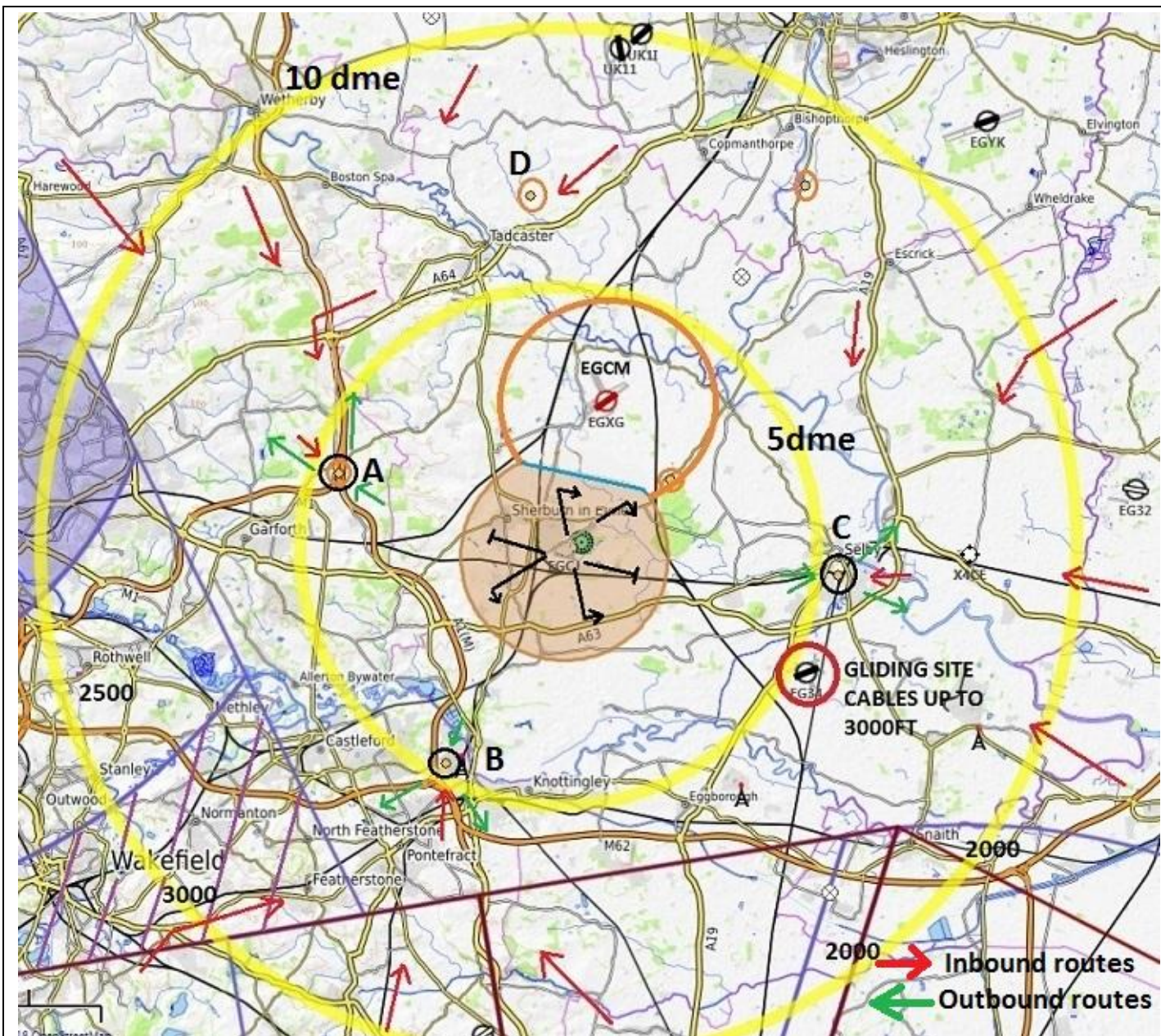


AIRFIELD NAME AND ICAO		September 25	SHERBURN-IN-ELMET		EGCJ	North
CALLSIGN (A/C RADIO)		Sherburn Radio			122.610	
CALLSIGN (ES/VATSIM)		EGCJ_R_TWR			Ground. ----	
LOCATION		Lat N053.47.03.000	Long W001.13.04.000		Elev. 26ft	
LOCATION GEOGRAPHIC		5.5nm W of Selby, 16nmESE of EGNM			VFR Conspicuity ----	
CHART SOURCE/VOR		NATS	Many thanks to the A/F Management		App. ----	
METAR AIRPORT		EGNM, 118.030	for use of their data/charts, herein.		QFE= QNH - HPscIs	
NAV AIDS (FSX / PLANG3)		NDB SBL 323 kHz, range 10nm				
RUNWAYS	Headings	Dimension	Surface	Noise Abatement and Notes		
	10 / 28	830m x 18m	Asphalt	1. Approaches/departures via specific VRPs.		
	10G / 28G	616m x 18m	Grass	2. Avoid all Villages below 2000ft QNH.		
	01 / 19	585m x 18m	Grass	3. See charts below for mandatory circuit patterns.		
	06 / 24	793m x 18m	Grass			
AIRSPACE	CLASS G	Transition level 3000ft		Airspace above is:- Class C Base FL 195 London FIR		
CIRCUITS HEIGHT / DIR.		1000ft QNH Helios 700ft	STANDARD OVERHEAD JOIN at 2000ft QNH. See 'remarks' for directions. READ Helpnotes 3a for details/diagrams of current circuits.			
NO FLY AREA	The villages of Sherburn-in-Elmnet, South Milford, Monk Fryson and Hambleton. Especially when in the ATZ. Avoid overflying villages to the north (Little Fenton, Barkston Ash and Biggin) BELOW 2000ft.					
LOCAL HAZARDS	Power lines and Pylons south of 01 threshold and along southern perimeter. Overlapping EGCM ATZ to the NORTH. DO NOT ENTER					
HELICOPTER OPERATIONS	1. Use grass runways 10/28, 06/24, 01/19 and touch down at the midpoint to minimise downwash at runway thresholds. 2. When runways 10/28 Grass and 10/28 Asphalt are in use, Helios should touchdown/lift across grass runway 01/19 at midpoint. 3. Avoid overflying fixed wing parking areas and factory complex. 4. Route inbound & outbound at 700ft QNH. If that includes crossing active runway, do so at 90° across the midpoint not below 200ft QFE.					
SPECIAL RULES	A/C Arriving. ALL FIXED WING A/C. MANDATORY STANDARD OVERHEAD JOIN at 2000ft QNH. Contact AGO NOT LESS THAN 5 DME. VIA ONE OF THE THREE VRPs NO NORDO A/C					
REMARKS	Due to limited hard standing available ALL GA A/C normally park on main grass parking. CIRCUIT PATTERNS: a) Runway 10/28 (Asphalt/Hard) and 10/28 (Grass). To the SOUTH, UNLESS ADVISED BY AGO. i) Fixed wing Left and Right hand patterns are NOT to be simultaneous. ii) HELICOPTERS , 10 LH 28 RH. ALWAYS to the north. b) Runway 06, ALL A/C RIGHT HAND. c) Runway 24, ALL A/C LEFT HAND. d) Runway 01, ALL A/C RIGHT HAND. e) Runway 19, ALL A/C LEFT HAND. DEPARTURES, Fixed wing. a) Remain CLEAR of DEAD SIDE at all times. b) Depart the ATZ NOT BELOW 1000ft. QNH Remaining clear of all villages, (see charts) via i) The runway heading (straight out); or ii) The crosswind heading, left or right as required; or iii) The downwind leg heading, of the Runway USED. c) i) RUNWAYS 24LH and 28, STAY EAST OF A162; ii) DO NOT TURN BEFORE 400ft; iii) If NOT at 400ft by RAILWAY 'ESCAPE' WEST between VILLAGES. VRPs:- Name Lat. Long. PlanG Lat. & Long. Ferrybridge power station, N053.43.03 W001.16.55 N53.7175000 -1.2819444 A1 M1 junction. N053.48.39 W001.20.27 N53.8108333 -1.3408333 Selby - N053.46.41 W001.04.07 N53.7780556 -1.0686111 (triangular rail jcnctn in centre of town)					
PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS						



All arrivals/departures should be via one of the VRPs below;

A: A1/M1 Motorway Junction.	N053.48.39	W001.20.27
B: Ferrybridge Power Station.	N053.43.03	W001.16.55
C: Selby (railway triangle)	N053.46.41	W001.04.07

From the North you can also use -

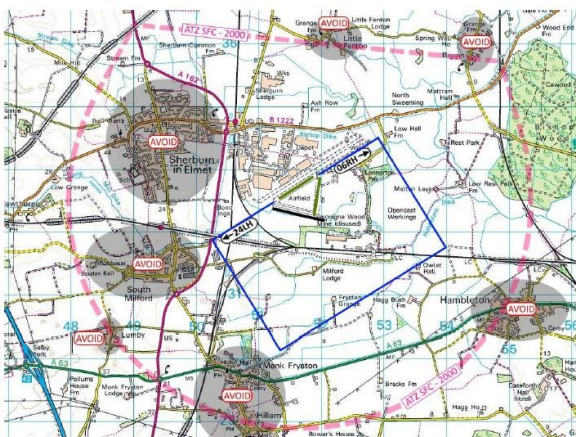
The Leeds East TADCASTER VRP (to the M1/A1).	N053.53.60	W001.14.10
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Note: the numbers indicate the BASE of CONTROLLED Airspace. allow yourself 200ft clearance.



General layout of current circuit patterns, to comply with noise abatement rules. In more detail below.

No Change to 06 / 24



No Change to 01 / 19



06/24: Remain Clear of villages to the **SOUTH WEST**.

01/19: Remain Clear of villages to the **EAST**.

ALL RUNWAYS/ A/C: **REMAIN WITHIN the shortened ATZ to the NORTH**. It is the ATZ for Leeds East

NOTE:

10/28 or 10/28 Grass (NOT simultaneous use) - **CIRCUIT DIRECTION; Preferred, To the SOUTH.**

BUT, If AGO has conflicting traffic using/wishing to use another runway, 10/28 circuit direction will be changed.

UNLESS TRAFFIC ALREADY IN 10/28 circuit, IN WHICH CASE AGO will advise the other A/C of opposing traffic.

THAT A/C must then EITHER DELAY use of his preferred runway OR USE 10/28.

IF THE AGO ISSUES AN INSTRUCTION 'From the Airfield Authority' THAT is a VALID and LEGAL instruction.

ALL A/C Should leave the circuit from straightout, crosswind, downwind or base legs. not above 1000ft, 700ft Helios.

This procedure is intended for training purposes.

