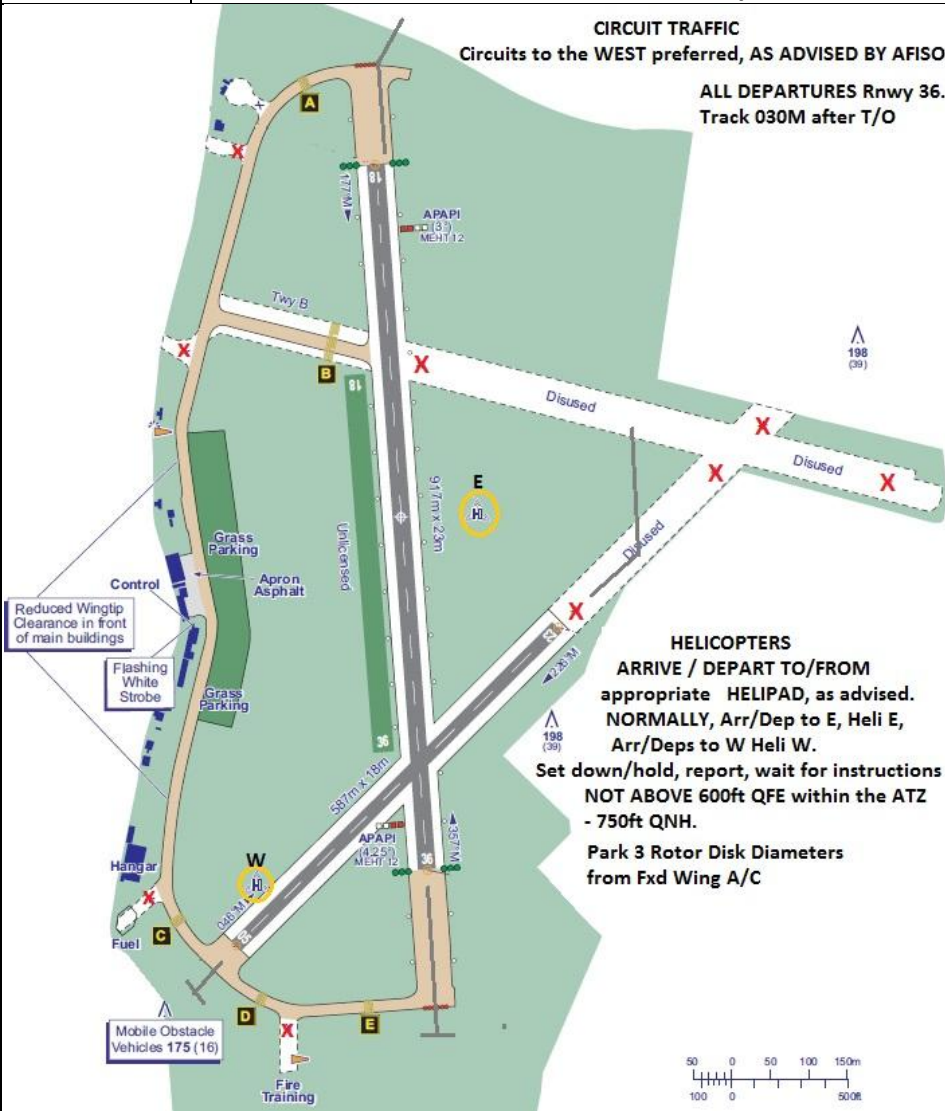
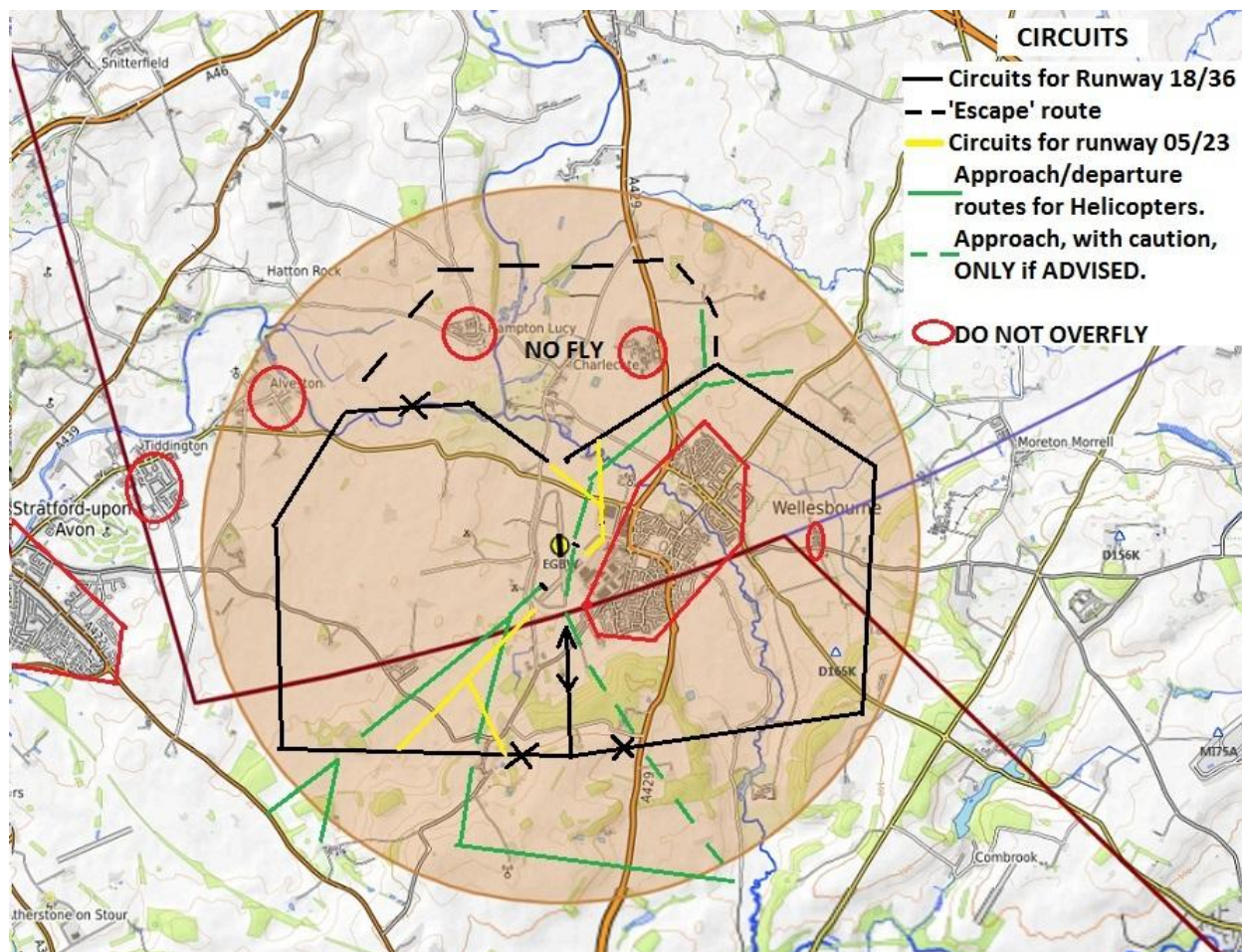
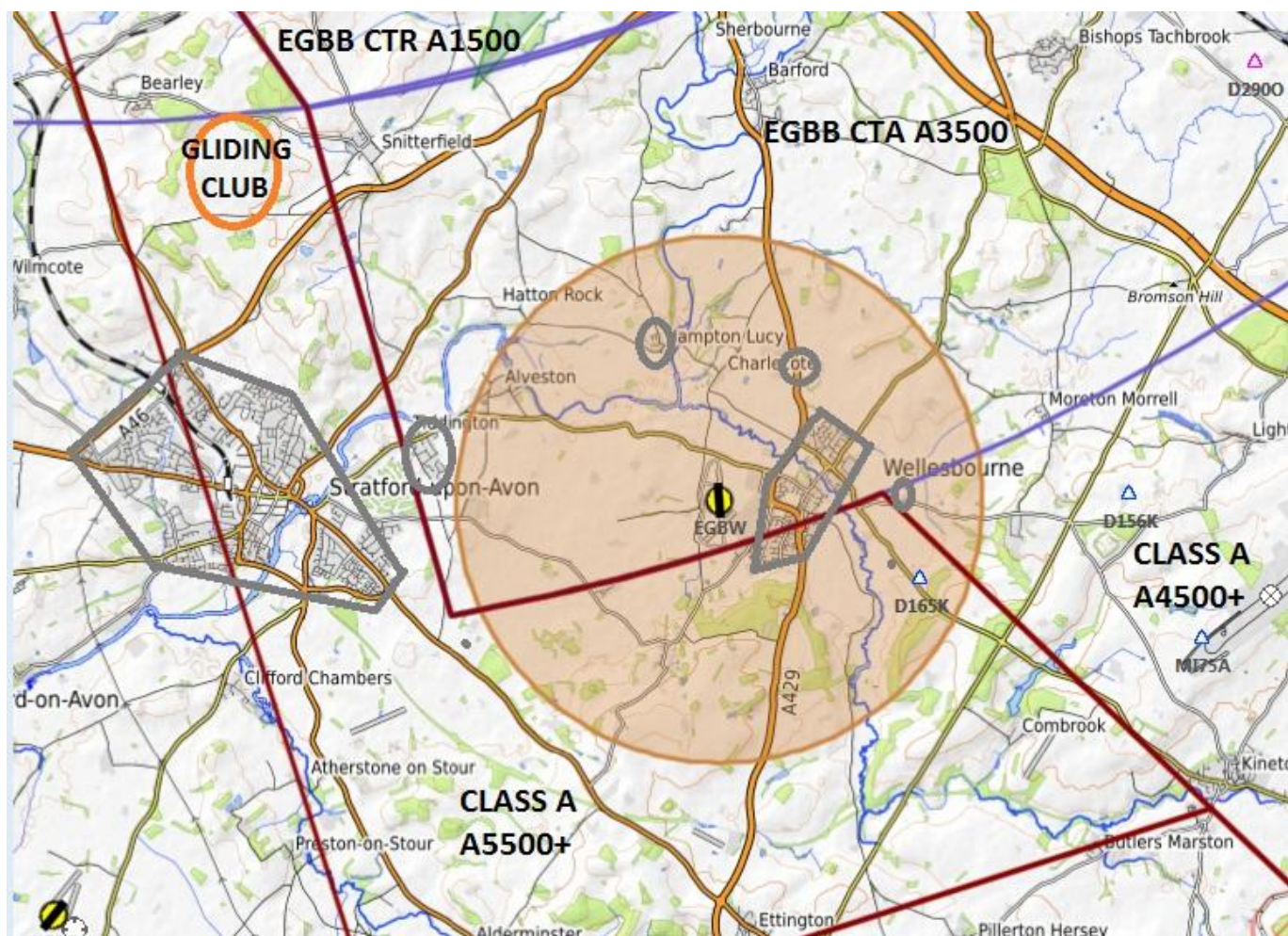
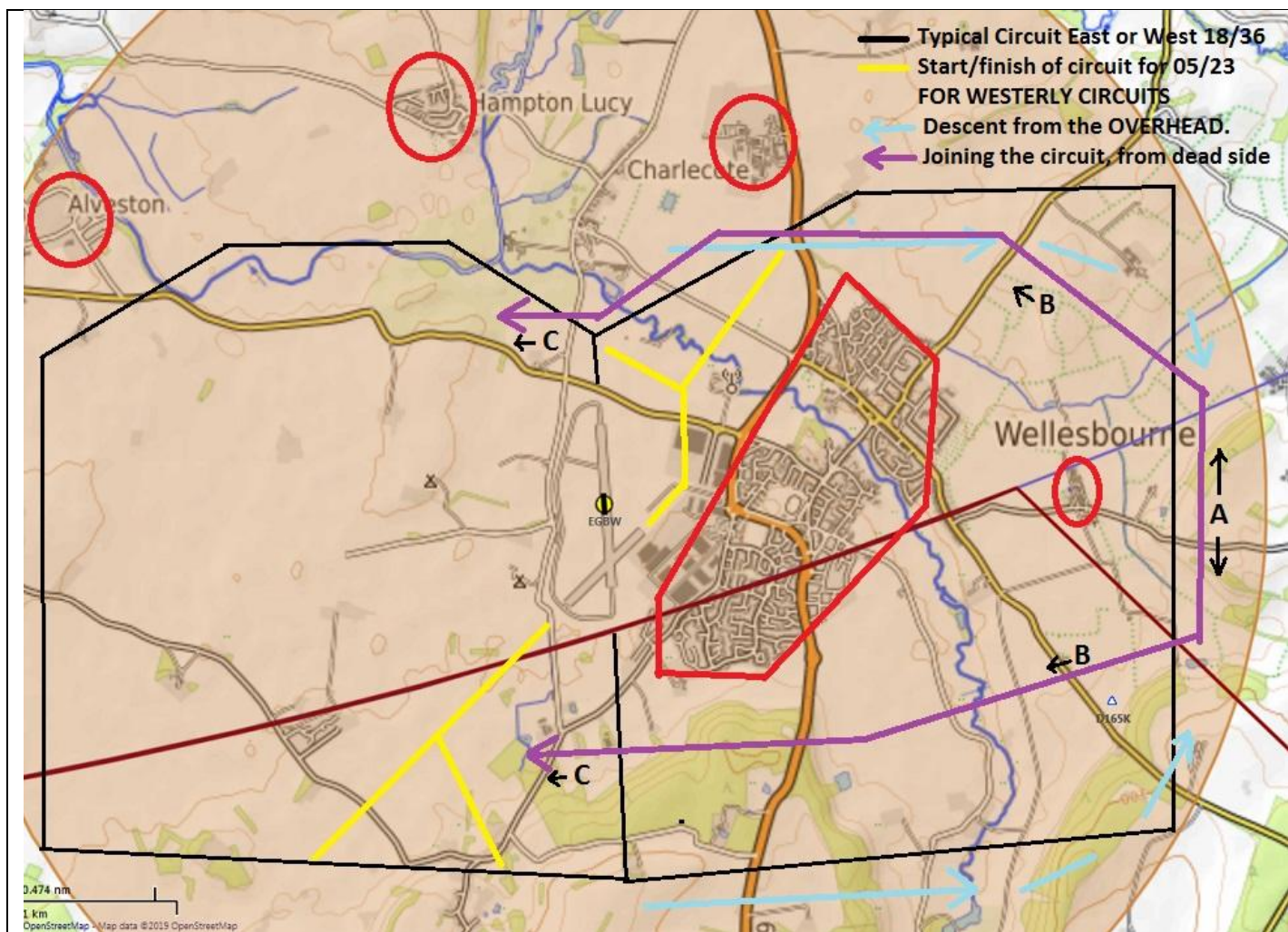


AIRFIELD NAME AND ICAO		September 25		Wellsbourne Mountford		EGBW		Central	
CALLSIGN (A/C RADIO)		Wellesbourne Information					124.030		
CALLSIGN (ES/VATSIM)		EGBW_I_TWR					Elev. 159ft		
LOCATION		Lat N052.11.32.000		Long W001.36.52.000		QFE= QNH -5 HPscIs			
LOCATION GEOGRAPHIC		3.3nm E of Stratford-on-Avon.					* VFR Conspicuity 0010		
CHART SOURCE		NATS	NAV AIDS - NONE		NO NORDO A/C		* EGBB_RADAR 123.980		
METAR AIRPORT		EGBB Birmingham 136.030		* When close to EGBB CTR, Squawk and listen, as above					
RUNWAYS	Headings	Dimension		Surface		Noise Abatement and Notes			
	18 / 36	917m x 23m		Asphalt		OVERHEAD JOINS @ 2000ft QFE. DO NOT OVERFLY ANY VILLAGE BELOW 2000ft. See below for descent to circuit.			
	05 / 23	587m x 18m		Asphalt					
	18G / 36G	UNLICENSED		Grass.		Normally unavailable. PPR and briefing required from A/P.			
AIRSPACE	CLASS G	Transition level 6000ft		Airspace above is:- Class D EGBB CTA A3500ft - A4500ft					
CIRCUITS HEIGHT / DIR.		1000ft QFE		Variable directions, as advised by AFISO. Circuits to West preferred.					
NO FLY AREA/ NOISE ABATEMENT		DO NOT overfly, LOXLEY (1.5nm SW); CHARLECOTE/HAMPTON LUCY (1nm N) on departure. DO NOT overfly WELLESBOURNE VILLAGE BELOW 2000QFE (Includes Helios).							
LOCAL HAZARDS	18/36 Grass and ALL grass areas liable to water logging during and after heavy rain. Grass runway has runway edge lights on the western edge and agriculture on the Eastern edge. ALL pilots are advised that areas designated as DISUSED may damage A/C. A/C with wingspan > 15m, extreme caution due to reduced clearance in front of main buildings.								
HELICOPTER OPERATIONS	Circuit height 600ft QFE. Helios to maintain MAXIMUM 600ft QFE within the ATZ at all times. Use aiming points Whiskey and Echo for all circuits, arrivals and departures, as appropriate. SEE BELOW FOR RECOMMENDED arrival/departure routes.								
 CIRCUIT TRAFFIC Circuits to the WEST preferred, AS ADVISED BY AFISO. ALL DEPARTURES Rnwy 36. Track 030M after T/O HELICOPTERS ARRIVE / DEPART TO/FROM appropriate HELIPAD, as advised. NORMALLY, Arr/Dep to E, Heli E, Arr/Deps to W Heli W. Set down/hold, report, wait for instructions NOT ABOVE 600ft QFE within the ATZ - 750ft QNH. Park 3 Rotor Disk Diameters from Fxd Wing A/C						SPECIAL RULES.			
						ALL A/C contact Wellsbourne AT LEAST 10 minutes away from the ATZ. Fixed wing, OVERHEAD JOINS. NOTE. NON_STANDARD DESCENT FOR WESTERN CIRCUITS. Special calls are MANDATORY.			
						NOISE ABATEMENT			
						Avoid Stratford Gliding Club, 4nm NW of Wellsbourne. Gliders WINCH- launch up to 2400ft QNH. EGBW is 3nm South of the BIRMINGHAM CTA (Base 1500ft) and BELOW the CTA (Base 3500ft). EGBB listening Squawk is 0010, listen out on EGBB_RDR, 123.980.			
						REMARKS			
						R36 departures TURN RIGHT to 0300 to 1000ft QFE, BEFORE turning crosswind. DO NOT OVERFLY ANY of the Villages marked on the chart BELOW 2000ft QFE [A2160ft] Circuits and Descent to circuit from the OHJ are NO-STANDARD. See Chart below			





1. Because of the position of Wellsbourne, in relation to the airfield, a **Standard Overhead Join** on 18 RH & 36 LH, is **NOT POSSIBLE**. The A/C CANNOT cross overhead EITHER threshold, to/from the DEAD side BELOW 2000ft.
2. This means that from LIVE SIDE to descend on the DEAD SIDE the A/C could be dangerously distant from the departure/upwind threshold, Likewise, on the Crosswind into the circuit, FROM the DEAD side.
3. Therefore, the following procedure should be followed to ensure the safety of ALL flights.
Don't forget, As the landing A/C will be Airborne, as will any conflicting traffic, PILOTS' problem, not AFISO.

WITH REFERENCE TO THE DIAGRAMME ABOVE.

1. You will have called, on the OHJ 'base leg' "**G-TC (to) Descending Dead Side**". **DO NOT COMMENCE** descent from 2000ft QFE **until over the c/l.**
2. **Descend to be at Circuit height, 1000ft QFE by A**, You could then call "**G-TC Dead side.**" This would tell other pilots and AFISO where you are, this call is not essential. However:-
3. On reaching **B** (STARTING your CROSSWIND LEG -Dead side), Call, "**G-TC Crosswind Join**". This is to notify any departing A/C (and AFISO) of your intentions/position.
Any A/C preparing to depart, but NOT advised to do so would be advised by AFISO
"**G-BB, HOLD position/line up, crossing traffic.**" as appropriate.
If already advised "**G-BB take off at your discretion(wind)**" Not a lot of point AFISO saying much, there will not be time! So Pilot **G-BB** should **HOLD position/stop** (if possible, announce it)
4. On passing **THROUGH THE CENTRE LINE** at **C** **Your responsibility to 'release' any traffic holding** for you by calling "**G-TC CLEAR (of centre line)**" - Then continue around the circuit as normal. Keep it wide - gives you more time.
5. This is an unusual procedure for an unusual situation, to try to ensure safety for all A/C. Alternately, if possible, the AFISO will advise the opposite circuit direction. It will still pose problems, so keep a good lookout!
6. With good Airmanship, this challenging airfield can be enjoyed by all, **BUT** only if everyone does the same.
At EGBW if the AFISO advises different to what you requested/would like to do, FOLLOW HIS ADVICE.

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