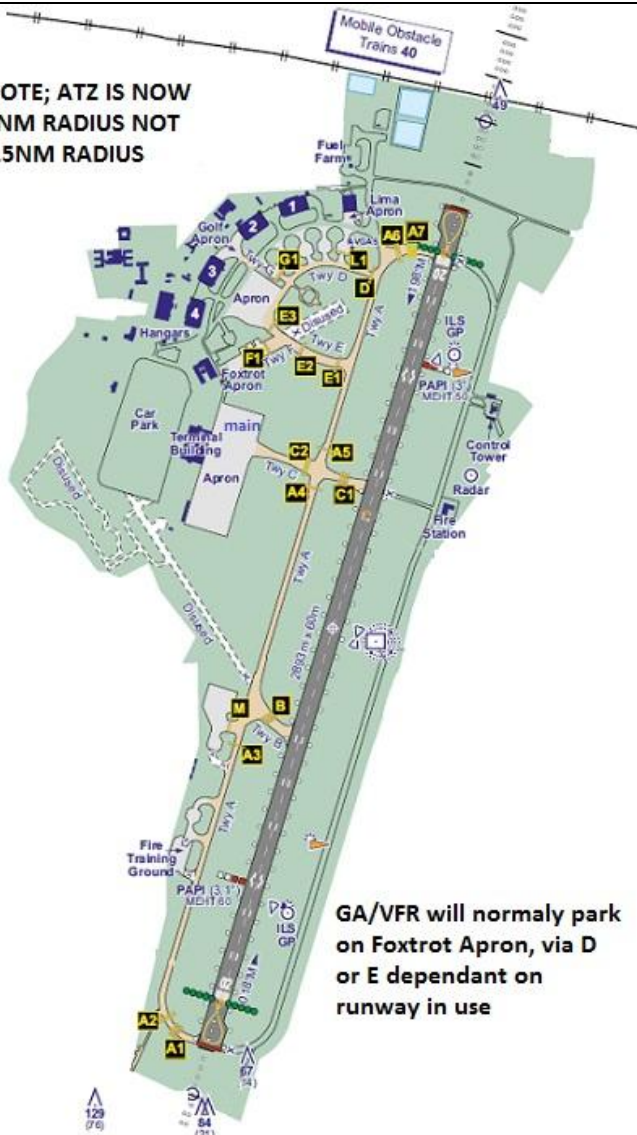


THIS AIRFIELD IS CLOSED REAL WORLD. NOT SUPPORTED							
AIRFIELD NAME		September 25		DONCASTER/SHEFFIELD		EGCN	N
CALLSIGN (A/C RADIO)		Doncaster				UNICOM 122.800	
LOCATION		Lat N053.28.31.000		Long W001.00.14.000		QFE= QNH -1HPscls	
LOCATION GEOGRAPHIC		3nm SE of Doncaster				Elev. 55ft	
CHART SOURCE/VOR		NATS	METAR EGNM LEEDS /BRADFORD 118.030				
NAV AIDS (FSX / PLANG3)		NDB FNY 338kHz. VOR GAM 112.8 on Gameston A/D.				ILS 110.950Mhz	
RUNWAYS	Headings	Dimension	Surface	Noise Abatement and Notes			
	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'QNH	20 LH; 02 RH; - to the E		Preferred runway; LAND 20; DEPARTE. 02		
NO FLY AREA	Gameston LFA. See chart below. Villages of: Blaxton, Finningly, Austerfield and Auckley, below A1000						
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: Kirton-in-Lindsay, 18nm East up to FL105; Burn EG34, 18nm W by N up to FL125						
HELICOPTER OPERATIONS	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 11/111b 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.						
REMARKS	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.						
VRPs	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 Thurstcroft 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					
PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS							

NOTE; ATZ IS NOW
2NM RADIUS NOT
2.5NM RADIUS



GA/VFR will normally park
on Foxtrot Apron, via D
or E dependant on
runway in use

