AIRFIELD NAME	September 25	**WICK**	**EGPC**	**Sc**
CALLSIGN (A/C RADIO)	Wick Tower / Wick Information		119.705	
CALLSIGN (ES/VATSIM)	EGPC_TWR / EGPC_I_TWR		Elev. 126ft	
LOCATION	Lat N058.27.32.000	Long W003.05.35.000	VFR Conspicuity ---	
LOCATION GEOGRAPHIC	1nm N of Wick; Most northerly mainland A/P.		App. 119.705	
CHART SOURCE	NATS	AFISO Procedure training possible at any time.	QFE= QNH-4 HPscls	
METAR AIRPORT	EGPC 121.625	MORAY FIRTH is a Transponder mandatory Zone. Mode C required.		
NAV AIDS (FSX / PLANG3)	NDB/ WCK 344.00kHz	VOR/ WIK 113.600		

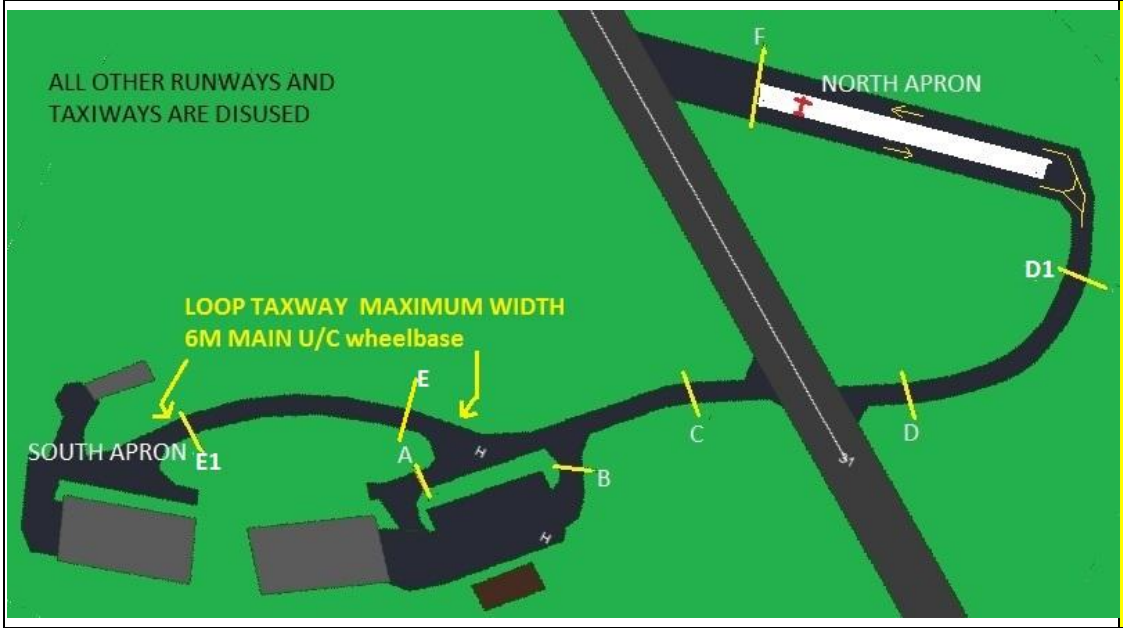
RUNWAYS	Headings	Dimension	Surface
	13 / 31	1825m x 45m	Grooved Asphalt

AIRSPACE	CLASS G	Transition level A3000ft	Airspace above is Class E FL 75 +, Airway
CIRCUITS	1000ft QFE, Unless instructed otherwise by ATC. 13 - LH; 31 - RH. JOINING AS DIRECTED BY ATC.		
HAZARDS	Wild Deer, particularly early morning / late evening. Local Geese during winter period.		
HELICOPTER OPERATIONS	LIGHT helicopters may arrive/depart from the apron. WITH CARE and ATC approval.		
SPECIAL RULES	**A/C ARRIVING Rnwy 31:- Backtrack when able to vacate Charlie. Report backtrack and vacated.** **A/C ARRIVING Rnwy 31 & 13:- HOLD AT C. Report IF NOT able to depart when lined up.** **Report backtrack; lined up/taking off. Plus any other position report requested by ATC.** **T/O clearance/instructions will be passed during backtrack.** **VFR/IFR training flights ONLY if approved by ATC. NO NORDO Aircraft.** **Start-up requests (or notification of engine started), mandatory on ALL aprons. Request to taxi.**		
REMARKS	Loop taxiway **Echo** available to A/C with **Main gear span less than 6m**. **ALL GRASS AREAS UNSIUTABLE FOR ALL A/C.** use ONLY marked taxiways. NORTH SEA Servicing Helios have priority over VFR/GA. **ALL GRASS AREAS UNSUITABLE FOR ALL A/C.**		

VRPs	Lat		PlanG	
Castletown A/D (Dis.)day only	N058.35.07	W003.21.01	58.58527778	-3.350277778
Keiss Village -	N058.32.00	W003.07.24	58.53333333	-3.123333333
Duncansby Head Light./NDB[290.5] -	N058.38.38	W003.01.31	58.64388889	-3.025277778
Loch Watten - HOLD S of Railway	N058.29.00	W003.20.06	58.48333333	-3.335
Lybster Village -	N058.18.00	W003.17.06	58.3	-3.285
Thrumster Masts -	N058.23.38	W003.07.28	58.39361111	-3.124166667

NB. When multiple inbound/outbound **IFR/VFR.** ATC may require GA/VFR **to hold at one of the VRPs**.
Multiple inbound and outbound GA / VFR. ATC MAY require VFR Over Head Joins at 2000ft.

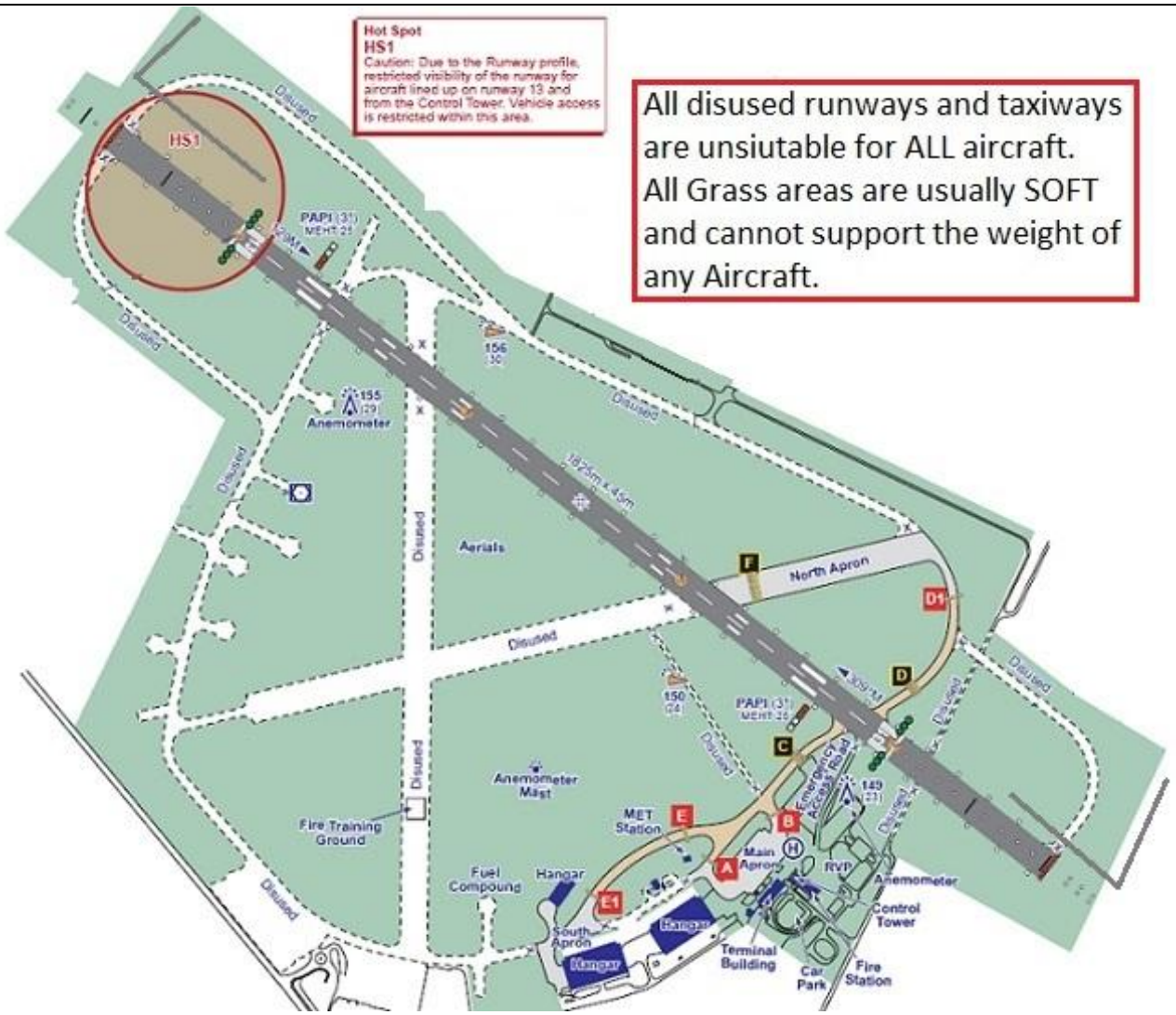
When multiple outbound VFR and NO KNOWN TRAFFIC. ATC MAY permit/instruct multiple backtrack/line-ups. REMEMBER. The safety of your A/C is your responsibility. If not happy, do not do it.

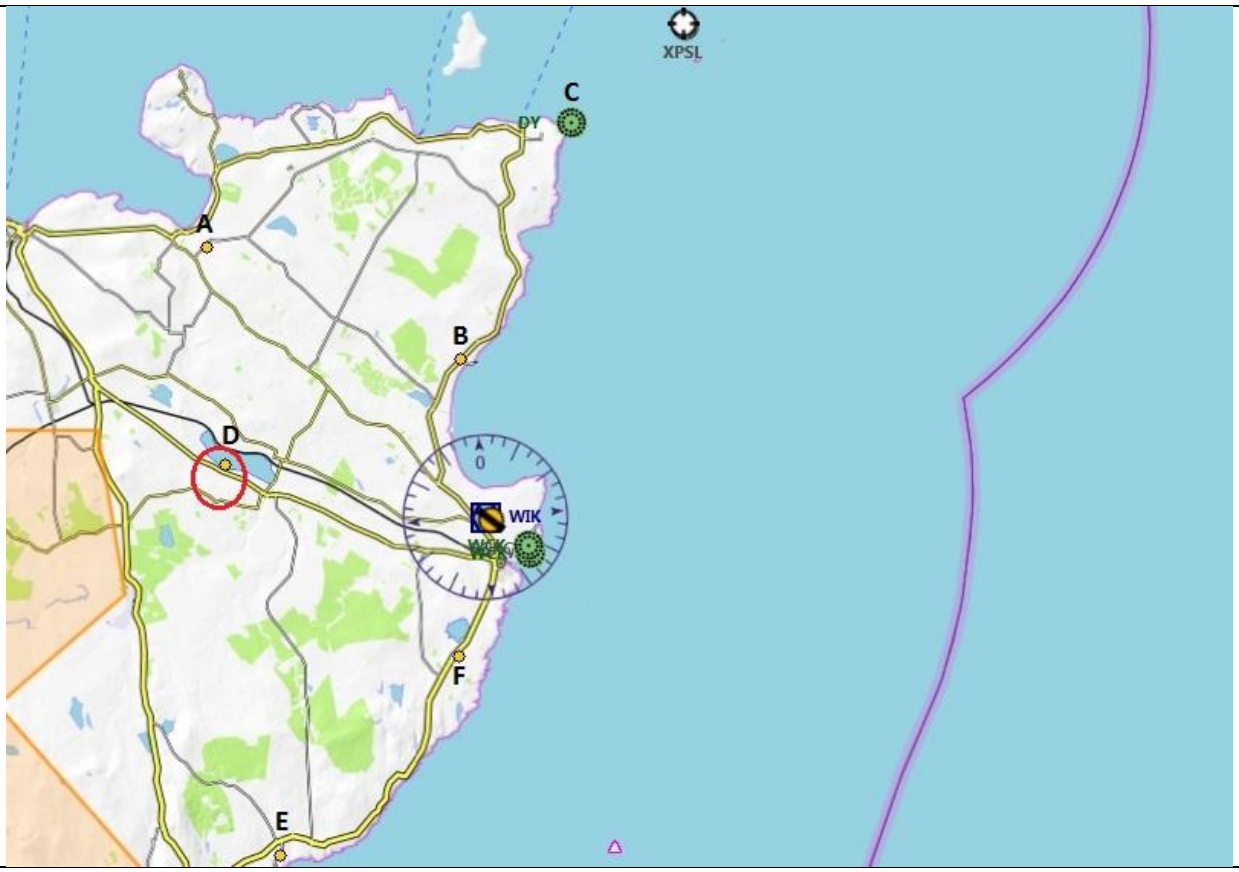


When multiple back-tracking KEEP RIGHT, to enable good visual of passing traffic.
#1 call ready as last A/C passes.

When landing or backtracking for T/O. TURN-ROUND /LINE UP to use the minimum length of runway you require

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


Hot Spot
HS1
Caution: Due to the Runway profile, restricted visibility of the runway for aircraft lined up on runway 13 and from the Control Tower. Vehicle access is restricted within this area.
HS1
All disused runways and taxiways are unsiutable for ALL aircraft.
All Grass areas are usually SOFT and cannot support the weight of any Aircraft.
Disused
PAPI (31)
MEHT 25
156
(30)
155
(29)
Anemometer
Aerials
North Apron
D1
F
D
C
PAPI (31)
MEHT 25
150
(24)
149
(23)
Anemometer Mast
MET Station
E
B
A
Main Apron
RVP
Anemometer
Control Tower
Fire Training Ground
Fuel Compound
Hangar
E1
South Apron
Hangar
Hangar
Terminal Building
Car Park
Fire Station


XPSL
C
DY
A
B
D
0
WIK
F
E