

AIRFIELD NAME AND ICAO		October 19	<b>LEEDS EAST</b>		<b>EGCM</b>	<b>North</b>
CALLSIGN (A/C RADIO)		FENTON Radio			126.500	
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	<b>NO DEADSIDE OR OVERHEAD JOINS. ALL ARRIVALS via VRPs AT A1500ft ALL DEPARTURES via VRPs as below</b>			App.
METAR AIRPORT		EGNM 118.020				QFE= QNH
NAV AIDS (FSX / PLANG3)		NONE				DME/
RUNWAYS	Headings	Dimension	Surface	<b>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.</b>		
	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.		<b>A1000ft (Helios A700ft).</b> Runways 24, 34 RH. Runways 06,16 LH				
NO FLY AREA		<b>ALL LOCAL VILLAGES BELOW A1500FT. SHERBURN ATZ.</b>				
LOCAL HAZARDS		<b>Reduced wing clearance between taxiing and parked A/C on main apron.</b>				
HELICOPTER OPERATIONS	Due Noise abatement <b>ALL Helicopter flights will follow fixed wing procedures.</b> ONLY Exception; Circuit A700ft. <b>REMAIN CLEAR OF ALL VILLAGES AND FARMS BELOW A1500</b>					
<b>SPECIAL RULES</b>	<p><b>NO NORDO A/C. Aerobatic manoeuvres and low flypasts normally prohibited. Airfield is PPR. ALL VFR Arrivals.</b></p> <p>Commence approach via one of the VRPs at A1500ft. Continue inbound to <b>JOIN THE CIRCUIT at A1000ft, DIRECTLY, DOWNWIND; CROSSWIND; STRAIGHT_IN or ON BASE.</b></p> <p>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.</p> <p>NOTE: You should consider the 'Final to land runway xx'; <b>LANDING runway xx'</b> (just before your decision height) and <b>'RUNWAY VACATED'</b> calls as <b>ADDITIONAL, MANDATORY CALLS at an AFISO/AGO Airfield.</b> REFER TO DIAGRAMS below.</p> <p><b>ALL VFR DEPARTURES:</b></p> <p><b>Runway 06 Departures:</b> Via the Naburn VRP at <b>A2500ft before turning on track</b></p> <p><b>Runway 34 Departures:</b> Via Tadcaster VRP at <b>A2000ft before turning on track.</b></p> <p><b>Runway 16 Departures:</b> <b>BEFORE Meeke Wood</b>, Turn left. Over BISHOP WOOD VRP continue climb to <b>A2000ft BEFORE</b> turning on course.</p> <p><b>Runway 24 Departures:</b> Avoid Church Fenton village, then <b>over railway turn right to cross A1M1 junction VRP, continue climb to A2500 before turning on course.</b></p>					
REMARKS	<p>Other <b>permitted</b> departures: SUBJECT to traffic and runway in use.</p> <p>Runway 06 from F1 or</p> <p>Runway 06, 16/34 intersection.</p> <p>Runway 24, 16/34 intersection.</p> <p>(via A2), (via F1).</p>					

A/C SHOULD DEPART FROM THE NUMBERS / STARTER TO ENABLE MAXIMUM ALTITUDE BY A/F BOUNDARY.

**HELICOPTER PARKING**

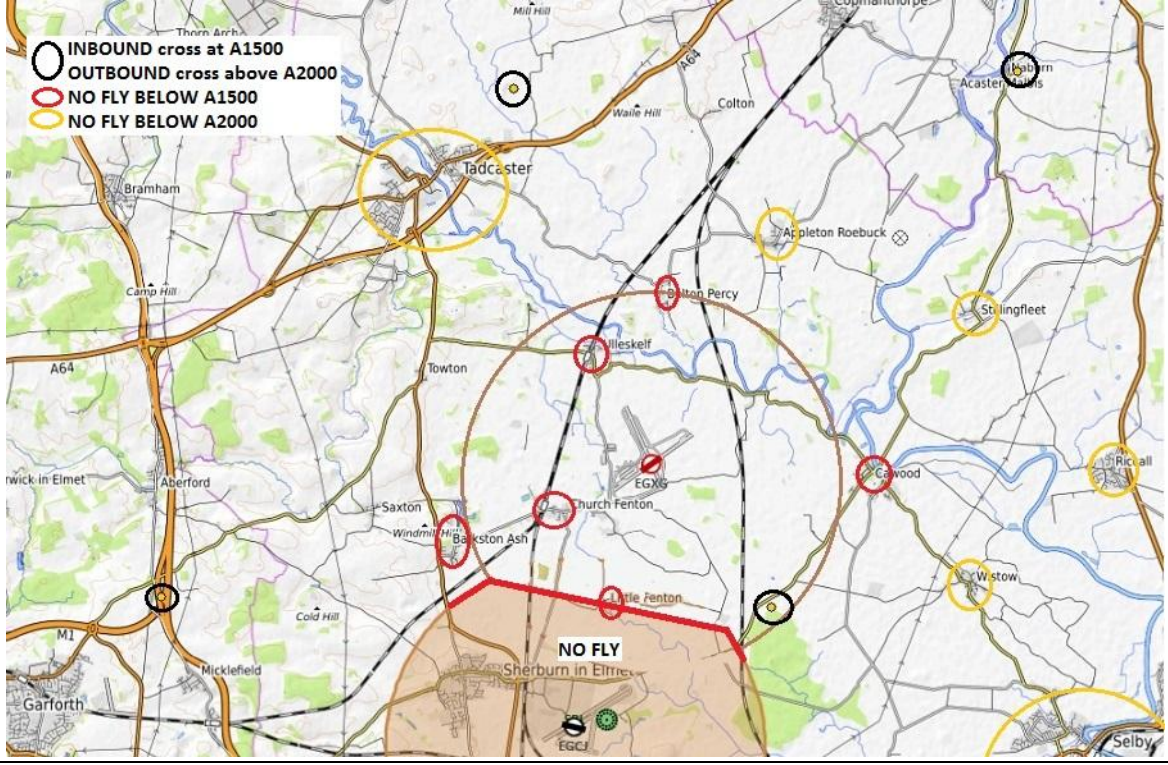
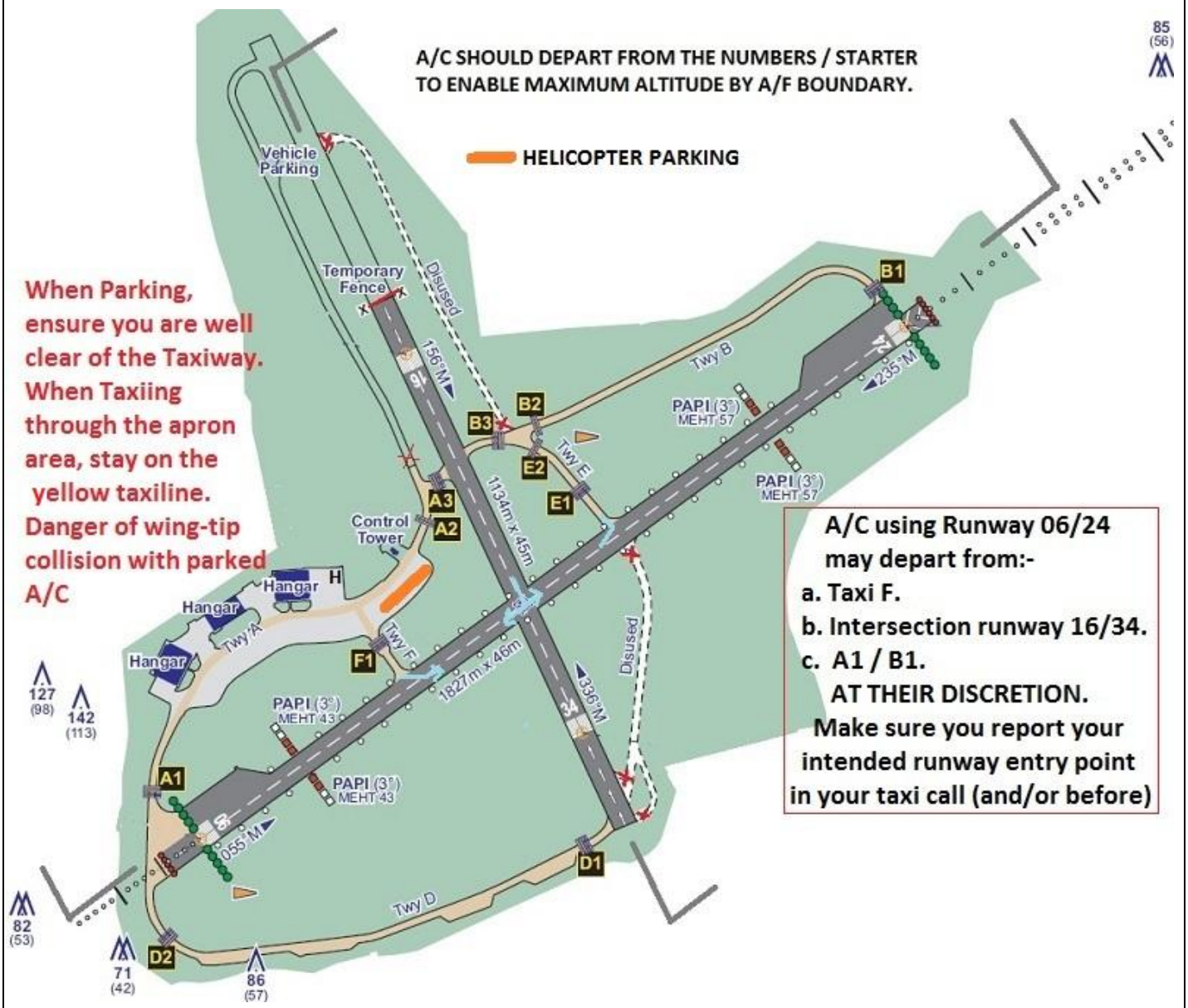
**When Parking, ensure you are well clear of the Taxiway. When Taxiing through the apron area, stay on the yellow taxiline. Danger of wing-tip collision with parked A/C**

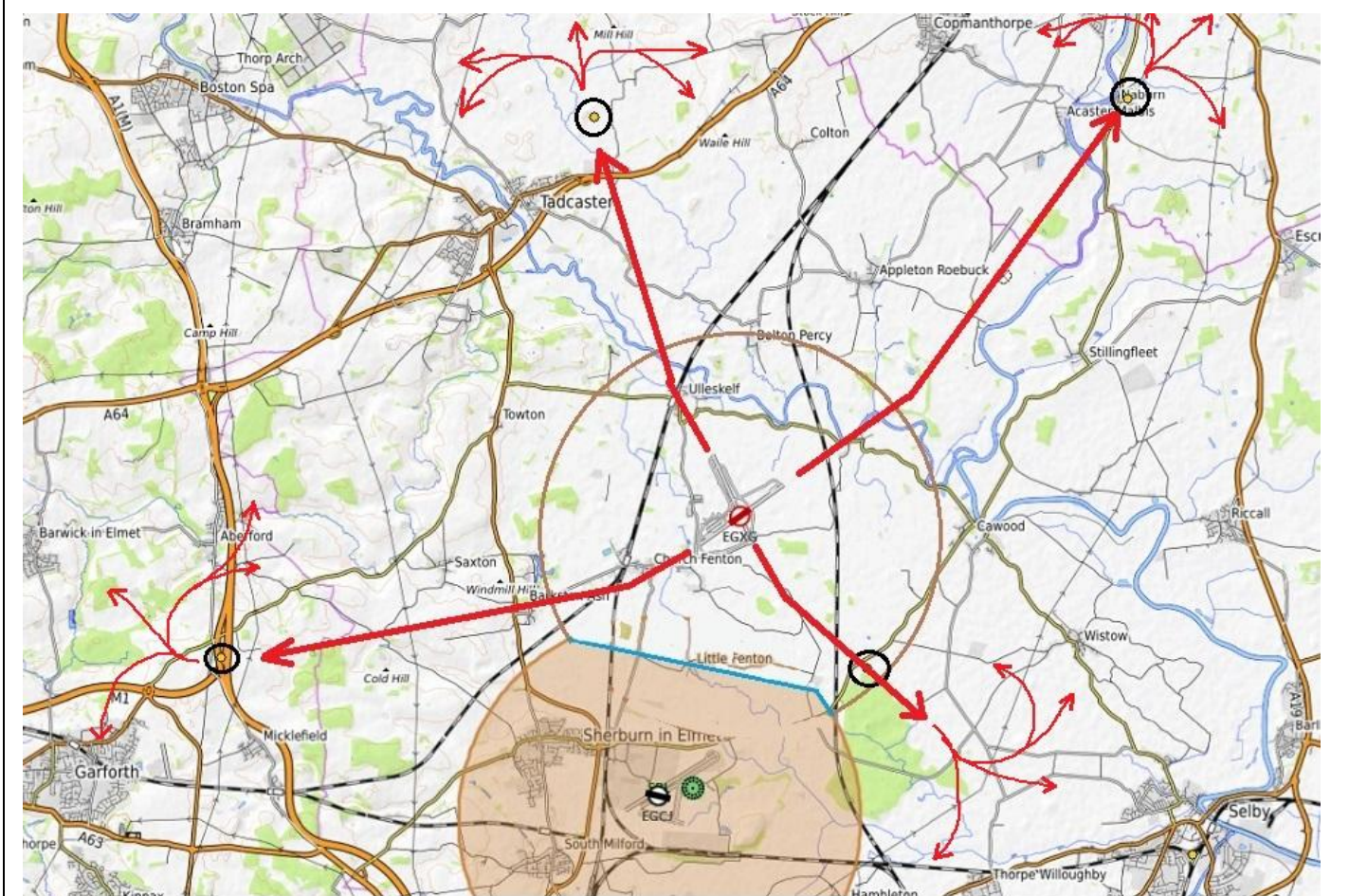
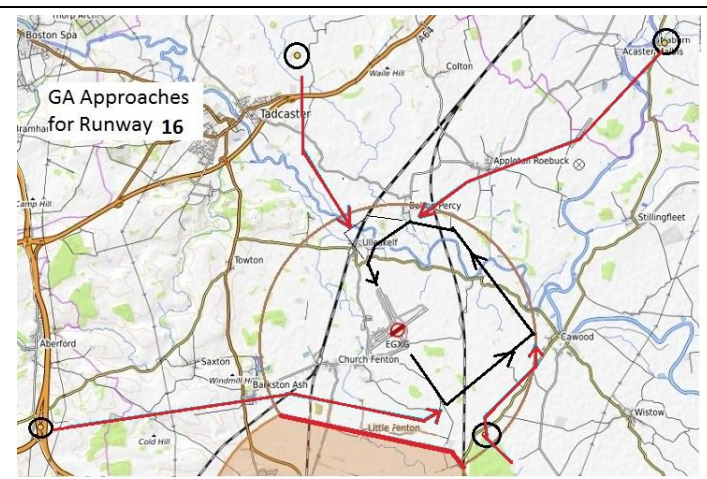
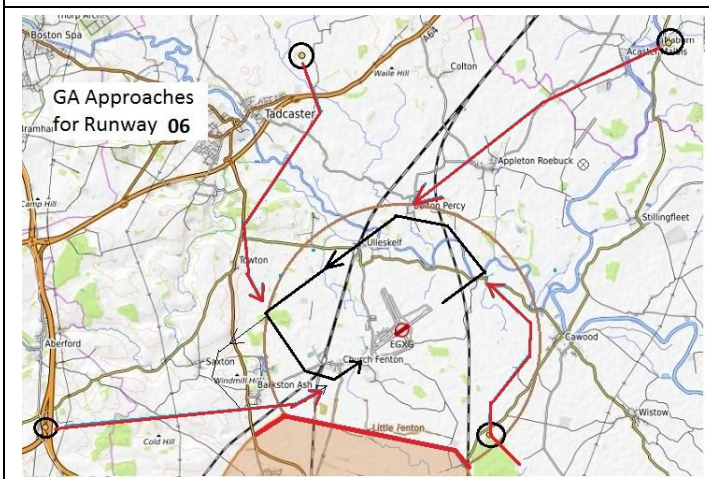
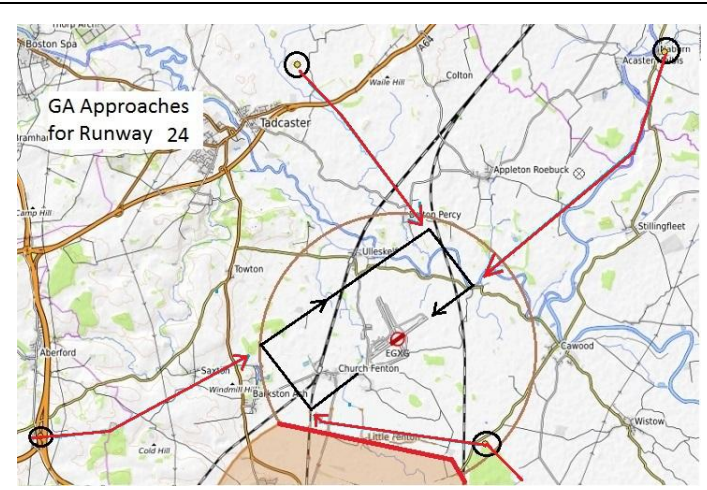
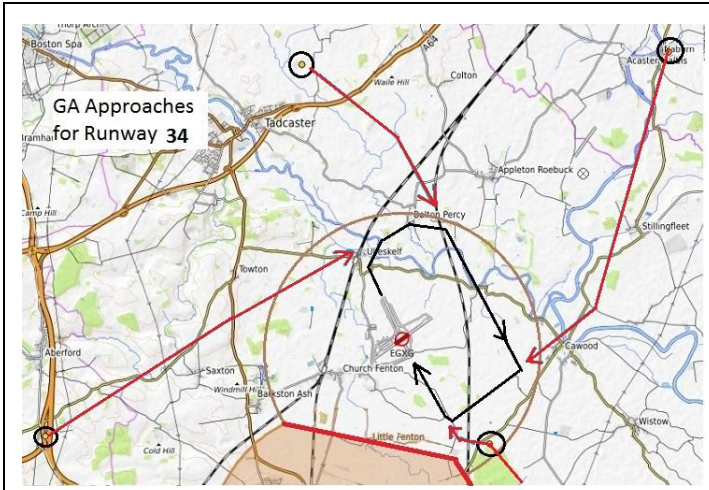
**A/C using Runway 06/24 may depart from:-**

- a. Taxi F.**
- b. Intersection runway 16/34.**
- c. A1 / B1.**

**AT THEIR DISCRETION.**

**Make sure you report your intended runway entry point in your taxi call (and/or before)**





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