



AGCS Provision- Information for Pilots

When obtaining PPR, pilots are to confirm that they are conversant with all of the points listed below and are prepared to operate under these terms.

Runway and Movements

- (i) Preferred runway-in-use will either be RWY02 or RWY20 due to noise abatement.
- (ii) Cross runway operations are **not** permitted at any time during a period of AGCS.
- (iii) Grass runways 02/20, 06/24 and 13/31 are *currently* unavailable.
- (iv) The number of aircraft approved is at the discretion of the AGCS operator subject to their workload.

Vehicles

- (v) Aerodrome Operations/RFFS vehicles shall use 123.15 MHz for communication with the AGCS Operator.

Any vehicles attending to FOD, wildlife or other runway safety issues take priority over aircraft movements.

Booking-in / Out

- (vi) When an AGCS is operating, all flights (inbound and outbound) are PPR whether EGKA-based or visitors. This is obtained by telephone (01273 467 377) or via a web-based Booking system.
 - When obtaining PPR, the pilot will be made aware of the service being provided and of other aircraft that have prior authorisations. Priority will be given on a first-come, first-served basis subject to the Flight Priority Categories [CAP493: Sect1, Chap4(4.45)].
 - Flights without PPR may land or depart at the AGCS operator's discretion provided that they do not conflict with movements that have obtained PPR.

IFR Flights

- (vii) Departures - Aircraft intending to join controlled airspace will have their clearances from London Control requested for them and passed prior to departure.
- (viii) Arrivals – Instrument approaches are not available nor are the instrument approach procedures to be flown. If aircraft are unable to join visually, then they must hold for weather improvement or divert.

General***CURRENTLY CIRCUIT TRAINING (FIXED-WING & ROTARY) IS NOT PERMITTED.***

- (ix) All aircraft are to use frequency 123.15 MHz.
Inbound aircraft are requested to contact the unit prior to or passing the VRPs (Brighton Marina, Lewes Intersection, Littlehampton, Washington Intersection) or 10NM.
- (ix) Helicopters may operate on the HTAs 'X' & 'W'. They shall complete their landings or taxiing to these areas prior to crossing the runways to receive a traffic update. Only the relevant fixed-wing circuit shall be used for circuit training.
- (x) Helicopters should not enter, depart or operate within the ATZ above 600 ft QNH, unless joining the fixed-wing circuit.
- (xi) Fixed-wing circuit pattern left hand for all runways, 1100 ft QFE
- (xii) Overhead joins are not permitted. Joining aircraft (Crosswind, Downwind, Base Leg or Straight-In) are recommended to join not below 1600 ft QFE, until visual with the circuit traffic.
- (xiii) Circuit training (Fixed wing and rotary) will only be permitted during the periods stated in [CAP32: AD2.EGKA-2.20(7)(a)]. Restrictions may apply.
- (xiv) Aircraft will be issued with the relevant EGKA conspicuity squawk.
- (xv) An ATIS will not be broadcast. (only permitted during ATC operations)
- (xvi) Met. Observations (official or unofficial) can be found via a screenshot of the observation on the aerodrome website > Live Info > Weather. If the AGCS operator is qualified to do so then METARs will be issued.
The statement "A/G in operation – "Shoreham Radio" will be displayed in the Remarks field.