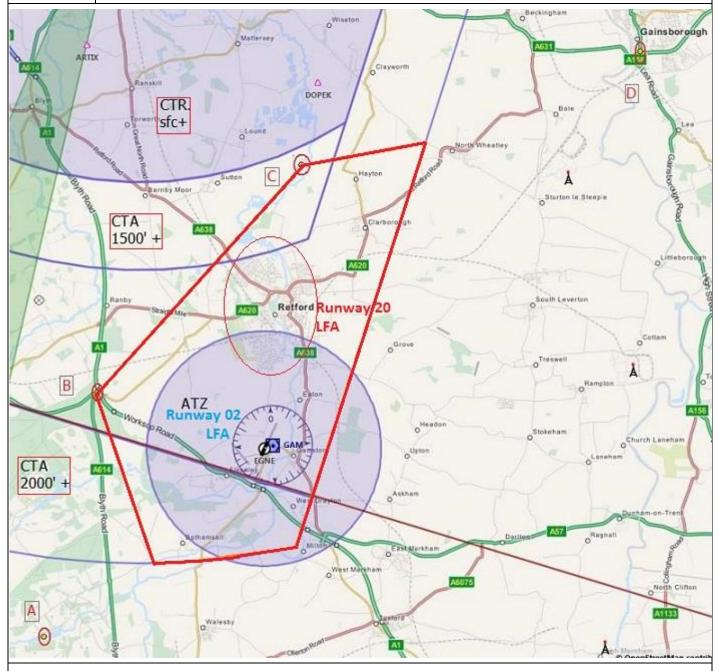
| AIDEIELD NI | NAT | Cambanah | 25 | | | CTON | | FCNF | Nauth | |
|---|----------|--|----------------|--|-------------|------------------------|------------------------|--------------------|-----------|--|
| AIRFIELD NAME | | Septemb | per 25 | GAMSTON | | | EGNE | North | | |
| CALLSIGN | | Gamston Radio | | | | | | 130.480 | | |
| CALLSIGN | | | | | NE_R_TWR | | | Elev. 87ft | | |
| LOCATION | | L | Lat N053.16. | 0 | | | 0 | QFE = QNH -3 hpsc. | | |
| LOCATION GEO. | | | | | | , Sheffield CTA | | Conspicuity | | |
| CHART SOU | RCE | NATS TAXIWAYS MARKED "DISUSED" on A/D CHART are UNUSABLE | | | | | | | _ | |
| METAR AIRE | , | EGNJ 1 | | The Airfield and most of the ATZ lies WITHIN the Doncaster / Sheffield | | | | | | |
| NAV AIDS | <u> </u> | | 2.800MHz | | | MIT WHOLE OF THE | | | | |
| - | Headin | | mensions | Surface ACCESS to/from RUNWAY 03/21 via T | | | | | | |
| - | 02 / 20 | | 99m x 23m | Asphalt Pilots should not backtrack further than | | | | | | |
| | 14 / 32 | | 0m x 20m | Asphalt UNLICENSED EGCN CTA | | EGCN CTA is A2000f | t + Class | D. EGCN 126. | 225 | |
| AIRSPACE | CLASS | | ansition leve | | • | bove is Class D Alt 20 | 000ft + Sh | effield CTA | | |
| CIRCUITS | 1000F | T All | circuits to tl | ne EAST. 03 | RH. 21 LH | NCASTER ATIS | | | | |
| NO FLY | Sheffie | eld CTR a | ind the CTA. | Retford bel | ow 1500ft | Will include "Gam | neston Lo | cal Flying Are | a Active" | |
| Helicopters to arrive/depart to/from the HELIPADS via the RUNWAY - DIRECT. CAUTION A/C holding / taxying at/via Hold Bravo. | | | | | | | | | | |
| (Penso) | | Disused | Chicange Res | Ö | Disused Twy | APAPI MEHTO | Mai Apro Hangars | on | | |

| HELICOPTER | Helicopters MUST arrive and depart to/from the two helipads via the runway. | | | | |
|------------------|--|--|--|--|--|
| OPERATIONS | DO NOT overfly the hangers or the VOR. Keep clear of Fixed wing A/C taxiing to/from B. | | | | |
| SPECIAL RULES | The perimeter track is disused. Runway backtrack required for ALL arrivals and departures. | | | | |
| | Runway access via holds Alpha and Bravo only. NO NORDO Aircraft. | | | | |
| | Inbound A/C should make first contact at 10 minutes away. {GS / 10 = Distance every 6 minutes} | | | | |
| REMARKS | The A/F has 2 LFAs, related to the runway in use. Runway 02:- The ATZ, 2nm radius up to 2000 | | | | |
| | QFE. | | | | |
| | Runway 20. As shown on the area diagram below, up to 2000ft QFE. A1900ft | | | | |
| | | | | | |



| VRP | GEO | PlanG | VOR | NM |
|------------------------|-----------------------|-------------------------|-----------------|----|
| A - Thorsby Lake | N053.13.38 W001.03.20 | N53.2272222 W-1.5388888 | GAM 231° | 5 |
| B – A1/A57 interchange | N053.21.37 W000.56.07 | N53.3602777 W-0.9352777 | GAM 006° | 5 |
| C – Daneshill lakes | N053.23.34 W000.46.15 | N53.3927777 W-0.7708333 | GAM 044° | 9 |
| D - Gainsborough | N053.17.47 W001.01.56 | N53.2963888 W-1.0322222 | 2 GAM 287° | 3 |

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