ARRIVALS: ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway - Turn onto final, descend and flare to SET DOWN or hover-taxi within the Touch-down Zone. Routing via taxiways is mandatory. DEPARTURES: If ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BEFORE taxi clearance. Helios to be above 500ft QNH before A/F Boundary. SPECIAL When Cat 11/111b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. During MARGINAL conditions ONLY, PlC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAQUVERING WITHOUT CLEARANCE. BEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW SOOft. AVOID all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obsta			THIS	AIRFI	ELD IS C	LOSED REA	L WORLD. NOT SUPPO	ORTED	
CALLSIGN (A/C RADIO) LOCATION LOCATION LOCATION BEOGRAPHIC 3nm SE of Doncaster CHART SOURCE/VOR NATS METAR EGNM LEEDS /BRADFORD 118.030 NAV AIDS (FSX / PLANG3) NA	AIRFIELD NAME Septem		DONCASTER/SHEFFIELD				EGCN	N	
LICCATION GEOGRAPHIC LOCATION GEOGRAPHIC Annual Strate Color Strate	CALLSIGN (A/C RADIO)						UNICOM 122.800		
CHART SOURCE/VOR NATS METAR EGNIM LEEDS /BRADFORD 118.030 NAW AIDS (FSX / PLANG3) NDB FNY 338kHz. VOR GAM 112.8 on Gameston A/D. ILS 110.950Mhz Headings Dimension Surface Noise Abatement and Notes 02 / 20 2895m x 50m Asphalt Closed RW AIRSPACE CLASS D CTR Transition level 5000ft Airspace above is Class C Lon FIR FL195 CIRCUITS Helfelff / DIR. 1000*QNH 20 H±10 2R H±1 - to the E Preferred runway; LAND 20; DEPARTE. 02 NO FLY AREA BIRDS, various, at all times. Pilots may be requested to delay, due Bird Dispersal procedures. Flocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April → September HAZARDS Flocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April → September LOCAL GLIDING STIES: Kirton-in-Lindsay, 18nm East up to FL105; Burn EG34, 18nm W by N up to FL125 NO FLY: Villages of: Blaxton, Finningly, Austerfield and Auckley. Minimum height 500°QFE anywhere ARRIVALS: ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway - Tumo not final, descend and flare to SET DOWN or hove-taxi within the Touch-down Zone. Routing via taxiways is mandatory. DEPARTURES: If ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BEFORE taxi clearance. Heliost to be above 500ft QNH before A/F Boundary. SPECIAL RULES During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST only be used with clearance from ATC. A/C may request entry(exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and wi				Lat NO)53.28.31.	000			
NAV AIDS (FSX / PLANG3) NDB FNY 338kHz. VOR GAM 112.8 on Gameston A/D. ILS 110.950Mhz Headings Dimension Surface Noise Abatement and Notes 20 / 20 / 20 / 2959m x 50m Asphalt Closed RW AIRSPACE CLASS D CTR Transition level 5000ft Airspace above is Class C Lon FIR FL195 CIRCUITS HEIGHT / DIR. 1000 CNH 20 LH; 02 RH; - to the E Preferred runway; LAND 20; DEPARTE. 02 AREA IOCAL HARACARD BIRDS, various, at all times. Pilots may be requested to delay, due Bird Dispersal procedures. Clocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April -> September LOCAL GILDING SITES: Kirton-in-Lindsay, 18mm East up to FL105; Burn EG34, 18mm W by N up to FL125 NO FLY: Villages of: Blaxton, Finningly, Austerfield and Auckley. Minimum height 500 'QFE anywhere ARRIVALS: ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway - Turn onto final, descend and flare to SET DOWN or hover-taxi within the Touch-down Zone. Routing via taxiways is mandatory. DEPARTURES: If ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BEFORE taxi clearance. Heliots to be above 500ft QNH before A/F Boundary. SPECIAL When Cat 11/111b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. DURING MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtott LFAs. The ENTRY/EXIT LANES, (sife to 2000ft QNH, width 2mm) MUST only be used with clearance for MTC. A/C may request runway to use. The followed. GENERAL: Remain clear of Games	LOCATION	APHIC	ı ü				Elev. 55ft		
NAV AIDS (FSX / PLANG3) NDB FNY 338kHz. VOR GAM 112.8 on Gameston A/D. ILS 110.950Mhz Headings Dimension Surface Noise Abatement and Notes 20 / 20 / 20 / 2959m x 50m Asphalt Closed RW AIRSPACE CLASS D CTR Transition level 5000ft Airspace above is Class C Lon FIR FL195 CIRCUITS HEIGHT / DIR. 1000 CNH 20 LH; 02 RH; - to the E Preferred runway; LAND 20; DEPARTE. 02 AREA IOCAL HARACARD BIRDS, various, at all times. Pilots may be requested to delay, due Bird Dispersal procedures. Clocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April -> September LOCAL GILDING SITES: Kirton-in-Lindsay, 18mm East up to FL105; Burn EG34, 18mm W by N up to FL125 NO FLY: Villages of: Blaxton, Finningly, Austerfield and Auckley. Minimum height 500 'QFE anywhere ARRIVALS: ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway - Turn onto final, descend and flare to SET DOWN or hover-taxi within the Touch-down Zone. Routing via taxiways is mandatory. DEPARTURES: If ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BEFORE taxi clearance. Heliots to be above 500ft QNH before A/F Boundary. SPECIAL When Cat 11/111b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. DURING MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtott LFAs. The ENTRY/EXIT LANES, (sife to 2000ft QNH, width 2mm) MUST only be used with clearance for MTC. A/C may request runway to use. The followed. GENERAL: Remain clear of Games	CHART SOURCE/VOR			NATS METAR EGNM LEEDS /BRADEORD 118 030					
RUNWAYS Readings Dimension Surface Noise Abatement and Notes							II S 110 OEONAL	27	
RINNWAYS 02 / 20 2895m x 60m Asphalt Closed RW AIRSPACE CLASS D CTR Transition level 5000ft Airspace above is Class C Lon FIR FL195 CIRCUITS HEIGHT / DIR. 1000 CNH 1000 CNH 20 LH; 02 RH; + to the E Preferred runway; LAND 20; DEPARTE. 02 AREA BIRDS, various, at all times. Pilots may be requested to delay, due Bird Dispersal procedures. Flocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April -> September HAZARDS Flocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April -> September LOCAL GLIDING STIES: Kirton-in-Lindsay, 18mm East up to FL105; Burn EG34, 18mm W by N up to FL125 NO FLY; Villages of: Blaxton, Finningly, Austerfield and Auckley. Minimum height 500°QFE anywhere ARRIVALS: ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway - Turn onto final, descend and flare to SET DOWN or hover-taxi within the Touch-down Zone. Routing via taxiways Is mandatory. DEPARTURES: if ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BEFORE taxi clearance. Helios to be above 500ft QNH before A/F Boundary. SPECIAL When Cat 11/111b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES, are for use by VFR A/C during IMC conditions. A/C must obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Bermain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (see to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must re	IVAV AIDS (I								
AIRSPACE CLASS D CTR Transition level 5000ft Airspace above is Class C Lon FIR FL195 CIRCUITS HEIGHT / DIR. 1000'QNH 20 LH; 02 RH; - to the E Preferred runway; LAND 20; DEPARTE. 02 AREA BIRDS, various, at all times. Pilots may be requested to delay, due Bird Dispersal procedures. Flocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April -> September LOCAL GLIDING SITES: Kirton-in-Lindsay, 18nm East up to FL105; Burn EG34, 18nm W by N up to FL125 NO FLY: Villages of: Blaxton, Finningly, Austerfield and Auckley, Minimum height 500'QFE anywhere ARRIVALS. ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway - Turn onto final, descend and flare to SET DOWN or hover-taxi within the Touch-down Zone. Routing via taxiways is mandatory. DEPARTURES: if ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BEFORE taxi clearance. Helios to be above 500ft QNH before A/F Boundary. SPECIAL RULES When Cat 11/11b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES, set for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherhorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (se to 2000ft QNH, width 2nn) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to en	RUNWAYS							.5	
CIRCUITS HEIGHT / DIR. 1000'QNH 20 LH; 02 RH; - to the E Preferred runway; LAND 20; DEPARTE. 02 NO FLY Gameston LFA. See chart below. Villages of: Blaxton, Finningly, Austerfield and Auckley, below A1000 AREA LOCAL HAZARDS BIRDS, various, at all times. Pilots may be requested to delay, due Bird Dispersal procedures. Flocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April -> September LOCAL GLIDING SITES: Kitron-in-Lindsay, 18mm East up to FL105; Burn Easd, 18mm W by N up to FL125 NO FLY: Villages of: Blaxton, Finningly, Austerfield and Auckley. Minimum height 500'QFE anywhere ARRIVALS: ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway - Turn onto final, descend and flare to SET DOWN or hover-taxi within the Touch-down Zone. Routing via taxiways is mandatory. SPECIAL When Cat 11/111b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAS. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DMF readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructio	AIRSPACE	+ -					on FIR FL195		
NO FLY AREA BIRDS, various, at all times. Pilots may be requested to delay, due Bird Dispersal procedures. Flocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April -> September LOCAL GLIDING SITES: Kirton-in-Lindsay, 18mm East up to FL105; Burn EG34, 18mm W by N up to FL125 NO FLY: Villages of: Blaxton, Finningly, Austerfield and Auckley, Minimum height 500°QFE anywhere ARRIVALS: ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway - Turn onto final, descend and flare to SET DOWN or hover-taxi within the Touch-down Zone. Routing via taxiways is mandatory. DEPARTURES: If ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BFFORE taxi clearance. Helios to be above 500ft QNH before A/F Boundary. SPECIAL When Cat 11/111b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C must obtain clearance to use the lanes from ATC BFFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LEAs. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth inting. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing inst									
BIRDS, various, at all times. Pilots may be requested to delay, due Bird Dispersal procedures. Flocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April -> September LOCAL GLIDING SITES: Kirton-in-Lindsay, 18mm East up to F1105; Burn EG34, 18mm Dest up to F1105; Burn Heilos to Make AN APPROACH to the runway - Turn onto final, descend and flare to SET DOWN or hover-taxi within the Touch-down Zone. Routing via taxiways is mandatory. DEPARTURES: If ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BEFORE taxi clearance. Helios to be above 500ft QNH before A/F Boundary. SPECIAL When Cat 11/11b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, is fet to 2000ft QNH, width 2nmj MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ENTRY/EXIT LANES, is fet to 2000ft QNH, width 2nmj MUST only be									A1000
HELICOPTER OPERATIONS ARRIVALS: ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway - Turn onto final, descend and flare to SET DOWN or hover-task within the Touch-down Zone. Routing via taxiways is mandatory. DEPARTURES: If ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BEFORE taxi clearance. Helios to be above 500ft QNH before A/F Boundary. When Cat 11/111b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAS. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via will will introduce the AIX will hight IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground	LOCAL	Flocks of RACING PIGEONS may cross the A/F BELOW 100ft during racing season, April -> September							
OPERATIONS or hover-taxi within the Touch-down Zone. Routing via taxiways is mandatory. DEPARTURES: If ground traffic permits, ATC may allow departure from Taxi A, else runway - Departure from intersection, of choice, may be requested. BEFORE taxi clearance. Helios to be above 500ft QNH before A/F Boundary. SPECIAL When Cat 11/111b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius.	HELICOPTE	NO FLY: Villages of: Blaxton, Finningly, Austerfield and Auckley. Minimum height 500'QFE anywhere ARRIVALS: ATC will EITHER select the appropriate threshold for SET-DOWN, or INSTRUCT the helicopter to make AN APPROACH to the runway. Turn onto final, descend and flare to SET DOWN							
SPECIAL RULES When Cat 11/111b A/C are using runway 20, LVPs will be in force and Taxi Bravo CLOSED. During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intichig. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.21.37 W000.50.37 A1/M18 Wadworth Interchange N053.33.34 W000.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.33 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56		or hover-taxi within the Touch-down Zone. Routing via taxiways is mandatory . DEPARTURES : If ground traffic permits, ATC may allow departure from Taxi A, else runway -							
During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise. NO OVER HEAD JOINS; MAXIMUM A/C in circuit (including Helios)=2 THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (set to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. REMARKS DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks NO53.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 Al/M18 Wadworth Interchange N053.23.44 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.21.334 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20		Helios to be above 500ft QNH before A/F Boundary.							
THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions. A/C MUST obtain clearance to use the lanes from ATC BEFORE entry to the CTA. A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks NO53.21.41.49 W000.52.40 M18 Stainforth services NO53.33.32.29 W000.59.15 Haxey NO53.29.25 W000.50.37 A1/M18 Wadworth Interchange NO53.84.45 W001.08.54 Daneshill Lakes NO53.21.37 W000.56.07 Thorsby Lake NO53.21.338 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56	SPECIAL RULES	During MARGINAL conditions ONLY, PIC may request runway to use. TWR will advise.							
A/C in the lanes MUST remain in site of ground, NOT ABOVE 2000ft QNH. Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.23.34 W001.08.54 Gainsborough N053.23.34 W000.66.15 M1/M18 Thurcroft Interchange N053.23.34 W001.01.6.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56		THE ENTRY/EXIT LANES are for use by VFR A/C during IMC conditions.							
Traffic information will be passed and any vectoring by ATC MUST be followed. GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 Oneshill Lakes N053.23.34 W000.46.15 M1/M18 Thurcroft Interchange N053.23.34 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56		·							
GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC. A/C may request entry/exit lane for practice. Normally used when VMC is poor or IFR traffic high. A/C must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 VRPS Gainsborough N053.23.34 W000.46.15 M1/M18 Thurcroft Interchange N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56									
must remain below A2000 and within sight of ground, with minimum visibility of 3KM. The ILS should be tuned and used to provide DME readings. ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 Gainsborough N053.23.34 W000.46.15 M1/M18 Thurcroft Interchange N053.23.34 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56		GENERAL: Remain clear of Gameston, Netherthorpe and Sandtoft LFAs. The ENTRY/EXIT LANES, (sfe to 2000ft QNH, width 2nm) MUST only be used with clearance from ATC.							
ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR ALL routing instructions by ATC MUST be followed, NO SELF MAOUVERING WITHOUT CLEARANCE. DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 Daneshill Lakes N053.21.37 W000.46.15 M1/M18 Thurcroft Interchange N053.23.34 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56		must remain below A2000 and within sight of ground, with minimum visibility of 3KM.							
REMARKS DEPARTURES: UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially as designated above. If traffic light, ATC MAY clear you via most direct/requested VRP, for your route. HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 VRPs Gainsborough N053.23.34 W000.46.15 M1/M18 Thurcroft Interchange N053.23.34 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56		ARRIVALS: Expect to enter the CTA/CTR via one of the VRPs below. Entry to the ATZ will normally be via Wadworth intchg. (w) or Haxey (E). With light IFR traffic other VRPs may be used. Within the CTA/CTR							
HOWEVER you should be prepared to use the appropriate EXIT LANE if required by ATC. Remember, avoidance of ground; obstacles; other A/C; maintaining VMC, is YOUR responsibility, Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 Gainsborough N053.23.34 W000.46.15 M1/M18 Thurcroft Interchange N053.23.34 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56	REMARKS	DEPARTURES : UNLESS INSTRUCTED OTHERWISE, NO TURNS BELOW 500ft. Avoid all villages especially							
Got a problem? ADVISE ATC AT ONCE. NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius. A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 VRPs Gainsborough N053.23.34 W000.46.15 M1/M18 Thurcroft Interchange N053.23.34 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56									
A/C Flying within 3nm of the CTA may maintain a listening watch on 126.220 and Squawk 6170. Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 VRPs Gainsborough N053.23.34 W000.46.15 M1/M18 Thurcroft Interchange N053.23.34 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56									
Goole Docks N053.41.49 W000.52.40 M18 Stainforth services N053.35.29 W000.59.15 Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 VRPs Gainsborough N053.23.34 W000.46.15 M1/M18 Thurcroft Interchange N053.23.34 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56		NOTE: Sheffield ATZ is now 2nm radius, PlanG etc. may show it as 2.5nm radius.							
VRPs Haxey N053.29.25 W000.50.37 A1/M18 Wadworth Interchange N053.84.45 W001.08.54 Gainsborough N053.23.34 W000.46.15 M1/M18 Thurcroft Interchange N053.23.34 W001.16.43 Daneshill Lakes N053.21.37 W000.56.07 Thorsby Lake N053.13.38 W001.03.20 A1/A57 Clumber Interchange N053.17.47 W001.01.56									
A1/A57 Clumber Interchange N053.17.47 W001.01.56	VRPs	Haxey Gainsb	orough	N053.29 N053.2	9.25 W000 3.34 W000).50.37).46.15	A1/M18 Wadworth Intercha M1/M18 Thurcroft Interchar	nge N053.84.45 W nge N053.23.34 W	001.08.54 001.16.43
	PILOTS: PI	A1/A5	7 Clumbe	r Interd	change	N053.17.47 W	/001.01.56		

