

AIRFIELD NAME		April 25		LEEDS BRADFORD		EGNM		North	
CALLSIGN		Leeds Tower				120.305			
CALLSIGN		EGNM_TWR				APP.-Radar 134.580			
LOCATION		Lat N053.51.57.000		Long W001.39.38.000		App.- Director 125.380			
LOCATION GEO.		6nm NW of Leeds				Delivery. 121.805			
CHART SOURCE		NATS		WHEN READY TO MOVE. Get outbound clearance, stating location; A/C; ATIS letter and QNH BEFORE startup. DO NOT request Taxi until ready to move.			Elev. 681ft		
METAR		EGNM 118.030					VFR Conspicuity 2654		
NAV AIDS;		NDB. LBA 402.50kHz		ILS. 110.90mHz		NO NORDO AIRCRAFT		QFE= QNH- 22 HPscls	
RUNWAYS		Headings		Dimension		Surface & notes		Delivery is for issues clearances. ONE GA A/C, Circuits at ANY TIME	
		14 (ARR) / 32 (DEP)		2250m x 46m		Asphalt			
AIRSPACE		CLASS D CTR		Transit A5000ft		Airspace above is Class A FL195 Lon FIR			
CIRCUITS		1500ft QFE		Variable, as directed by ATC. Join as instructed by ATC					
NO FLY		Local villages below circuit height							
LOCAL HAZARDS		Each end of the day, large flocks of Gulls may overfly the A/D. HANG GLIDING AND PARA GLIDING AREAS WITHIN THE CTR; (from A/D) 1. Tong, bearing 195° 7nm; 2. Baildon Moor 165° 4-5nm; 3. Ilkley Moor, 267° 4-5nm. NOTE Transits between sites may be expected NOT ABOVE 1500ft, and to the SW.							
HELICOPTER OPERATIONS		ATC will allocate a DIRECT approach or a CIRCUIT JOIN, dependant on traffic. DIRECT APP. – Approach from NE or SW remaining well clear of c/l and 'climb out' of 14/32. Helios will be requested to REPORT approaching A/P BOUNDARY and HOLD, for instructions.							
NE arrivals. HOLD at A/D boundary for CLEARANCE TO CROSS RUNWAY. Cross as directly as able, DO NOT overfly parked or taxiing A/C.									
S & SW arrivals, Report BEFORE A/D boundary for onward clearance, remain S of 34 AT ALL TIMES (southerly hold points may be used as 'routing references').									
If wind direction requires runway incursion on final let down, CLEARANCE IS REQUIRED.									
CIRCUIT APPROACH. Fly normal circuit, report final and break off to allocated Helicopter Aiming Point.									
Hold for air taxi instructions.									
Departures; Air taxi to Helicopter Aiming Point; AS INSTRUCTED. S & SW, Takeoff, remain clear of c/l.									
N&NE, WHEN CLEARED, cross runway on track as direct as able. DO NOT overfly parked or taxiing A/C or vehicles.									
HELICOPTER CIRCUIT TRAINING PROHIBITED.									
SPECIAL RULES		Inbound/Outbound VFR Pilots should ensure they are fully briefed regarding all air and ground movement procedures. Failure to do so could result in severe delay to, or cancellation of, your flight.							
		PREFERRED RUNWAYS IF POSSIBLE ATC will use Runway 14 for landings, Runway 32 for Take-offs							
		A/C intending entry to LEEDS CTA/CTR are to contact ATC AT LEAST 10 minutes BEFORE entry.							
		A/C may be required to join and remain at 2000ft QFE (or as instructed) until intercepting the glide path							
		If able to depart from an intermediate intersection, REQUEST it on first contact/requesting Taxi.							
		VFR A/C should NOT normally require backtrack for departure, IF NEEDED, REQUEST AS ABOVE							
		For Rwy.14 departures. If you cannot use Lima. Say so on first contact. You will depart D. via M, N & D.							
		Do not request TAXI until ready to move. Do not report ready to depart, until ready to 'line up and go'.							
		A delayed Take-off may result in the A/C being instructed 'T/O CANCELED, VACATE RUNWAY'. DO IT!							
		If you miss your vacating taxiway. SAY SO and proceed as instructed AT BEST SAFE TAXI SPEED							
		OUTBOUND; FIRST CONTACT should include LOCATION; ATIS Received and clearance request.							
		AFTER Take-off, VFR A/C may be instructed to make an IMMEDIATE TURNOUT.							
REMARKS		DO IT ONLY WHEN SAFE TO DO SO, [not below 500ft]							
		'TURNOUT' = Turn heading 90° to runway heading and MAINTAIN THAT HEADING, UNTIL ADVISED.							
		During normal runway operations a one-way system will be used, via M; F; G and L. Listen to instructions and PROCEED WITH CARE. - IT IS YOUR RESPONSIBILITY NOT TO HIT ANOTHER A/C!							
		If flying within 10nm of Leeds CTA/CTR A/C may monitor App. or Tower frequency.							
		INDICATE WITH Squawk 2677. A service is not provided. Deselect 2677 greater than 10nm range.							
		A/C transiting Leeds CTR should call for transit at not less than 10dme to the CTR boundary.							
		GA a/c will normally use the Multiflight aprons; Groups may be allocated (by Vatsim)November cargo bays. The VFR hold at ECP, on the heading 140°, is used by Vatsim, if needed.							
		IFR take precedent over VFR AT ALL TIMES.							

**Hot Spot  
HS1**

Pilots are to ensure that they have clearance to enter taxiway November before crossing the holding point B.

ILS GP  
PAPI (3.5°)  
MEHT 52.5  
Anemometer

Multiflight  
West Apron

Multiflight  
Central Apron

Multiflight  
East Apron

**WARNING**  
**CAT II/III Operations**  
After completing landing run, await  
or request taxi clearance *prior* to  
vacating the runway or backtracking.

GA A/C should park on the multiflight  
aprons, as directed.  
You can request your preferred apron.

For Vehicles  
Only

PAPI (3°)  
MEHT 58

ILS GP  
Anemometer

Radar

VDF

2250m x 46m

Twy N

Twy M

Twy A

Twy F

Twy E

Twy D

Twy C

Twy B

Twy A

Twy F

Twy E

Twy D

Twy C

Twy B

Twy A

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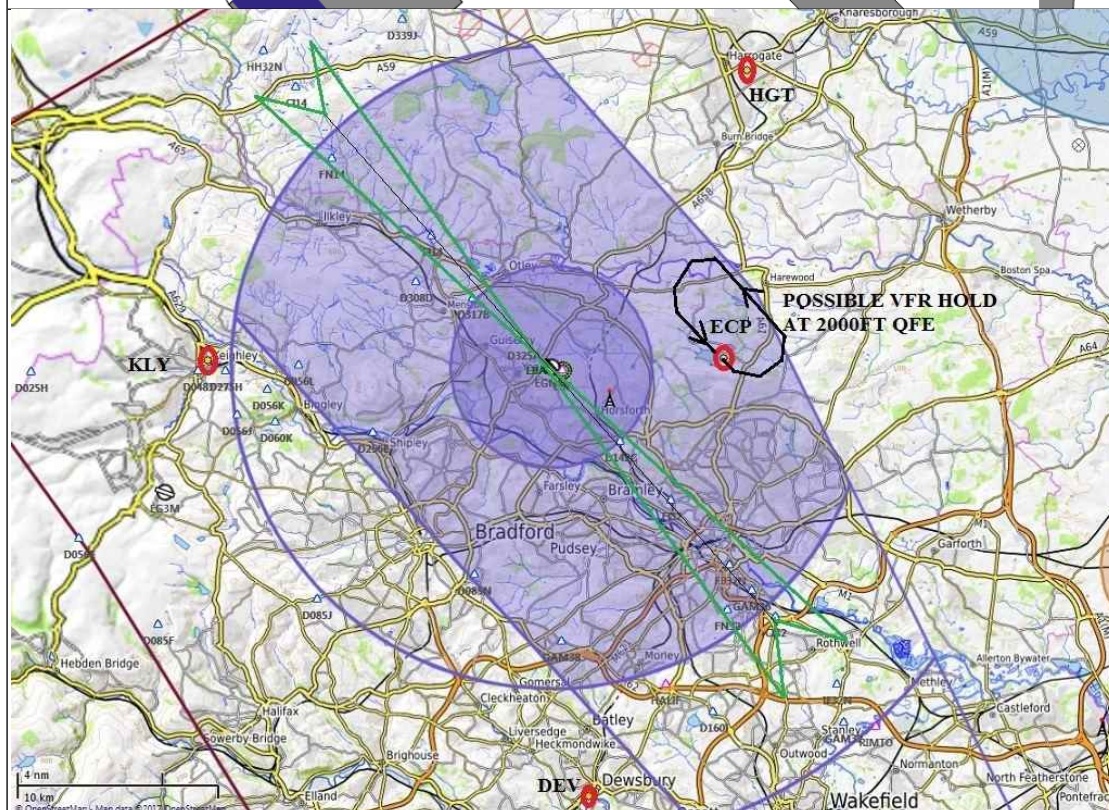
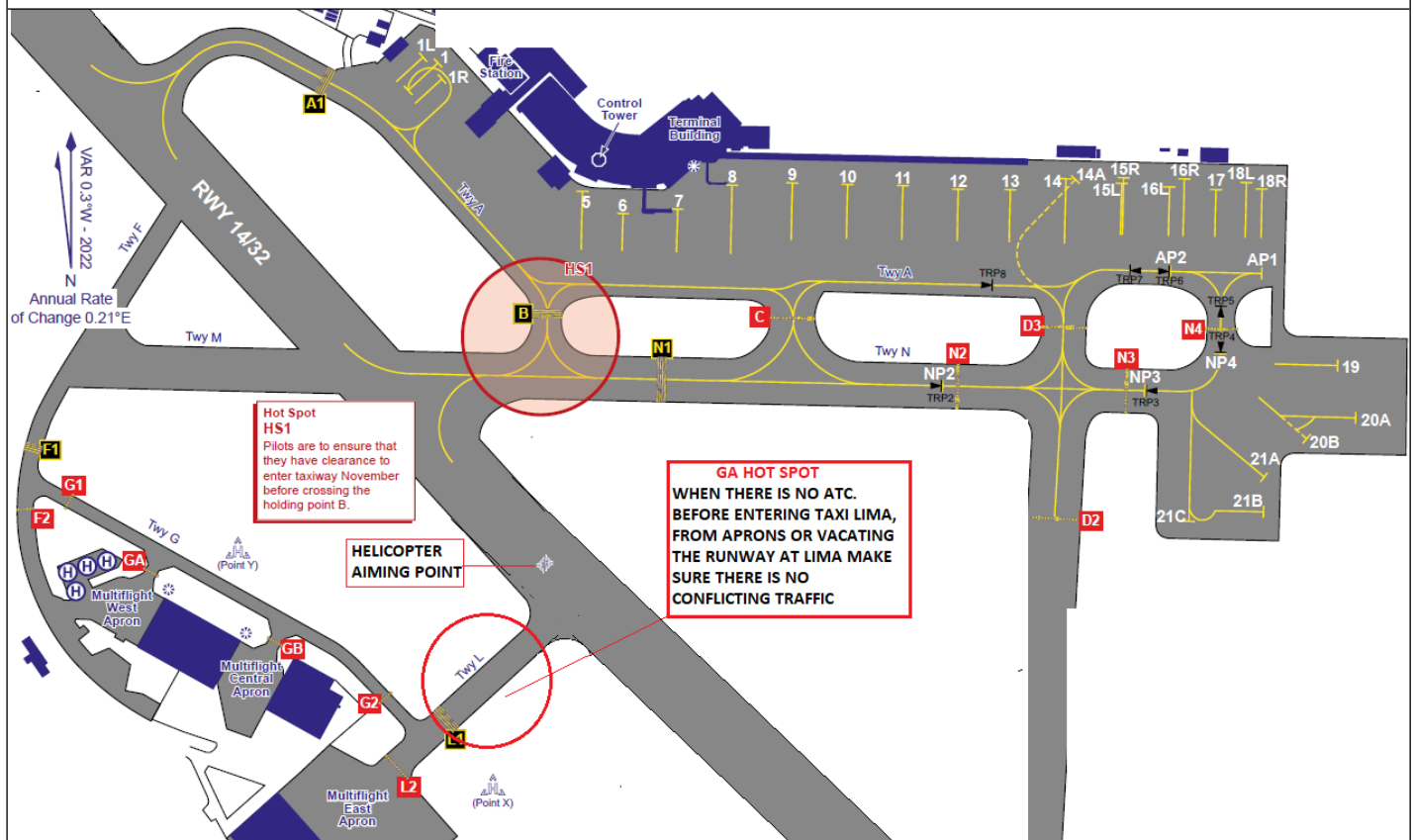
Twy B

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**Wheeled helicopters will ground taxi TO/FROM THE RUNWAY.**



## VRPs

Dewsbury (**DEV**)  
POL 102° / 17nm  
Eccup Reservoir (**ECP**)  
POL 070°/21nm  
Harrogate (**HGT**)  
POL 055°/25nm  
Keighley (**KLY**)  
POL 044°/10nm

VFR A/C may expect to Arrive/depart via these VRPs, UNLESS instructed otherwise by ATC.

ATC will however, if traffic allows, direct VFR A/C by the most direct route for their flight plan.

**PILOTS:** Please put your name after your callsign.

**NOT TO BE USED FOR REAL WORLD OPERATIONS**