NEWQUAY (NQY/EGHQ)

Elevation 390ft

CATEGORY B

AV brief – not required

GENERAL

- The airfield (Formerly RAF St Mawgan) is located on the north Cornwall coast close to the town of Newquay.
- Aerodrome is now civilian operated, although there is still some military presence on the airfield.
- Runway 30 is preferential for takeoff and landing.

Threats

CFIT

- Spot height of 1,320ft amsl approximately 7 nm SE of the airfield.
- This high ground has been heavily open-cast mined and, being china clay, results in large white exposed areas. As there is a sharp visual contrast to the surrounding terrain, these are visually much stronger cues than the runway, which makes early visual sighting of the runway difficult.
- To the south-east leading up to the threshold of Rwy 30, the ground rises sharply from a valley some 2-3 nm long.
- To the north-west there is sharply rising terrain leading up to the threshold of Rwy 12 from the sea to the runway; the runway threshold sits inland by 1 nm at the top of this terrain.

Runway Excursion

- Although the marked Rwy width is 45 m, the asphalt is approximately 90 m wide. As such the visual aspect on approach is unusual and there is a visual illusion of the runway being extremely short and the aircraft being low on approach. Make full use of the PAPIs and ILS glideslope to make sure you remain on the correct glidepath.
- On visual break-out from a non-precision approach at either end, monitor rate of descent closely to preclude getting too low or high.
- Displaced Rwy 30 threshold.

Mid Air Collision

- Arrivals and departures require transit through Class G airspace. Adopt maximum speed of 250 kt. Expect VFR traffic when VFR conditions prevail.
- Make maximum use of automation to ensure a good lookout and monitor TCAS at all times.

ARRIVAL

Diversion Airports			
LONDON Heathrow	LHR/EGLL	183 nm/070°T	CAT A
LONDON Gatwick	LGW/EGKK	188 nm/077°T	CAT A
LONDON Stansted	STN/EGSS	216 nm/066°T	CAT A
CARDIFF	CWL/EGFF	85 nm/047°T	CAT A
BOURNEMOUTH	BOH/EGHH	122 nm/080°T	CAT A

Approach

- Expect radar vectors to the ILS.
- Rwy 30: crew should expect the radio altimeter to reduce at approx double the normal rate between 350ft radio and 150ft radio on the ILS approach. This is caused by rising terrain on the approach path at a distance of between 1200 m and 600 m from the displaced landing threshold.

GROUND

- Numerous taxiways and intersections are not available for use – refer to Lido AGC.
- Terminal located on the northern parallel taxiway.

DEPARTURE

- No SIDs published.

WEATHER

- The airfield is subject to low cloud and fog in the spring to autumn period, due to a higher frequency of slack pressure gradients allowing moister air over the sea to spread inland.
- March and April can be problematical with the sea being cold after winter cooling, with conditions remaining disturbed with high dew point warm sectors.
- June and July can give rise to visibility problems with the increased frequency of slack pressure gradients giving sea breezes bringing moisture inland with potential for sea fog/low cloud and a greater risk of mist/fog/low cloud overnight due to radiation cooling.
- The prevailing winds are south-westerly and can give strong crosswinds. Severe winter Atlantic depressions can bring strong to gale force winds with driving rain.
- When the wind is from the south-east, the high ground between Newquay and the south coast offers some protection from the low cloud/mist/fog.

OPERATIONAL INFORMATION

Handling Agent	Newquay Cornwall Airport Authority
Handling Agent VHF	131.8
Potable Water	Not Assessed