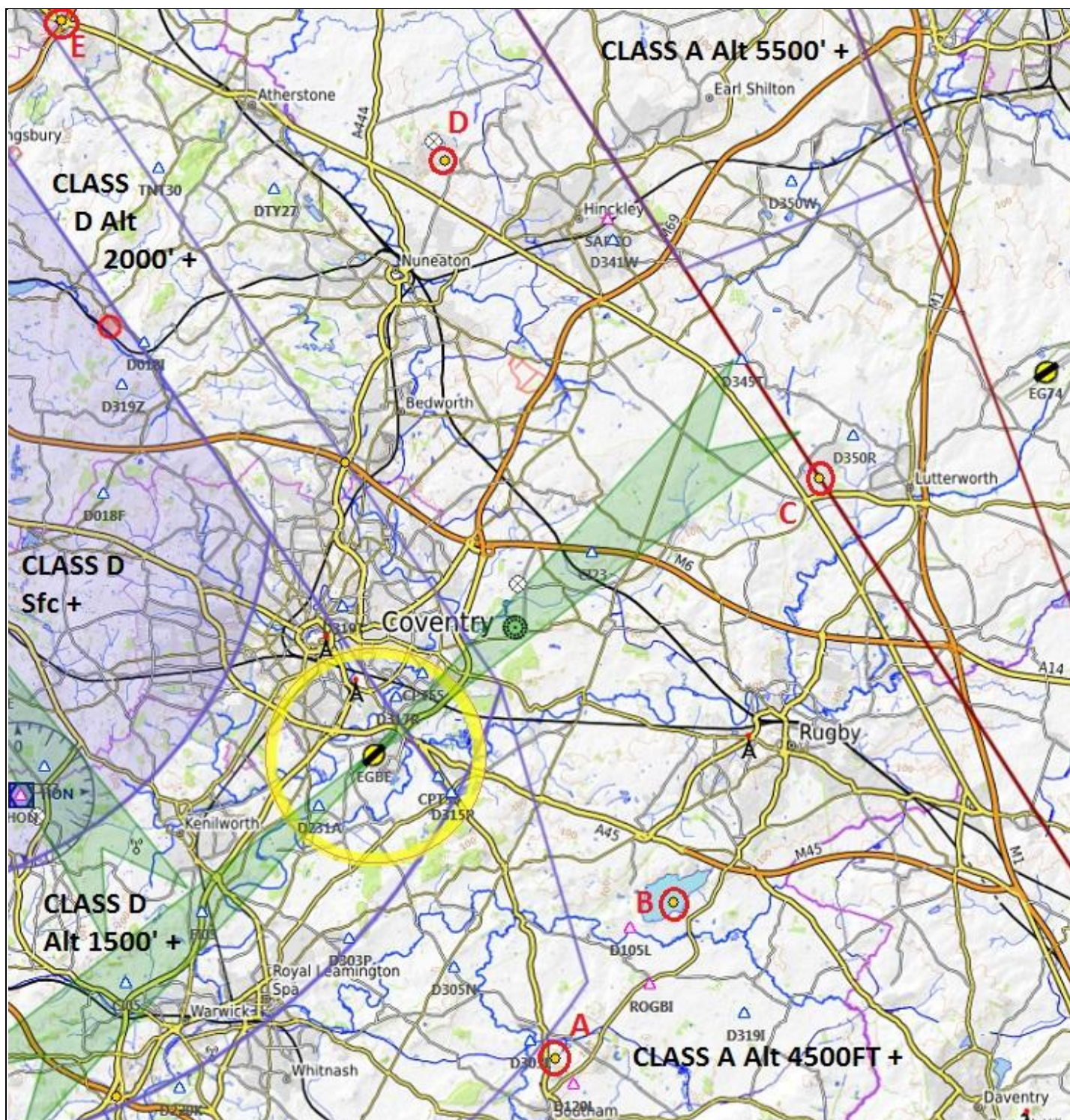


AIRFIELD NAME AND ICAO		September 25		COVENTRY		EGBE	Central
CALLSIGN (A/C RADIO)		COVENTRY INFORMATION/Radio(if needed)				123.830	
CALLSIGN (ES/VATSIM)		EGBE_I_TWR				Ground. --	
LOCATION		Lat N052.22.11		Long W001.28.47		Elev. 267ft	
LOCATION GEOGRAPHIC		3nm SSE of Coventry				VFR Conspicuity 0420	
CHART SOURCE/VOR		NATS	Circuits - squawk 7010 IF ADVISED BY AFISO			IF ADVISED BY AFISO	
METAR AIRPORT		EGBB 136.030					QFE= QNH -9
NAV AIDS (FSX / PLANG3)		NDB				DME/ COV 109.750	
RUNWAYS	Headings	Dimension		Surface	Noise Abatement and Notes		
	05 / 23	2008M x 46M		Asphalt	Rnwy in use set by AFISO; due noise abatement		
AIRSPACE	CLASS	Transition level 6000ft		Airspace above is:- (part) EGBB CTA 1500ft QNH/1233ft QFE			
CIRCUITS HEIGHT / DIR.		1000ft QFE		05 RH, 23 LH. NO Circuits if vis.<3000M OR Cloud base<800ft			
NO FLY AREAS		See chart below: AVOID - Binley Woods; Ryton-on-Dunsmore; Stoneleigh; COVENTRY.					
LOCAL HAZARDS		BIRDS N and NW of and on AD; HELIOs Walsgrave hospital helipad have right of way.					
HELICOPTER OPERATIONS		Land as advised by AFISO. Helio's will normally use the runway. Circuit Hgt, 700ft. Visiting Helio's must request marshalling assistance from AFISO					
SPECIAL RULES	GA Parking; West apron or Light A/C park ONLY. Allocation of Squawks does NOT mean RADAR service. R 23 Stopway for emergency use ONLY. ALL GA holding B1; J or K, requiring BACKTRACK , advise AFISO of intended 'line-up point' or Full length -as required - BEFORE Runway entry. (see below for phraseology) Pilots are required to book in/out with AFISO, via telephone (RW). - CIX TS3 (VATSIM) GA A/C will self-manoeuvre for parking, according to AFISO advice.						
REMARKS	Caution Helio's in/out Walsgrave Hospital Helipad; Aprox. 3.5nm just N of C/L from threshold R23. Radio Controlled A/C operate from Private site aprox. 3nm east of EGBE, 0.5nm SE of Wolston village. ARRIVING and DEPARTING A/C: REMAIN OUTSIDE/below Birmingham Airspace at all times. Alt 1500' A/C within EGBB CTA/CTR will either be receiving a radar service, or the controller's wrath!! Intensive BIRD activity to the North and Northeast of the AD.						



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



VRPs: These coordinates for use in PlanG.

A SOUTHAM (cement works); N052.272500 W001.3844444 **B** DRAYCOTE WATER; N052.3261111 W001.3263888
C BITTISWELL IND. ESTATE; N052.4577777 W001.2463888 **D** NUNEATON DISS. AD; N052.56500 W001.4480555
E TAMWORTH M42 JUNCTN. N052.6033333 W001.6425000 - EGBB VRP for reference.

ALL ARRIVING A/C Should route inbound via one of the VRPs, A to D. Report in @10DME. state VRP to use.

RUNWAY DEPARTURE PHRASEOLOGY. Do it like this and YOU and everyone else will know what you are doing.

All A/C wishing full backtrack of runway. "GTC holding B1/K/J for departure. runway 23, request full backtrack."

Runway 23 departures; A/C at J, to L/U at J. "GTC holding J for departure Runway 23 from J"

A/C at K or B1 to L/U at J, "GTC holding K/B1 for departure runway 23, to backtrack to J."

Runway 05 departures; NOTE; ALL A/C needing to use full runway with 05 in use will taxi to A1.

A/C at B1, to L/U at B1. "GTC holding B1 for departure Runway 05 from B1"

A/C at K or J to L/U at B1 or E, "GTC holding K/J for departure runway 05, to backtrack to B1/E."

If no reported other traffic, expected reply will be:-

"GTC report lined up/backtrack report lined up/report lined up B1/E/K/J." Plus any traffic information. **IF YOU** then consider it safe to move, do so and report, "GTC Lining up (say were)"

