

|             |      |      |
|-------------|------|------|
| EGPC AD 2.1 | EGPC | WICK |
|-------------|------|------|

#### EGPC AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |   |
|---|--|---|
| 1 | <b>ARP Co-ordinates and site at AD:</b>      | <b>Lat:</b> 582732N <b>Long:</b> 0030535W    Mid point of Runway 13/31.                       |
| 2 | <b>Direction and distance from city:</b>     | 1 nm N of Wick.   |
| 3 | <b>Elevation/Reference temperature:</b>      | 126 ft.   |
| 4 | <b>Geoid undulation at AD Elevation Psn:</b> | 167 ft.   |
| 5 | <b>Magnetic Variation/Annual Change:</b>     | 5.1°W (2005) – 0.17° decreasing.  |
| 6 | <b>AD Administration:</b>                    | HIAL.   |
|   | <b>Address:</b>                              | Wick Aerodrome, Wick, Caithness, KW1 4QP.   |
|   | <b>Telephone:</b>                            | 01955-602215 (Administration); 01955-607583 (ATC); 01955-607579 (SATCO); 01955-607596 (ATIS). |
|   | <b>Fax:</b>                                  | 01955-604750 (ATC); 01955-605946 (Administration).  |
| 7 | <b>Type of Traffic Permitted (IFR/VFR):</b>  | IFR/VFR.<br>See also AD 2.20.   |
| 8 | <b>Remarks:</b>                              |   |

#### EGPC AD 2.3 – OPERATIONAL HOURS

|    |                                    |  |
|----|------------------------------------|--|
| 1  | <b>AD:</b>                         | <b>Winter:</b> Mon-Fri 0700-1830; 1900-2030; Sat 0845-1024 and 1100-1445; and by arrangement with AD operator (HIAL).<br><b>Summer:</b> Mon-Fri 0600-1730; 1800-1930; Sat 0745-0924 and 1000-1345; and by arrangement with AD operator (HIAL). |
| 2  | <b>Customs and Immigration:</b>    | By arrangement with HIAL or Far North Aviation.  |
| 3  | <b>Health and Sanitation:</b>      |  |
| 4  | <b>AIS Briefing Office:</b>        |  |
| 5  | <b>ATS Reporting Office (ARO):</b> |  |
| 6  | <b>MET Briefing Office:</b>        |  |
| 7  | <b>ATS:</b>                        | As AD hours. See also AD 2.18.   |
| 8  | <b>Fuelling:</b>                   | H24 by arrangement with Far North Aviation. See also AD 2.4.   |
| 9  | <b>Handling:</b>                   | H24 by arrangement with Far North Aviation. See also AD 2.4.   |
| 10 | <b>Security:</b>                   | As AD hours.   |
| 11 | <b>De-icing:</b>                   | Operational hours.   |
| 12 | <b>Remarks:</b>                    | This aerodrome is <b>PPR</b> . See also AD 2.20.   |

#### EGPC AD 2.4 – HANDLING SERVICES AND FACILITIES

|   |   |  |
|---|---|--|
| 1 | <b>Cargo handling facilities:</b>               | By arrangement with Far North Aviation. Nearest railway siding: Wick.  |
| 2 | <b>Fuel/oil types:</b>                          | Fuel: AVTUR JET A-1, AVGAS 100LL.<br>Oil: All grades.  |
| 3 | <b>Fuelling facilities/capacity:</b>            | Stored overground in tanks and bowsers. Delivered by bowser.   |
| 4 | <b>De-icing facilities:</b>                     | By arrangement with Far North Aviation.  |
| 5 | <b>Hangar space for visiting aircraft:</b>      | 50, 000 sq ft.   |
| 6 | <b>Repair facilities for visiting aircraft:</b> | By arrangement with Far North Aviation.  |
| 7 | <b>Remarks:</b>                                 | Fuelling/Handling via Far North Aviation by Tel: 01955-602201, Fax: 01955-602203 or RTF (130.375 MHz callsign 'Far Nor').<br>Helicopter rotors running refuelling available by arrangements with HIAL and Far North Aviation.<br>Oxygen, nitrogen and related servicing available from Far North Aviation. |

## EGPC AD 2.5 – PASSENGER FACILITIES

|   |                              |   |
|---|------------------------------|---|
| 1 | <b>Hotels:</b>               | Wick and surrounding area.  |
| 2 | <b>Restaurants:</b>          | Licensed cafeteria in terminal.                                     |
| 3 | <b>Transportation:</b>       | Car Hire and taxis available.                                       |
| 4 | <b>Medical facilities:</b>   | First Aid.  |
| 5 | <b>Bank and Post Office:</b> |   |
| 6 | <b>Tourist Office:</b>       |   |
| 7 | <b>Remarks:</b>              | Ambulift and wheelchairs available for disabled passenger handling. |

## EGPC AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES

|   |   |   |
|---|---|---|
| 1 | <b>AD Category for fire fighting:</b>               | RFF Category 4. Category 5 or 6 available by prior arrangement.             |
| 2 | <b>Rescue equipment:</b>                            |   |
| 3 | <b>Capability for removal of disabled aircraft:</b> |   |
| 4 | <b>Remarks:</b>                                     | Survival suits, lifejackets and dinghies available from Far North Aviation. |

## EGPC AD 2.7 – SEASONAL AVAILABILITY – CLEARING

|   |                                    |   |
|---|------------------------------------|---|
| 1 | <b>Type of clearing equipment:</b> | Mechanical. Chemical de-icing / anti-icing.   |
| 2 | <b>Clearance priorities:</b>       | Runway 13/31, Taxiways, Apron, Airport domestic area.   |
| 3 | <b>Remarks:</b>                    | Braking action assessment by Mu-meter. Latest information from ATC, Tel: 01955-602215, Ext 583. |

## EGPC AD 2.8 – APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|                               |  |   |           |       |         |          |                          |      |         |  |                               |          |         |  |
|-------------------------------|--|---|-----------|-------|---------|----------|--------------------------|------|---------|--|-------------------------------|----------|---------|--|
| 1                             | <b>Apron surface and strength:</b>             | Surface: Concrete/Asphalt   | Strength: |       |         |          |                          |      |         |  |                               |          |         |  |
| 2                             | <b>Taxiway width, surface and strength:</b>    | <table border="0"> <tr> <td></td> <td>Width</td> <td>Surface</td> <td>Strength</td> </tr> <tr> <td>TWY from Apron to Hold E</td> <td>14 m</td> <td>Asphalt</td> <td></td> </tr> <tr> <td>Loop TWY from Apron to Hangar</td> <td>Min 12 m</td> <td>Asphalt</td> <td></td> </tr> </table> |           | Width | Surface | Strength | TWY from Apron to Hold E | 14 m | Asphalt |  | Loop TWY from Apron to Hangar | Min 12 m | Asphalt |  |
|                               | Width  | Surface   | Strength  |       |         |          |                          |      |         |  |                               |          |         |  |
| TWY from Apron to Hold E      | 14 m   | Asphalt   |           |       |         |          |                          |      |         |  |                               |          |         |  |
| Loop TWY from Apron to Hangar | Min 12 m                                       | Asphalt   |           |       |         |          |                          |      |         |  |                               |          |         |  |
| 3                             | <b>Altimeter check location and elevation:</b> | Apron 118 ft amsl   |           |       |         |          |                          |      |         |  |                               |          |         |  |
| 4                             | <b>VOR checkpoints:</b>                        |   |           |       |         |          |                          |      |         |  |                               |          |         |  |
| 5                             | <b>INS checkpoints:</b>                        |   |           |       |         |          |                          |      |         |  |                               |          |         |  |
| 6                             | <b>Remarks:</b>                                |   |           |       |         |          |                          |      |         |  |                               |          |         |  |

## EGPC AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |  |   |
|---|--|---|
| 1 | <b>Use of aircraft stand ID signs:<br/>Taxiway guide lines and visual docking/<br/>parking guidance system of aircraft stands:</b> |   |
| 2 | <b>Runway and taxiway markings and lighting:</b>   | <p>Runway: Runway designation, centre-line and threshold markings. On Runway 13/31 HI edge, threshold wingbar and stopend lighting. On Runway 08/26 LI portable edge, threshold wingbar and stop-end lights are available on request.</p> <p>Taxiway: Yellow centre-line. Blue edge lights from apron to Runway 13/31. Blue edge reflectors on all other taxiways. Green centre-line reflectors on loop from apron to hangar.</p> |
| 3 | <b>Stop bars:</b>  |   |
| 4 | <b>Remarks:</b>  | Illuminated wind direction indicators.  |

| EGPC AD 2.10 – AERODROME OBSTACLES |   |              |  |   |                   |  |
|------------------------------------|---|--------------|--|---|-------------------|--|
| In Approach/Take-off areas         |   |              |  | In circling area and at aerodrome               |                   |  |
| 1                                  |   |              |  | 2   |                   |  |
| Runway/Area affected               | Obstacle type<br>Elevation<br>Markings/lighting | Co-ordinates |  | Obstacle type<br>Elevation<br>Markings/lighting | Co-ordinates      |  |
| a                                  | b   | c            |  | a   | b                 |  |
|                                    |   | ft amsl      |  |   | ft amsl           |  |
| → 13/Approach<br>31/Take-off       | Telegraph pole (Lgtd)<br>Aerial                 | 124<br>136   | 582752.83N 0030630.44W<br>582752.70N 0030631.01W | Mast<br>Mast<br>Mast                            | 202<br>213<br>634 | 582843.61N 0030302.25W<br>582610.91N 0030605.46W<br>582337.80N 0030727.59W |
| → 31/Approach<br>13/Take-off       | Aerial  | 139          | 582714.31N 0030503.58W                           |   |                   |  |
| <b>3 Remarks:</b>                  |   |              |  |   |                   |  |

| EGPC AD 2.11 – METEOROLOGICAL INFORMATION PROVIDED                                |  |
|---|--|
| <b>1 Associated MET Office:</b>   | Met Office Aberdeen.   |
| <b>2 Hours of service:<br/>MET Office outside hours:</b>                          | H24.   |
| <b>3 Office responsible for TAF preparation:<br/>Periods of validity:</b>         | Met Office Aberdeen.<br>9 hours.   |
| <b>4 TREND forecast:<br/>Interval of issuance:</b>                                |  |
| <b>5 Briefing/consultation provided:</b>  | Self-briefing/Telephone provided by Far North Aviation or ATC.                               |
| <b>6 Flight documentation:<br/>Language used:</b>                                 | Charts abbreviated plain language text. TAFs/METARs.<br>English.                             |
| <b>7 Charts and other information available<br/>for briefing or consultation:</b> | Available on request from ATC.   |
| <b>8 Supplementary equipment available for<br/>providing information:</b>         | Fax. ATIS on 01955-607596 (H24).   |
| <b>9 ATS units provided with information:</b>                                     | Wick.  |
| <b>10 Additional Information (limitation of<br/>service etc):</b>                 | Outside aerodrome hours unverified automatic observation via ATIS on telephone number above. |

| EGPC AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS |  |                             |   |  |  |
|--|--|-----------------------------|---|--|--|
| Designations<br>RWY<br>Number                  | True bearing   | Dimensions<br>of RWY<br>(m) | Strength (PCN) and<br>surface of RWY<br>and stopway | THR co-ordinates<br>RWY end co-ordinates<br>THR Geoid undulation | THR elevation<br>Highest elevation of<br>TDZ of precision APP<br>RWY |
| 1  | 2  | 3                           | 4   | 5  | 6  |
| 13   | 126.97°  | 1825 x 45                   | 20/F/A/W/T<br>Grooved Asphalt                       | 582744.42N<br>0030607.37W<br>—<br>GUND 167 ft                    | THR 114 ft   |
| 31   | 306.99°  | 1825 x 45                   | 20/F/A/W/T<br>Grooved Asphalt                       | 582719.74N<br>0030504.83W<br>—<br>GUND 167 ft                    | THR 114 ft   |
| 08   | 075.47°  | 1036 x 45                   | Asphalt   | 582720.94N<br>0030605.78W<br>—<br>GUND 167 ft                    | THR 99 ft  |
| 26   | 255.48°  | 1036 x 45 †                 | Asphalt   | 582729.34N<br>0030503.90W<br>—<br>GUND 167 ft                    | THR 114 ft   |
| Slope of<br>RWY/SWY                            | Stopway Dimensions<br>(m)  | Clearway Dimensions<br>(m)  | Strip Dimensions<br>(m)                             | OFZ  |  |
| 7  | 8  | 9                           | 10  | 11   |  |
| 12   | <b>Remarks:</b> Runway 13 threshold displaced by 250 m.<br>Runway 31 threshold displaced by 310 m. |                             |   |  |  |

| EGPC AD 2.13 – DECLARED DISTANCES |             |             |             |            |         |
|-----------------------------------|-------------|-------------|-------------|------------|---------|
| Runway<br>Designator              | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
| 1                                 | 2           | 3           | 4           | 5          | 6       |
| 08                                | 1036        | 1161        | 1036        | 1036       |         |
| 26                                | 1036        | 1250        | 1036        | 1036       |         |
| 13                                | 1740        | 1890        | 1740        | 1400       |         |
| 31                                | 1708        | 1858        | 1708        | 1398       |         |

| EGPC AD 2.14 – APPROACH AND RUNWAY LIGHTING |  |  |                                       |                     |   |   |                                     |                                    |
|---|--|--|---------------------------------------|---------------------|---|---|-------------------------------------|------------------------------------|
| Runway                                      | Approach lighting Type Length Intensity      | Threshold lighting Colour Wingbars   | PAPI VASIS Angle Dist from THR (MEHT) | TDZ lighting Length | Runway Centre-line lighting Length Spacing Colour Intensity | Runway edge lighting Length Spacing Colour Intensity      | Runway End lighting Colour Wingbars | Stopway lighting Length (m) Colour |
| 1   | 2  | 3  | 4                                     | 5                   | 6   | 7   | 8                                   | 9                                  |
| 13  | Centre-line with one crossbar<br>342 m<br>HI | HI Green wingbars  | PAPI<br>3°<br>120 m<br>(25 ft)        |                     |   | HI Elev Bi-directional with LI omni-directional component | Red                                 | Red                                |
| 31  | Centre-line with one crossbar<br>374 m<br>HI | HI Green wingbars  | PAPI<br>3°<br>138 m<br>(25 ft)        |                     |   | HI Elev Bi-directional with LI omni-directional component | Red                                 | Red                                |
| 08  |  | Portable electric LI Green wingbars  | PAPI<br>4° LHS<br>133 m<br>(32 ft)    |                     | Colour coded<br>30 m spacing<br>HI                          | LI Portable electric Elev omni-directional                | Red                                 |                                    |
| 26  |  | Portable electric LI Green wingbars  | PAPI<br>4° LHS<br>111.5 m<br>(27 ft)  |                     | Colour coded<br>30 m spacing<br>HI                          | LI Portable electric Elev omni-directional                | Red                                 |                                    |
| 10  | <b>Remarks:</b>                              | Portable LI electric lights are available for use on Runway 08/26 as edge, threshold wingbar and stopend lighting. Minimum 15 minutes prior notification required in order to deploy lighting. |                                       |                     |   |   |                                     |                                    |

| EGPC AD 2.15 – OTHER LIGHTING, SECONDARY POWER SUPPLY |  |
|---|--|
| 1   | <b>ABN/IBN location, characteristics and hours of operation:</b>   |
| 2   | <b>LDI location and lighting:</b><br><b>Anemometer location and lighting:</b> 582716.83N 0030508.90W and 582735.79N 0030556.80W. |
| 3   | <b>Taxiway edge and centre-line lighting:</b> Blue taxiway edge lights from apron to Runway 13/31.                               |
| 4   | <b>Secondary power supply/switch-over time:</b> Yes/15 seconds.  |
| 5   | <b>Remarks:</b> Apron floodlights. Obstacle lighting.  |

| EGPC AD 2.16 – HELICOPTER LANDING AREA |  |
|--|--|
| 1                                      | <b>Co-ordinates TLOF or THR of FATO:</b><br><b>Geoid undulation:</b>         |
| 2                                      | <b>TLOF and/or FATO elevation (ft):</b>                                      |
| 3                                      | <b>TLOF and FATO area dimensions:</b><br><b>Surface, Strength, Markings:</b> |
| 4                                      | <b>True Bearing of FATO:</b>   |
| 5                                      | <b>Declared distance available:</b>  |
| 6                                      | <b>Approach and FATO lighting:</b>   |
| 7                                      | <b>Remarks:</b>  |

| EGPC AD 2.17 – ATS AIRSPACE   |   |   |                         |
|---|---|---|-------------------------|
| Designation and lateral limits  |   | Vertical limits   | Airspace Classification |
| 1   |   | 2   | 3                       |
| <b>Wick Aerodrome Traffic Zone (ATZ)</b><br>Circle radius 2 nm centred on longest notified runway (13/31) 582732N 0030535W. |   | 2000 ft aal<br>SFC  | G †                     |
| 4   | <b>ATS unit callsign:</b><br><b>Language:</b> | Wick Approach.<br>English.  |                         |
| 5   | <b>Transition Altitude:</b>                   | 3000 ft.  |                         |
| 6   | <b>Remarks:</b>                               | † Refer to Section ENR 1.4 for Notifications.<br>See AD 2.18 for ATZ hours. |                         |

| EGPC AD 2.18 – ATS COMMUNICATION FACILITIES |                  |               |  |  |   |
|---|------------------|---------------|--|--|---|
| Service Designation                         | Callsign         | Frequency MHz | Hours of Operation   |  | Remarks   |
|   |                  |               | Winter   | Summer   |   |
| 1   | 2                | 3             | 4  |  | 5   |
| APP   | Wick Approach    | 119.700       | Mon-Fri 0700-1830;<br>1900-2030<br>Sat 0845-1024;<br>1100-1445;<br>and by arrangement                                  | Mon-Fri 0600-1730;<br>1800-1930<br>Sat 0745-0924<br>1000-1345;<br>and by arrangement | ATZ hours coincident with APP hours, but not by arrangement.  |
| TWR   | Wick Tower       | 119.700       |  |  |   |
| AFIS  | Wick Information | 119.700       | By arrangement outside hours of ATC. Normally, only available for SAR and Ambulance flights and aircraft in emergency. |  | Due to FISO training and maintenance of currency, FISO phraseology may be in use during ATC published hours, with ATC in attendance. ATC service will remain available at all times. Pilots will be advised of periods of FISO training, normally via ATIS. |
| ATIS  | Wick Information | 113.600       | Mon-Fri 0620-1830;<br>1900-2030<br>Sat 0820-1024;<br>1100-1445   | Mon-Fri 0520-1730;<br>1800-1930<br>Sat 0720-0924;<br>1000-1345                       | Freq shared with VOR WIK.   |
| FIRE  | Wick Fire Chief  | 121.600       | Available when fire vehicle attending aircraft on the ground in an emergency.  |  | Non-ATS Frequency   |

| EGPC AD 2.19 – RADIO NAVIGATION AND LANDING AIDS |       |           |  |  |   |                                       |   |
|--|-------|-----------|--|--|---|---------------------------------------|---|
| Type of Aid<br>MAG VAR<br>CAT of<br>ILS/MLS      | IDENT | Frequency | Hours of Operation   |  | Position of transmitting antenna co-ordinates | Elevation of DME transmitting antenna | Remarks   |
|  |       |           | Winter   | Summer   |   |                                       |   |
| 1  | 2     | 3         | 4  |  | 5   | 6                                     | 7   |
| L  | WCK   | 344 kHz   | Mon-Fri 0745-1830;<br>Sat 0845-1030;<br>1100-1445;<br>and by arrangement | Mon-Fri 0645-1730;<br>Sat 0745-0930;<br>1000-1345;<br>and by arrangement | 582648.11N<br>0030347.23W                     |                                       | Normally radiates H24. Range 30 nm. Available for approach and landing purposes only during the hours of APP. |
| VOR/DME  | WIK   |           |  |  |   |                                       | See ENR 4.1 for details. Available for approach and landing purposes only during the hours of APP.            |

**EGPC AD 2.20 – LOCAL TRAFFIC REGULATIONS**

**1 Aerodrome Regulations**

- a Use of this airport by aircraft not able to communicate with ATC by radio is strictly PPR.
- b Aircraft that do not require the use of a licensed aerodrome and that wish to operate outwith the notified aerodrome hours of operation must comply with Highlands and Islands Airport Ltd Out of Hours Indemnity Scheme. Details of the scheme and an application form can be obtained from HIAL Operations Tel: 01667-464244; Fax: 01667-464208.

**2 Ground Movement**

- a During periods of aircraft congestion on the apron, marshalling will be provided by HIAL.

**4 Warnings**

- a Except for light signals, ground signals are not displayed.
- b Pilots are advised to exercise caution as this aerodrome has a deer hazard, particularly during the periods of dawn and dusk, although patrols are mounted whenever the presence of deer is known or anticipated. Pilots are requested to report the location of any animals on the aerodrome to ATC.
- c Loop taxiway (10.5 m wide, to the north of the disused control tower and linking apron with hangar 2) is available for use by aircraft with an outer main gear span not exceeding 6m.
- d Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.

**5 Helicopter Operations**

- a Light helicopters are not required to use the runways and may arrive and depart from the apron.
- b Rotors running refuelling is available if HIAL are provided with a copy of the Helicopter Operators written instructions to the fuelling company regarding the aircraft, the required safety measures and the emergency procedures to be followed in respect of rotors running refuelling. All passengers must disembark before refuelling commences.

**6 Use of Runways**

- a Runway departure restriction for aircraft requiring the use of a licensed aerodrome:
  - i **Runway 13/31.** Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 400 m or less are not permitted;
  - ii **Runway 08/26.** Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 m or less are not permitted.
- b Runway 08/26 is not available to jet aircraft, helicopters or aircraft with MTWA greater than 5700 kg.
- c Runway 08/26. A section 152 m in length, commencing 122 m from the southwest end, rises in a northeasterly direction at a gradient of 1 in 60 (0.9%). A section 91 m in length, commencing 457 m from the southwest end, rises in a northeasterly direction at a gradient of 1 in 55 (1.0%).

**7 Training**

- a The use of the airport for training purposes is subject to prior arrangement with ATC, Tel: 01955-602215, Ext 583.

**EGPC AD 2.22 – FLIGHT PROCEDURES**

- a Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
- b **North Atlantic Departures**
  - i Due to the proximity of the Shanwick Oceanic boundary to Wick, pilots must consider timescales for requesting Oceanic clearance. Refer to ENR 2-2-4-7 for details.
  - ii Pilots are reminded that the Oceanic clearance (including level allocation) is valid only from the OCA Entry Point. **Domestic ATC clearance to the OCA Entry point is issued separately.**

**c Radio Communication Failure Procedure**

The pilot of a VFR flight experiencing communications failure should join overhead at 2000 ft and descend into the circuit pattern for the runway-in-use watching for light signals from the Tower all the while. Should a light signal not be forthcoming on turning onto final approach, the pilot should level off at not below 400 ft and fly parallel to the runway, and adjacent to the Tower, to attract attention.

- d Visual Reference Points are established for use by aerodrome and en-route traffic as follows:

|                                |         |           |
|--------------------------------|---------|-----------|
| Castletown Aerodrome (Disused) | 583507N | 0032101W  |
| Duncansby Head Lighthouse      | 583836N | 0030130W  |
| Keiss Village                  | 583200N | 0030724W  |
| Loch Watten                    | 582900N | 0032006W  |
| Lybster Village                | 581800N | 0031706W  |
| Thrumster Masts                | 582338N | 0030728W. |



EGPC AD 2.24 – CHARTS RELATED TO THE AERODROME

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| Instrument Approach Chart VOR/DME RWY 13 – ICAO.....                       | AD 2-EGPC-8-1 |
| Instrument Approach Chart NDB(L)/DME RWY 13 – ICAO.....                    | AD 2-EGPC-8-2 |
| Instrument Approach Chart Direct Arrivals to VOR/NDB(L) RWY 13 – ICAO..... | AD 2-EGPC-8-3 |
| Instrument Approach Chart VOR/DME RWY 26 – ICAO.....                       | AD 2-EGPC-8-4 |
| Instrument Approach Chart VOR/DME RWY 31 – ICAO.....                       | AD 2-EGPC-8-5 |
| Instrument Approach Chart Direct Arrivals to VOR/DME RWY 26/31 – ICAO..... | AD 2-EGPC-8-6 |
| Instrument Approach Chart NDB(L)/DME RWY 31 – ICAO.....                    | AD 2-EGPC-8-7 |
| Instrument Approach Chart Direct Arrivals to NDB(L)/DME RWY 31 – ICAO..... | AD 2-EGPC-8-8 |

Aerodrome Obstacle Chart(s) ICAO Type A are available for this aerodrome. For details refer to GEN 3.2.5.