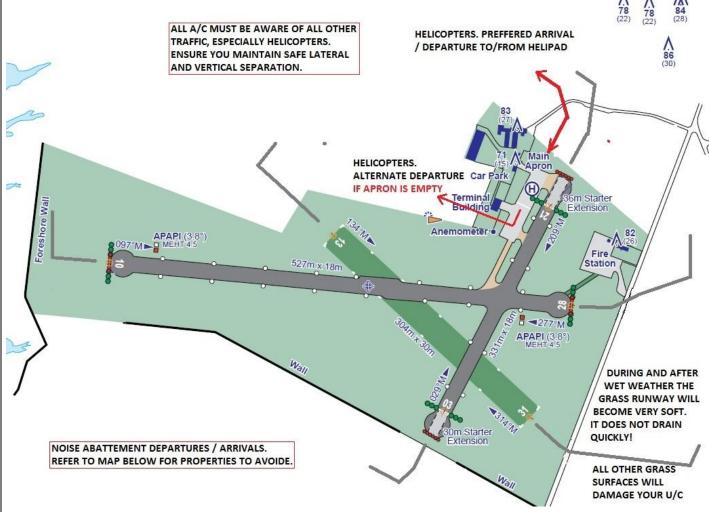
| AN UNCONTROLLED A/F, VFR ONLY, NO NAVAIDS, NO ATC.  NOTE may be controlled from Kirkwall_App on occasion. Otherwise NOT SUPPORTED |  |   |        |   |   |   |             |              |  |
|---|--|---|--------|---|---|---|-------------|--------------|--|
| AIRFIELD NAME   |  | September 25  |        | 5   | NO  | RTH RONALDSAY   | EGEN        | Scotland     |  |
| CALLSIGN -A/C RADIO   |  | RONALDSAY TRAFFIC   |        |   |   |   | 122.800     |              |  |
| LOCATION  |  | Lat: N059.22.03.000   |        |   |   | Long: W002.6.04                                       | Elev. ft    |              |  |
| LOCATION GEO.   |  | 28 nm E by N of Kirkwall Airport (215 <sup>0</sup> /035 <sub>0</sub> KWL 108.600) |        |   |   |   | Conspicuity |              |  |
| CHART SOURCE/VOR  |  | NATS HELICOPTERS: Direct to/f   |        |   | Direc   | t to/from Helipad, see below,                         | QFE= QNH    |              |  |
| METAR AIRPORT   |  | EGPA 108.600 <b>due un</b>  |        |   | stable hardcore surfaces, - likely to produce airborne granit chips |   |             | granit chips |  |
| RUNWAYS   | Headings   | Dimension   |        | Surface Do not overfly hardcore surface           |   | es below 700ft.                                       |             |              |  |
|   | 10 x 28  | 527M x 18M  |        | Graded  |   | AVOID ALL HABITATION. MAXIMUM A700ft under circuit.   |             |              |  |
|   | 03 x 21  | 331M x 18M  |        | Hardcore  |   | ALL Hardcore surfaces, unstable, with loose material. |             |              |  |
|   | 13 x 31  | 304M x 30M  |        | Grass NB. <b>TAXIWAYS</b> - Hardcore; <b>Apro</b> |   | <b>on</b> - Asphalt                                   |             |              |  |
| AIRSPACE  | CLASS G  | Transitio   | 3000ft | Oft Airspace above                                |   | VATSIM CLOSED?  |             |              |  |
| CIRCUITS  | A1000ft To the NORTH. 10, 13,03 LH; 28, 21, 31 RH. NOTE NOISE approaches / departures, below             |   |        |   |   |   |             |              |  |
| LOCAL   | LOCAL Main runway and taxiways, will produce loose hardcore with use. control speed on the taxiways.     |   |        |   |   |   |             |              |  |
| HAZARDS   | RDS Grass runway will be soft during and after wet weather. USE WITH CARE. Local sea birds, all species. |   |        |   |   |   |             |              |  |
| REMARKS   | ALWAYS transmit inbound, outbound circuit and ground movement calls, more if other A/C in the            |   |        |   |   |   |             |              |  |
|   | area, using the A/F, as required. An Overhead Join is recommended for safety and Bird dispersal.         |   |        |   |   |   |             |              |  |
|   |  |   |        |   |   |   |             | ÿ ÿ ÿy       |  |



THIS A/F IS NOT RECOMMENDED FOR USE BY LOW WING A/C OR A/C WITH SMALL PROPELLER GROUND CLEARANCE, DUE TO THE UNSTABLE HARDCORE SURFACE OF MAIN RUNWAY AND TAXIWAY. POWER CHECKS SHOULD BE CARRIED OUT, WITH, CARE, ON THE ASPHALT APRON.

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

