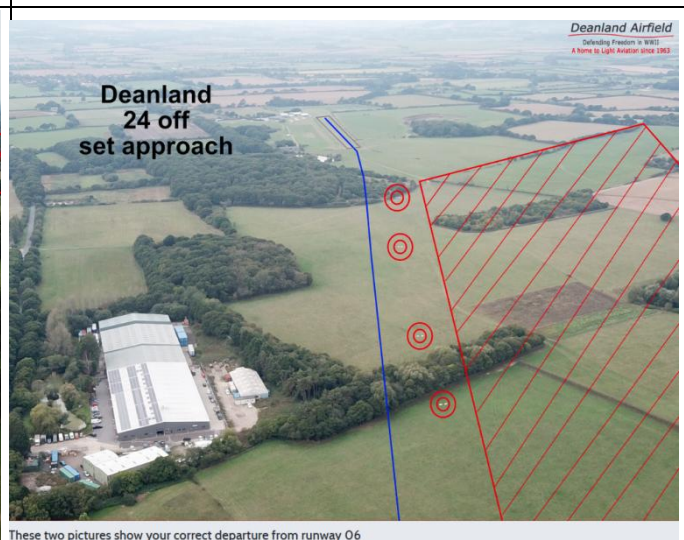
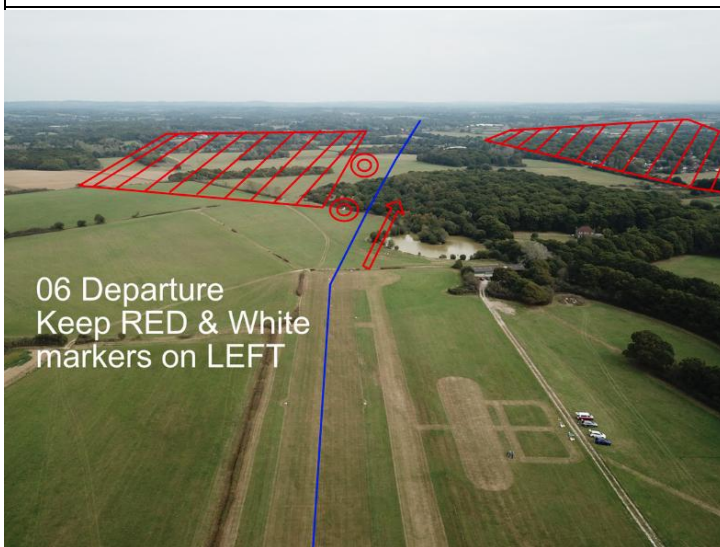
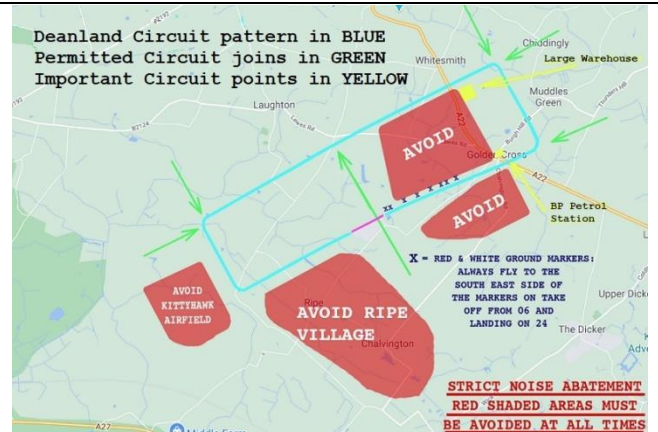
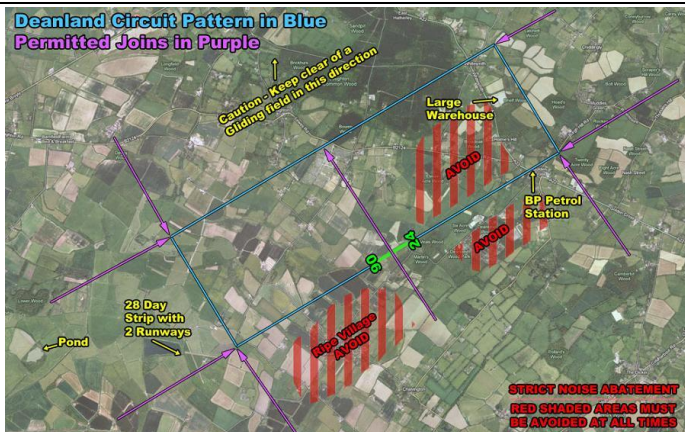
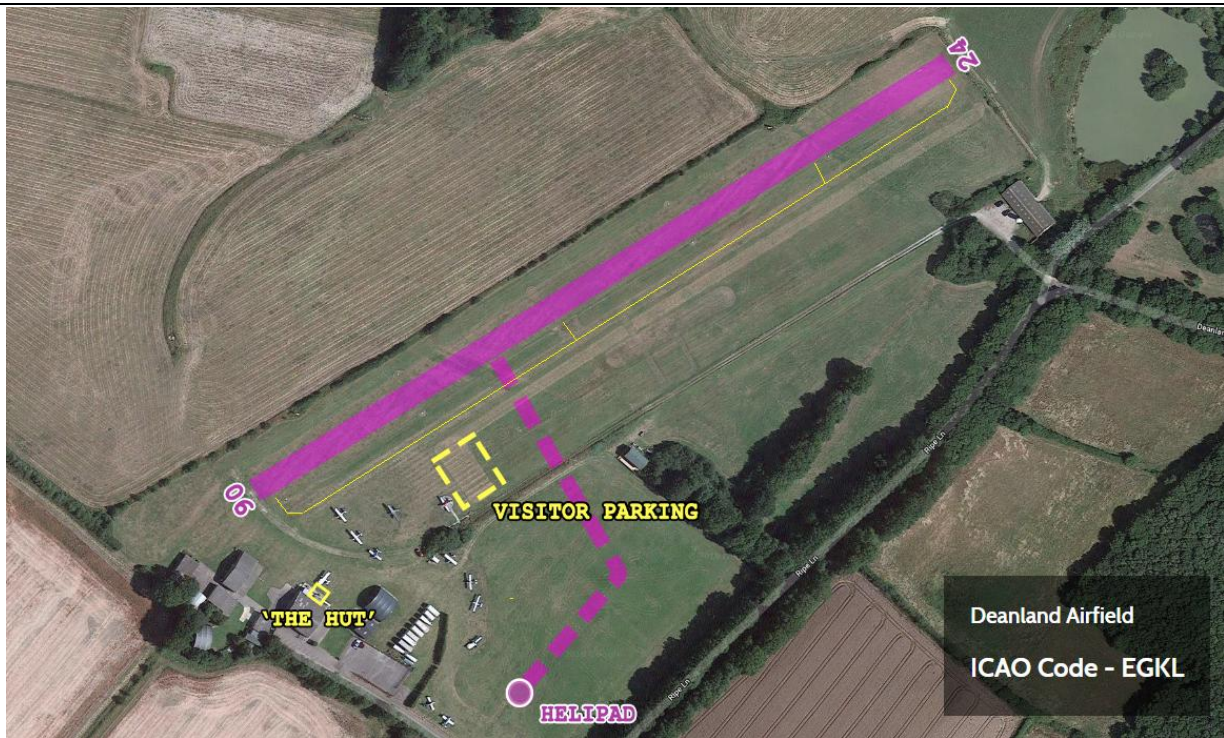
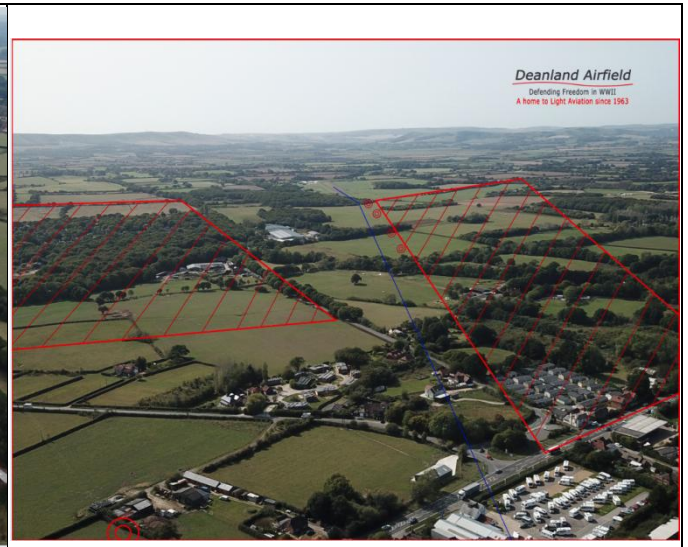
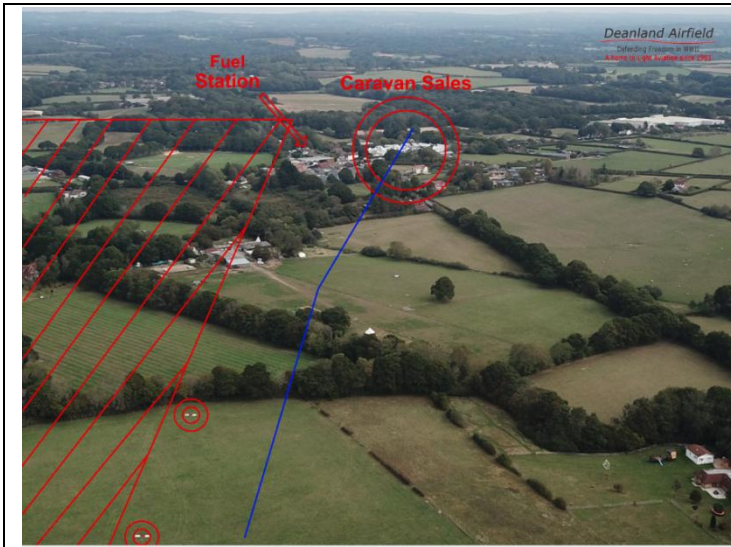


NOT SUPPORTED

AIRFIELD NAME	September 25	DEANLAND			EGKL	South	
CALLSIGN	Deanland Traffic				122.800		
CALLSIGN					Elev. 60Ft.		
LOCATION	Lat N052.49.52.000		Long E000.09.24.000		QFE=QNH-2HPscIs		
LOCATION GEO.	5nm North by East of Lewes				NO FLEXWING A/C		
CHARTS	www.deanland-airfield.co.uk		This airfield is required to operate a STRICT noise abatement procedure. Particularly Inbound on Runway 24 and outbound Runway 06. If you have not read or cannot comply with the procedures, do not attempt to land. See special rules, below The following joins are available, Do NOT overfly the 'AVOID areas on the charts and photos below. NO Circuit training or low flybys. Flexwing Microlight aircraft are not permitted to use this airfield				
METAR	EGKA 130.970						
NAV AIDS	Radial 070 ⁰ @ 7.3nm SFD VOR						
RUNWAY	Name	Size					Surface
	06\24	457M					Grass
AIRSPACE	Class G	A5400ft London TMA					
CIRCUITS	To the N and W. 24RH; 06LH						
NO FLY	Noise abatement is essential at EGKL. Avoid all noise sensitive areas. See charts and photos below.						
HAZARDS	NOISE SENSATIVE areas. As above see charts and photos below. Any grass not designated as A/C safe.						
HELICOPTER OPERATIONS	Fly a fixed wing circuit as detailed below, approach the centre of the runway then turn South for the helipad, see chart below. Keep well away from parked fixed wing A/C with rotors running.						
SPECIAL RULES	Strictly comply with Noise abatement rules. Remain clear of Kittyhawk A/F 1.5nm South West. 5 Joins are permitted; Downwind; Standard Overhead; Crosswind (not standard); Long Final and Base. IN EACH CASE REFER TO CHARTS BELOW. AVOID Noise sensitive areas. Downwind Joins. Acceptable for both runways, only as shown – reciprocal 'end' join. Standard Overhead Join. Dead side descent to 1000ft NOT identical –Avoid red areas. Finish with – Crosswind Join. From dead side, AT 1000ft QFE, OVER the CENTRE of the runway, turn downwind. Long Final. Runway 24 has an 'off set' final, make it long – 4nm, and make at least 2 long final calls with range, confirming YOU will give way to circuit traffic. – Look and listen, so that you know where they are. If traffic conflicts, amend broadcast announcing avoidance intentions. Base Joins. Left base runway 06 and Right base runway 24 ONLY. LOOK LISTEN. Give way to traffic' DEPARTURES Fixed and Rotary wing A/C. Runway 24. Maintain runway heading (in the climb). Then just short of the Kittyhawk Solar Farm, turn left or right on course. DO NOT overfly any AVOID areas at any altitude. Runway 06. On Takeoff, immediate 10 degree right turn, to keep red and white ground markers well to your LEFT hand side. There are 6 you will see as you climb out before crossing the A22. Maintain heading for another 2 nm before turning on course. TAKE CARE NOT to drift over the noise sensitive 'Avoid' area on your Right.						
REMARKS	Taxi ONLY on designated taxiways, unprepared grass will be rough and could be waterlogged.						



These two pictures show your correct departure from runway 06



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