



**ANGLIAN FLIGHT CENTRES LTD**

Earls Colne Airfield, Earls Colne  
Colchester, Essex, CO6 2NS  
Telephone: 01787 223676 Fax: 01787 223943  
www.anglianflightcentres.co.uk



## PILOT BRIEFING FOR EARLS COLNE AIRFIELD (EGSR)

**We hope you enjoy your flight to, and stay at Earls Colne Airfield.**

We are a small, yet busy airfield with a lot going on. We would very much appreciate it if you would read this short briefing note and try your best to adhere to its contents **so long as your safety and the safety of others is not compromised.**

### ARRIVALS

PPR by telephone is MANDATORY.

The preferred arrival procedure at Earls Colne is VIA THE STANDARD OVERHEAD JOIN for fixed wing aircraft.

Earls Colne OVERHEAD JOINS should be performed at ALTITUDE 2200ft (QNH) or HEIGHT 2000ft (QFE). If that altitude or height cannot be obtained due to cloud or vertical visibility, then a join directly onto the downwind leg should be performed if there is existing traffic in the circuit. The standard circuit height at Earls Colne for both runways is 1000ft QFE or 1200ft QNH.

Non-standard arrivals (including direct cross-wind, base leg and straight in approaches) are positively DISCOURAGED due to the high likelihood of students in the circuit with low hours and experience!

The DEAD SIDE of the airfield is ALWAYS to the NORTH WEST, since the circuit pattern for BOTH runways is to the SOUTH EAST of the airfield. Note that the helicopter arrivals pattern is also on the dead side!

### CIRCUIT PATTERNS AND NOISE ABATEMENT

The attached circuit patterns and noise abatement procedures should be followed (the diagrams are taken from the Anglian Flight Centres ATO Manual). Earls Colne has several very vocal neighbours, and we WILL get phone call complaints if the relevant circuit pattern is not adhered to both on ARRIVAL AND DEPARTURE!

### RUNWAYS

Earls Colne has a single runway – direction 06-24. The runway has a 10m wide paved surface embedded within the grass runway to the right hand side of runway 06, and to the left hand side of runway 24.

If an aircraft is on EITHER the grass or the paved runway surface, the runway is occupied. A landing aircraft must wait until that aircraft has vacated before touching down.

The GRASS portion of the runway is generally NOT available during winter months due to soft ground.

NOTE: Runway edge lights exist on the left and right hand edges of the GRASS runway. Beware!



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### AFTER LANDING

Generally, taxi to the END of the runway in use, and then vacate to the south west onto the hard taxi-way. During the summer months, aircraft may vacate the runway to the NORTH and taxi on the grass area parallel to the runway (marked Northern Taxi on the attached chart), crossing the runway over/under shoot to the parking area.

### TAXIING AND PARKING

Care must be observed at all times and taxi speeds kept to a maximum of a fast walking pace. Pedestrians (Air Ambulance pilots, doctors and paramedics) may be present on the apron and aircraft parking area.

Beware of the areas marked as TAXI HAZARD AREAS on the attached chart – several pilots have managed to put their wing tips in hedges and trees! Keep your nose wheel on the yellow taxi line and you will be fine.

Parking is either on the apron or grass area to the North West of the Apron AS SUGGESTED via R/T.

If parking on the apron, please be very careful taxiing past other aircraft wingtips and tails. If in any doubt, please ask for marshalling assistance via R/T. Be considerate to the hangars on the apron with regard to propwash blowing debris under the hangar doors.

### DEPARTURE POWER CHECKS

Power checks must be performed in the areas close to the holds for each runway (A:06, B:24 or C:24)

### IMPORTANT CONSIDERATIONS

The AIR AMBULANCE operates from the airfield, and pilots should give way to that aircraft when it is on an ALPHA call sign (Helimed 07 ALPHA) if safe to do so.

Similarly, when AIR AMBULANCE staff are walking to and from the helipad, they should be given priority by taxiing aircraft.

Please also remember that the helicopter joining routes are DIFFERENT to the fixed wing circuit and approach! Fixed wing pilots should ensure they are looking in the correct direction when trying to locate helicopters that have called FINAL!

Earls Colne is a TRAINING airfield with a wide range of pilots with associated wide-ranging (student pilot) experience. The airfield also operates a variety of war bird aircraft.

We look forward to seeing you and hope this briefing has been of use.

**PLEASE SEE THE ATTACHED DIAGRAMS**



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**EARLS COLNE  
EGSR**

AD ELEV 227FT

ARP 515452N 0004057E

**AERODROME  
CHART - ICAO**

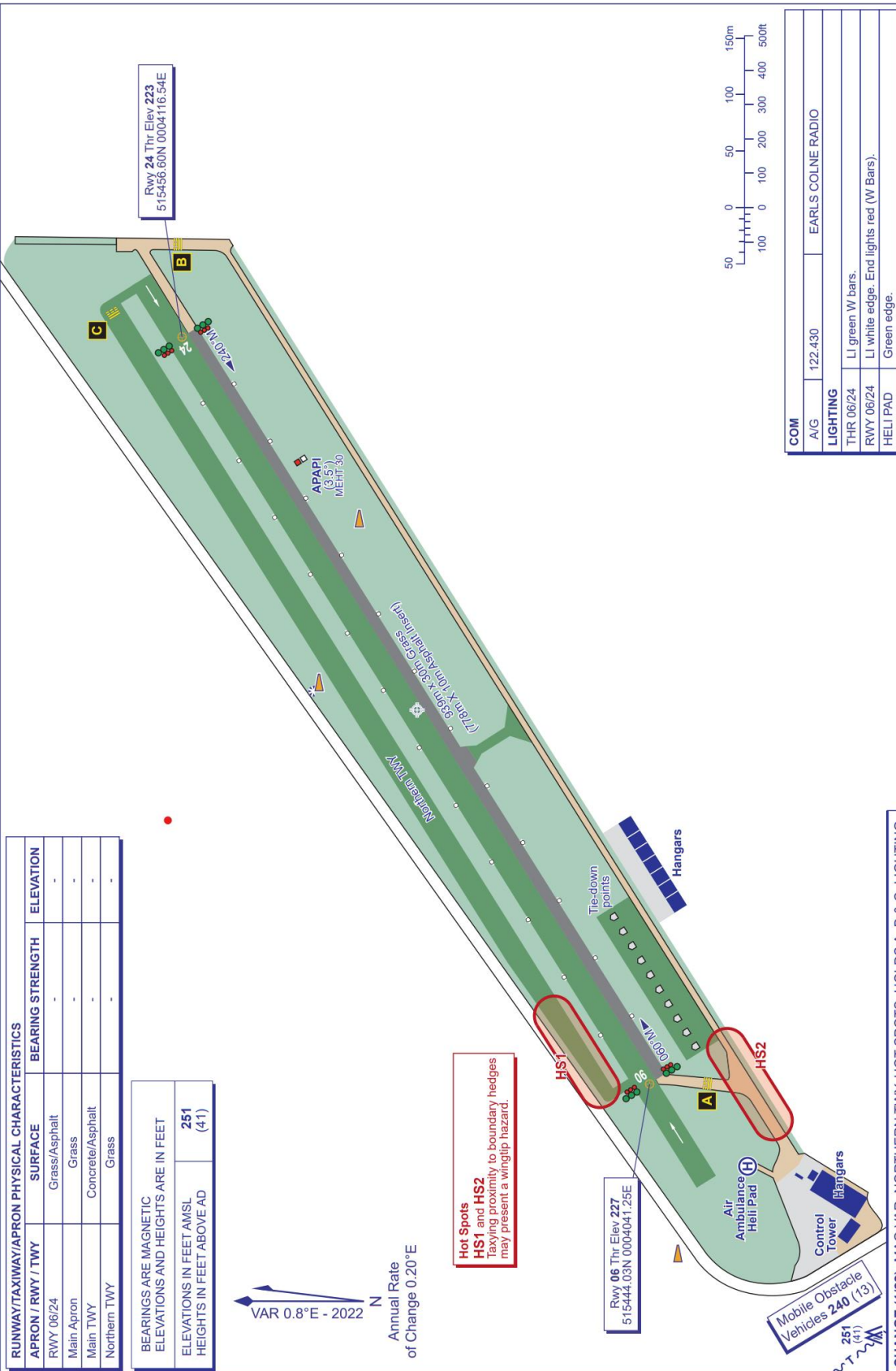
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 06/24	Grass/Asphalt	-	-
Main Apron	Grass	-	-
Main TWY	Concrete/Asphalt	-	-
Northern TWY	Grass	-	-

BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL	251
HEIGHTS IN FEET ABOVE AD	(41)

VAR 0.8°E - 2022

Annual Rate  
of Change 0.20°E

**Hot Spots  
HS1 and HS2**  
Taxying proximity to boundary hedges  
may present a wingtip hazard.

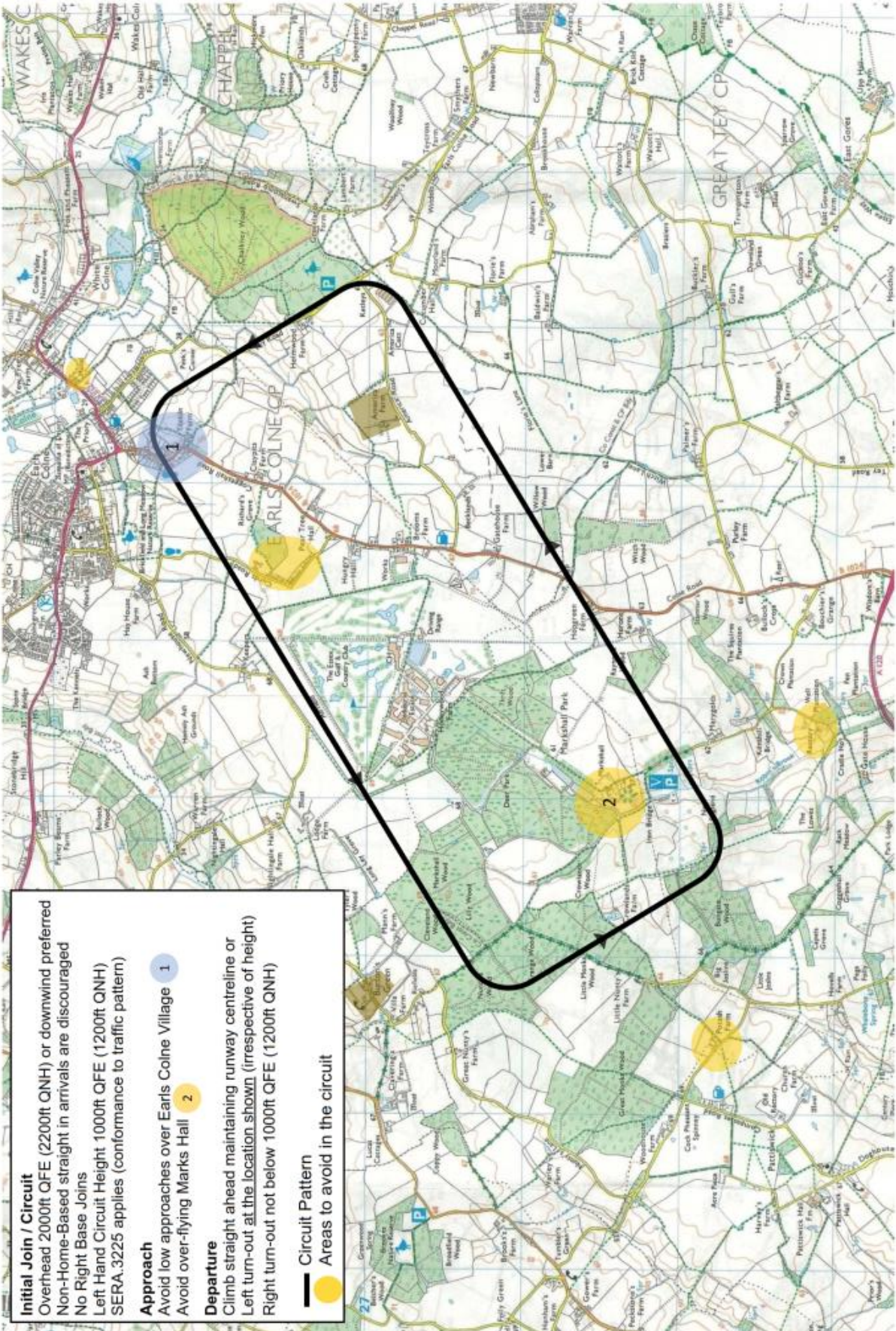


COM	A/G	122.430	EARLS COLNE RADIO
LIGHTING	THR 06/24	LI green W bars.	
	RWY 06/24	LI white edge. End lights red (W Bars).	
HELIPAD	Green edge.		

AERO INFO DATE 19 NOV 21

AD 2-EGSR-2-1

CHANGE (1/22): MAG VAR. NORTHERN TWY. HOT SPOTS. HOLDS A, B & C. LIGHTING.

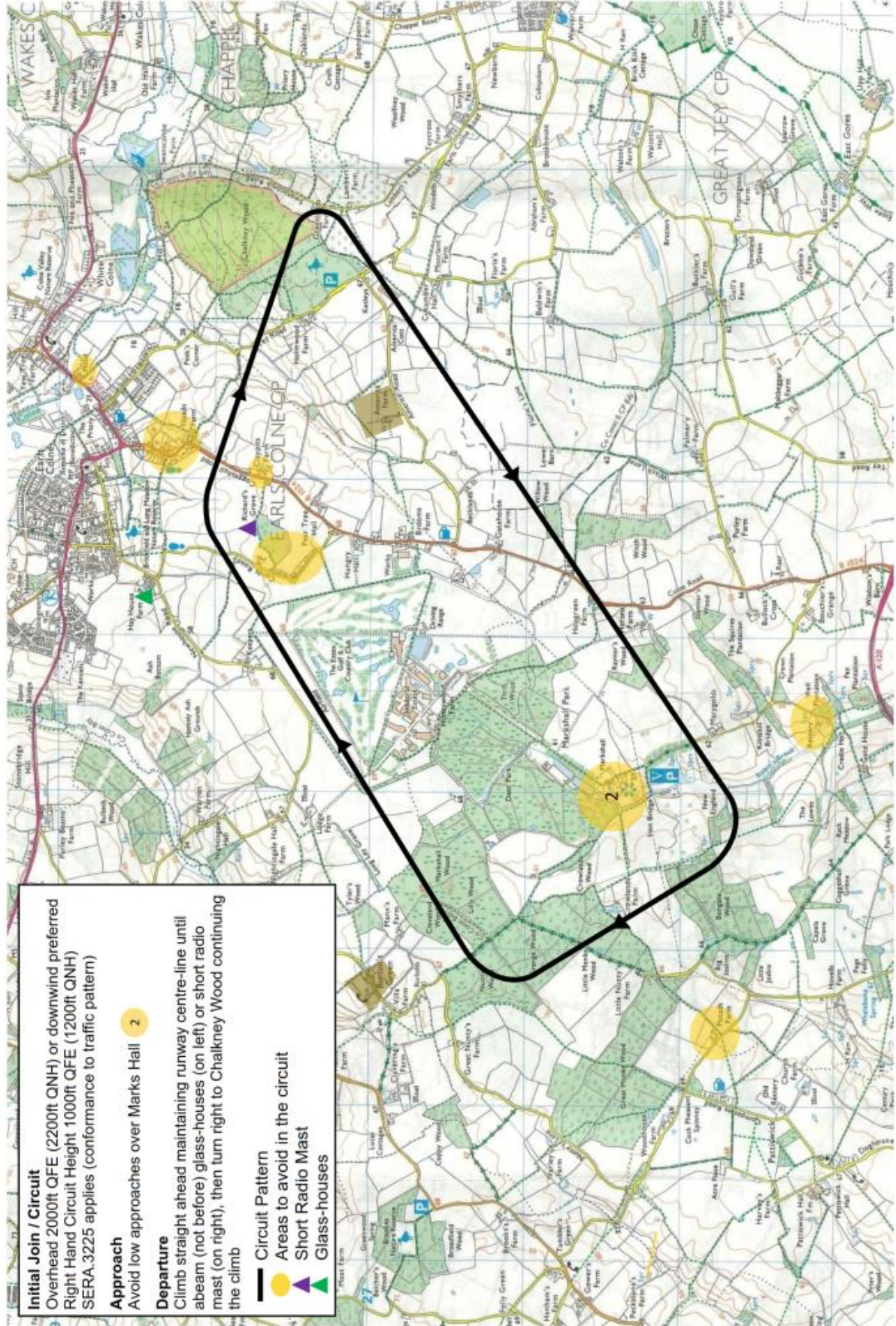
**CIRCUIT PATTERN AND NOISE ABATEMENT RUNWAY 24**


**Initial Join / Circuit**  
 Overhead 2000ft QFE (2200ft QNH) or downwind preferred  
 Non-Home-Based straight in arrivals are discouraged  
 No Right Base Joins  
 Left Hand Circuit Height 1000ft QFE (1200ft QNH)  
 SERA.3225 applies (conformance to traffic pattern)

**Approach**  
 Avoid low approaches over Earls Colne Village 1  
 Avoid over-flying Marks Hall 2

**Departure**  
 Climb straight ahead maintaining runway centreline or  
 Left turn-out at the location shown (irrespective of height)  
 Right turn-out not below 1000ft QFE (1200ft QNH)

— Circuit Pattern  
 ● Areas to avoid in the circuit

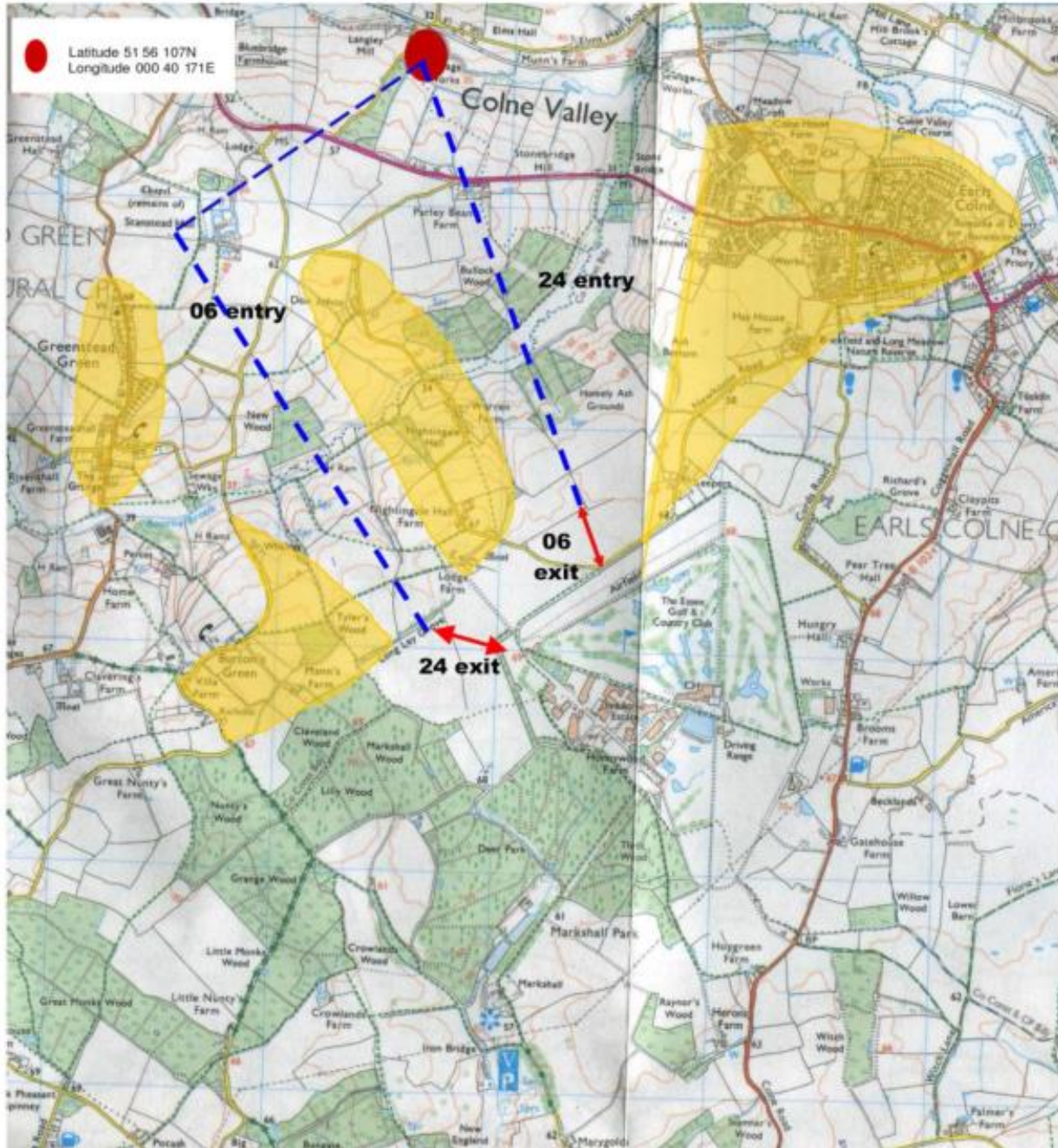
**CIRCUIT PATTERN AND NOISE ABATEMENT RUNWAY 06**



**Initial Join / Circuit**  
 Overhead 2000ft QFE (2200ft QNH) or downwind preferred  
 Right Hand Circuit Height 1000ft QFE (1200ft QNH)  
 SERA.3225 applies (conformance to traffic pattern)

**Approach**  
 Avoid low approaches over Marks Hall 2

**Departure**  
 Climb straight ahead maintaining runway centre-line until  
 abeam (not before) glass-houses (on left) or short radio  
 mast (on right), then turn right to Chalkney Wood continuing  
 the climb


Circuit Pattern  
 Areas to avoid in the circuit  
 Short Radio Mast  
 Glass-houses



**HELICOPTER CIRCUIT PATTERN AND NOISE ABATEMENT**


 = Avoidance Area

*These areas are not to be crossed on entry to or exit from the airfield except in the event of an emergency*

**Key**

 = Entry /Departure

 Suggested Track