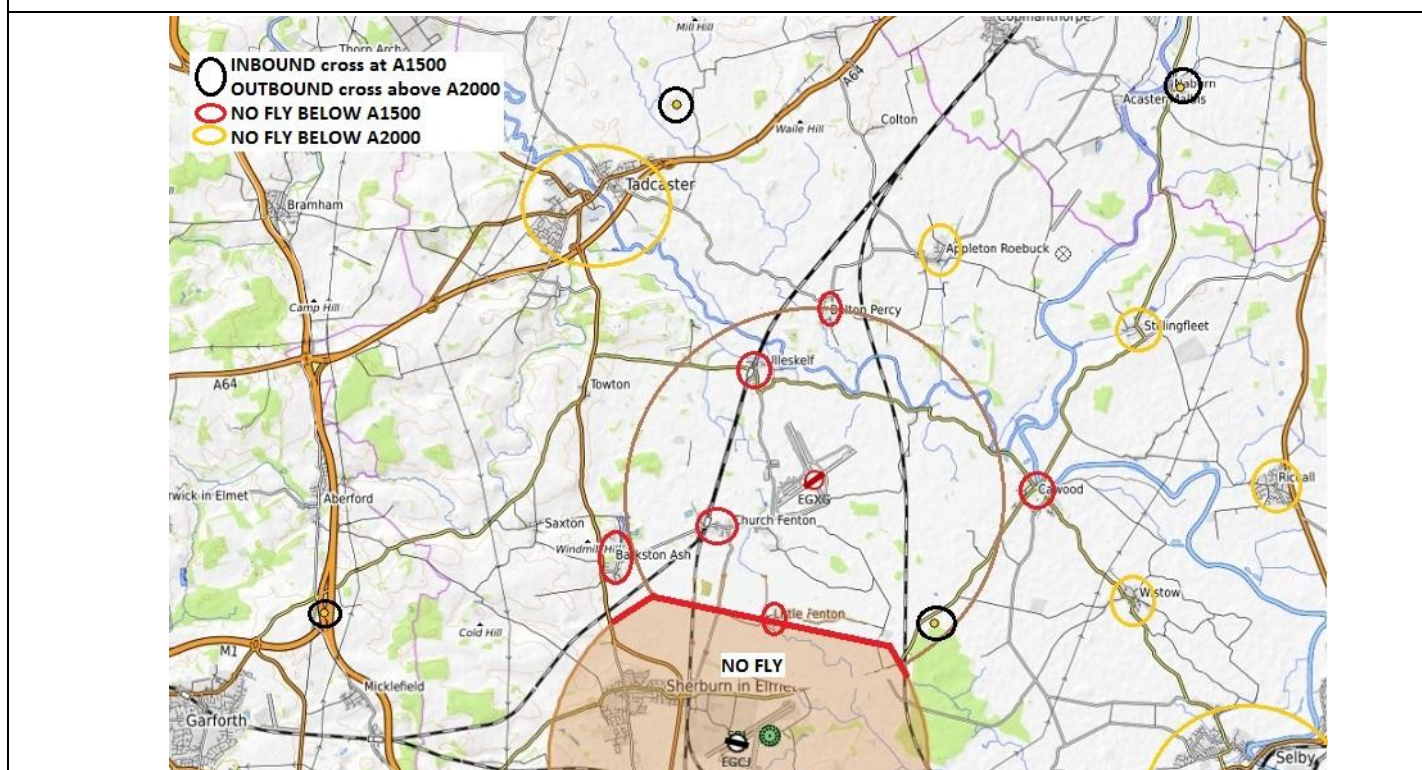
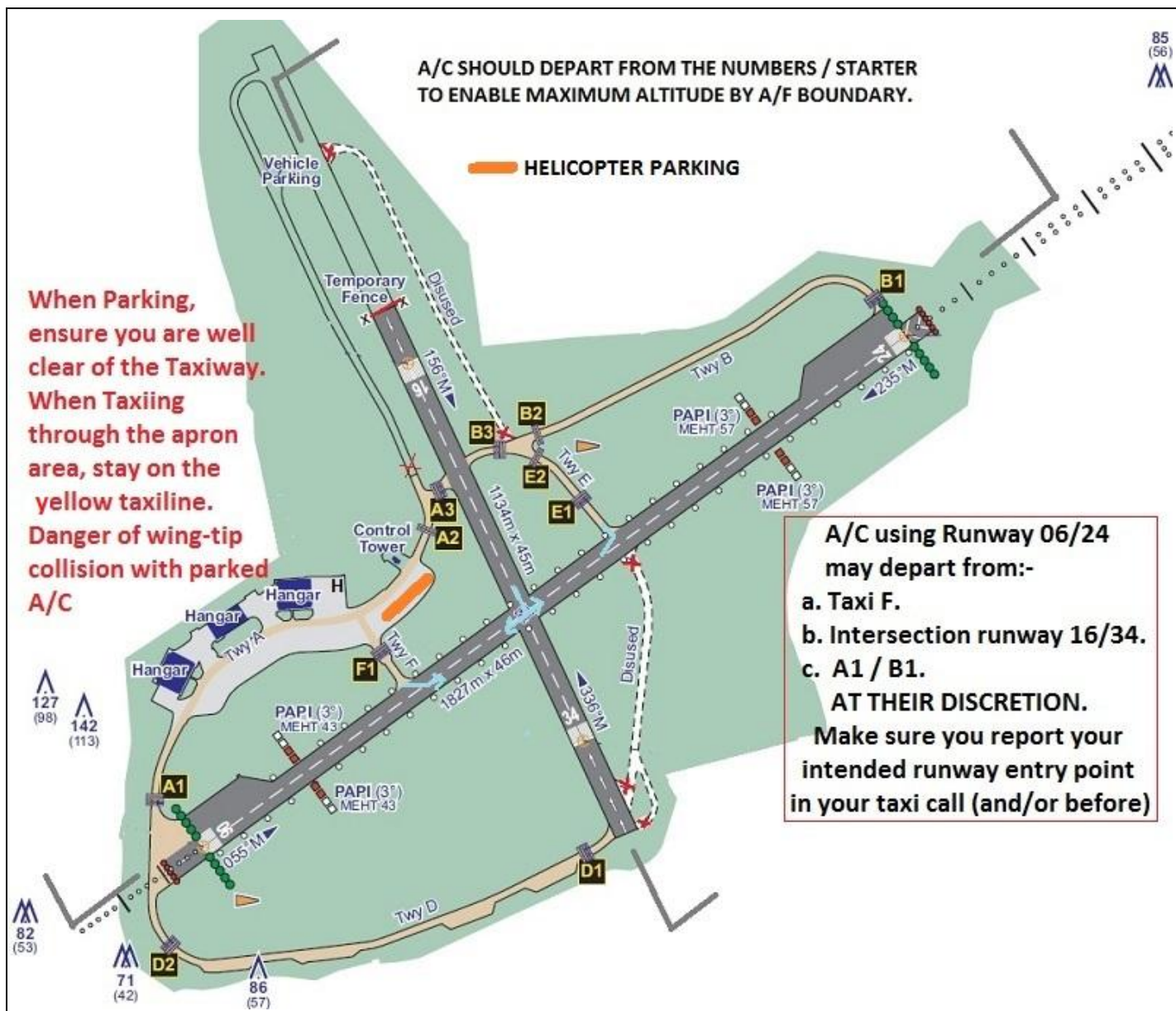
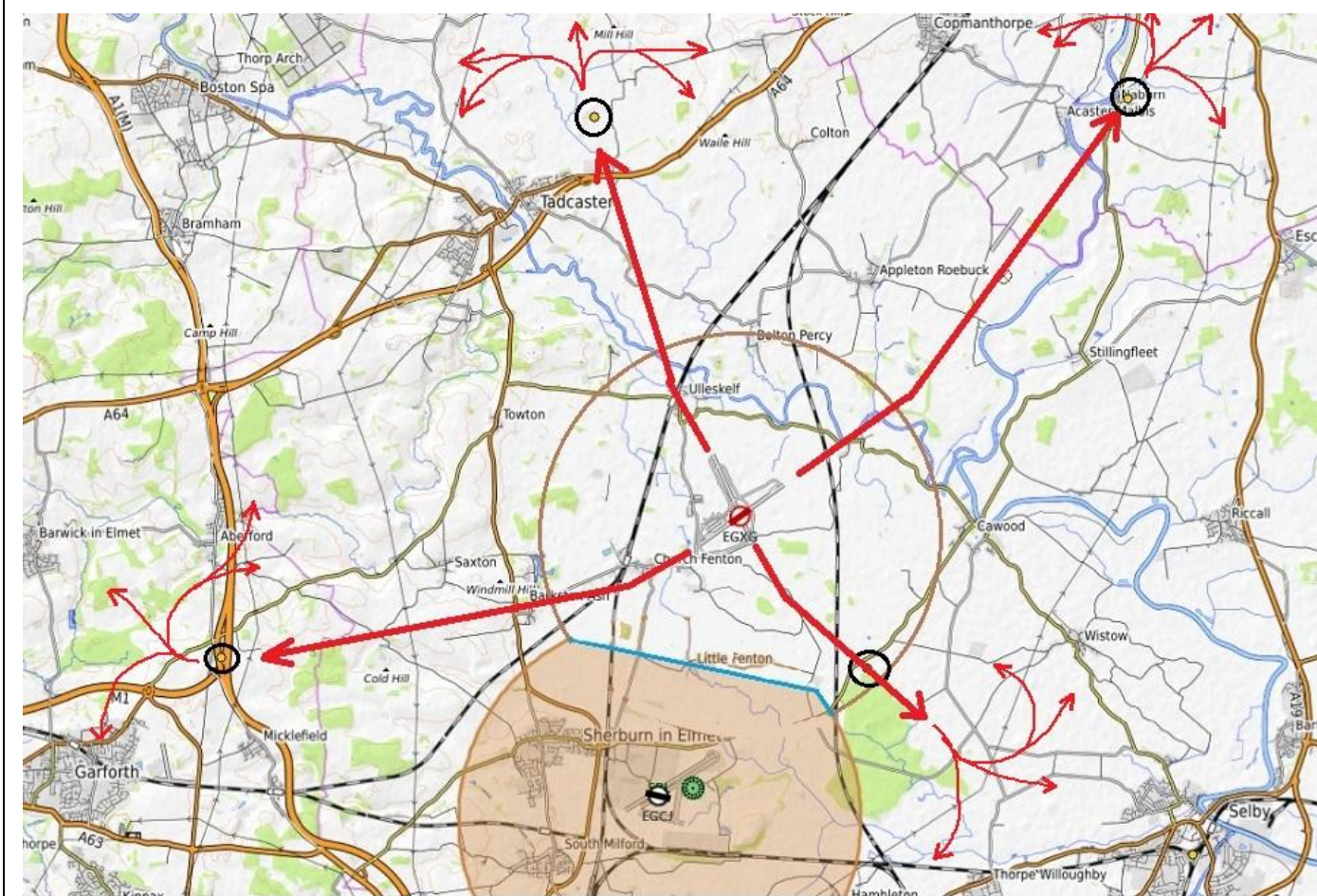
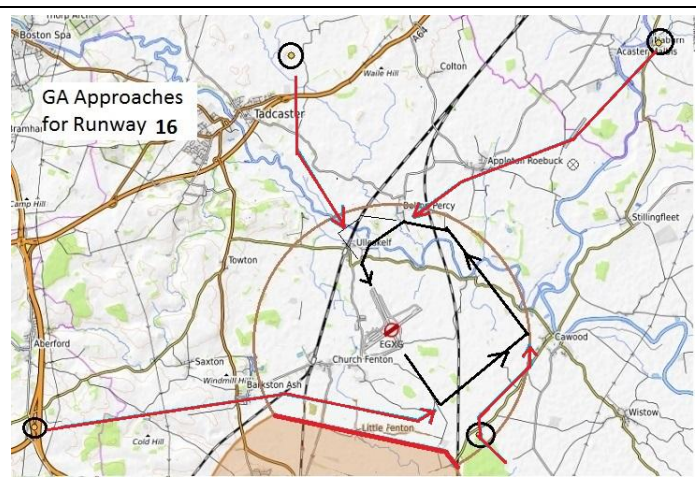
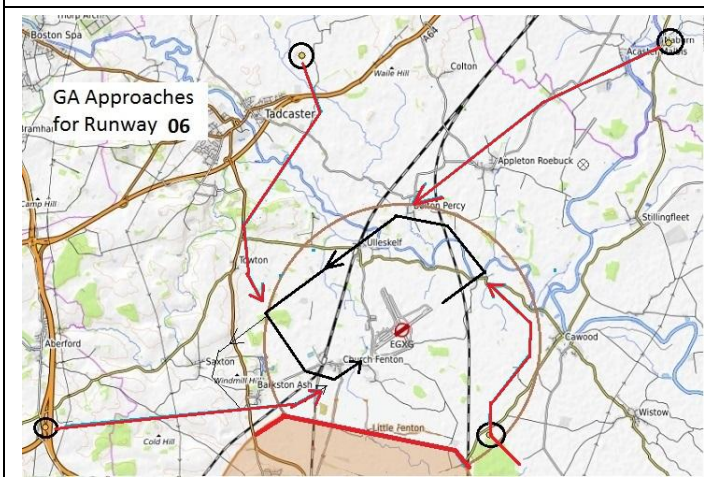
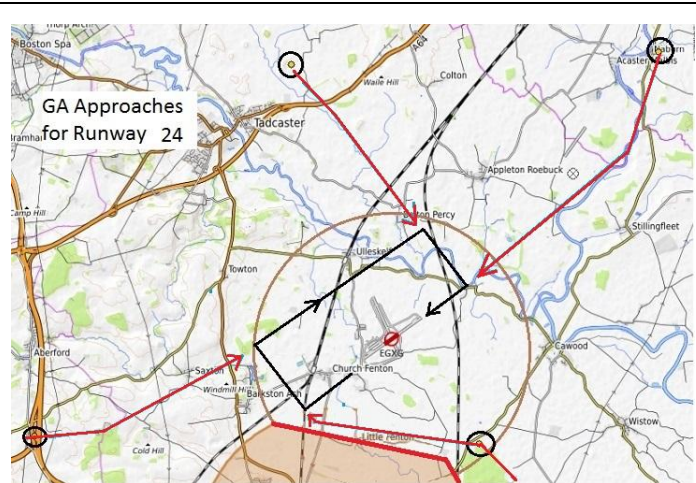
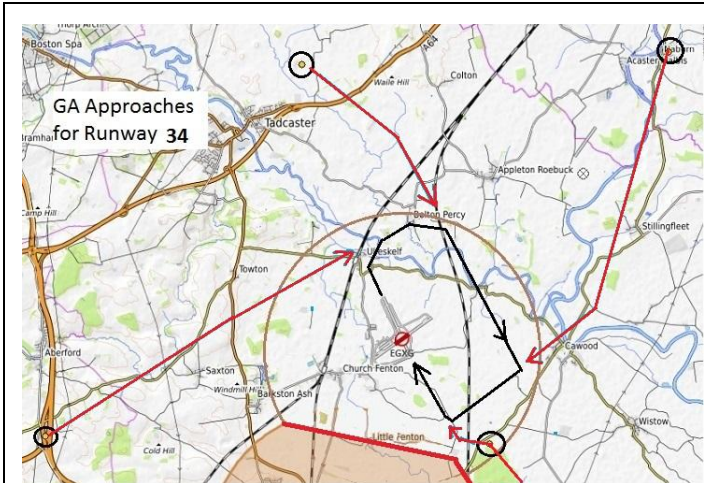


| | | | | | | | | | |
|-------------------------|---|--|---------|--|--|---------------------|----------|-------|--|
| AIRFIELD NAME AND ICAO | | September 24 | | LEEDS EAST/FENTON | | EGCM | | North | |
| CALLSIGN (A/C RADIO) | | FENTON Radio | | | | 120.710 | | | |
| CALLSIGN (ES/VATSIM) | | EGCM_R_TWR | | | | Ground. ---- | | | |
| LOCATION | | Lat N053.50.04 | | Long W001.11.44 | | Elev. 50ft | | | |
| LOCATION GEOGRAPHIC | | 10nm SW of YORK; 2.5nm N of EGCJ | | | | VFR Conspicuity --- | | | |
| CHART SOURCE/VOR | | NATS | | NO DEADSIDE OR OVERHEAD JOINS. ALL ARRIVALS via VRPs AT A1500ft ALL DEPARTURES via VRPs as below | | | App. | | |
| METAR AIRPORT | | EGNM 118.030 | | | | | QFE= QNH | | |
| NAV AIDS (FSX / PLANG3) | | NONE | | | | | DME/ | | |
| RUNWAYS | Headings | Dimension | Surface | REMEMBER. This is an AGO A/F. That means Pilots will ONLY receive Traffic information, PASSED TO the AGO. KEEP HIM INFORMED, and you will ALL stay safe. | | | | | |
| | 06/24 | 1827m x 46m | Asphalt | | | | | | |
| | 16/34 | 1134m x 45m | Asphalt | | | | | | |
| AIRSPACE | CLASS | Transition A3000ft | | Airspace above is:- Class C FL195 London FIR | | | | | |
| CIRCUITS HEIGHT / DIR. | | A1000ft (Helios A700ft). Runways 24, 34 RH. Runways 06,16 LH | | | | | | | |
| NO FLY AREA | | ALL LOCAL VILLAGES BELOW A1500FT. SHERBURN ATZ. | | | | | | | |
| LOCAL HAZARDS | | Reduced wing clearance between taxiing and parked A/C on main apron. | | | | | | | |
| HELICOPTER OPERATIONS | Due Noise abatement ALL Helicopter flights will follow fixed wing procedures. ONLY Exception; Circuit A700ft. REMAIN CLEAR OF ALL VILLAGES AND FARMS BELOW A1500 | | | | | | | | |
| SPECIAL RULES | NO NORDO A/C. Aerobatic manoeuvres and low flypasts normally prohibited. Airfield is PPR. ALL VFR Arrivals. Commence approach via one of the VRPs at A1500ft. Continue inbound to JOIN THE CIRCUIT at A1000ft, DIRECTLY, DOWNWIND; CROSSWIND; STRAIGHT_IN or ON BASE. You should PRE-PLAN your approach BEFORE reaching the VRP, especially regarding other traffic. THEN, Dependent on traffic, announce your intentions and various positions on approach and joining / in the circuit. NOTE: You should consider the 'Final to land runway xx'; LANDING runway xx' (just before your decision height) and 'RUNWAY VACATED' calls as ADDITIONAL, MANDATORY CALLS at an AFISO/AGO Airfield. REFER TO DIAGRAMS below. ALL VFR DEPARTURES: Runway 06 Departures: Via the Naburn VRP at A2500ft before turning on track Runway 34 Departures: Via Tadcaster VRP at A2000ft before turning on track. Runway 16 Departures: BEFORE Meeke Wood, Turn left. Over BISHOP WOOD VRP continue climb to A2000ft BEFORE turning on course. Runway 24 Departures: Avoid Church Fenton village, then over railway turn right to cross A1M1 junction VRP, continue climb to A2500 before turning on course. | | | | | | | | |
| REMARKS | Other permitted departures: SUBJECT to traffic and runway in use. Runway 06 from F1 or Runway 06, 16/34 intersection. Runway 24, 16/34 intersection. (via A2), (via F1). | | | | | | | | |





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