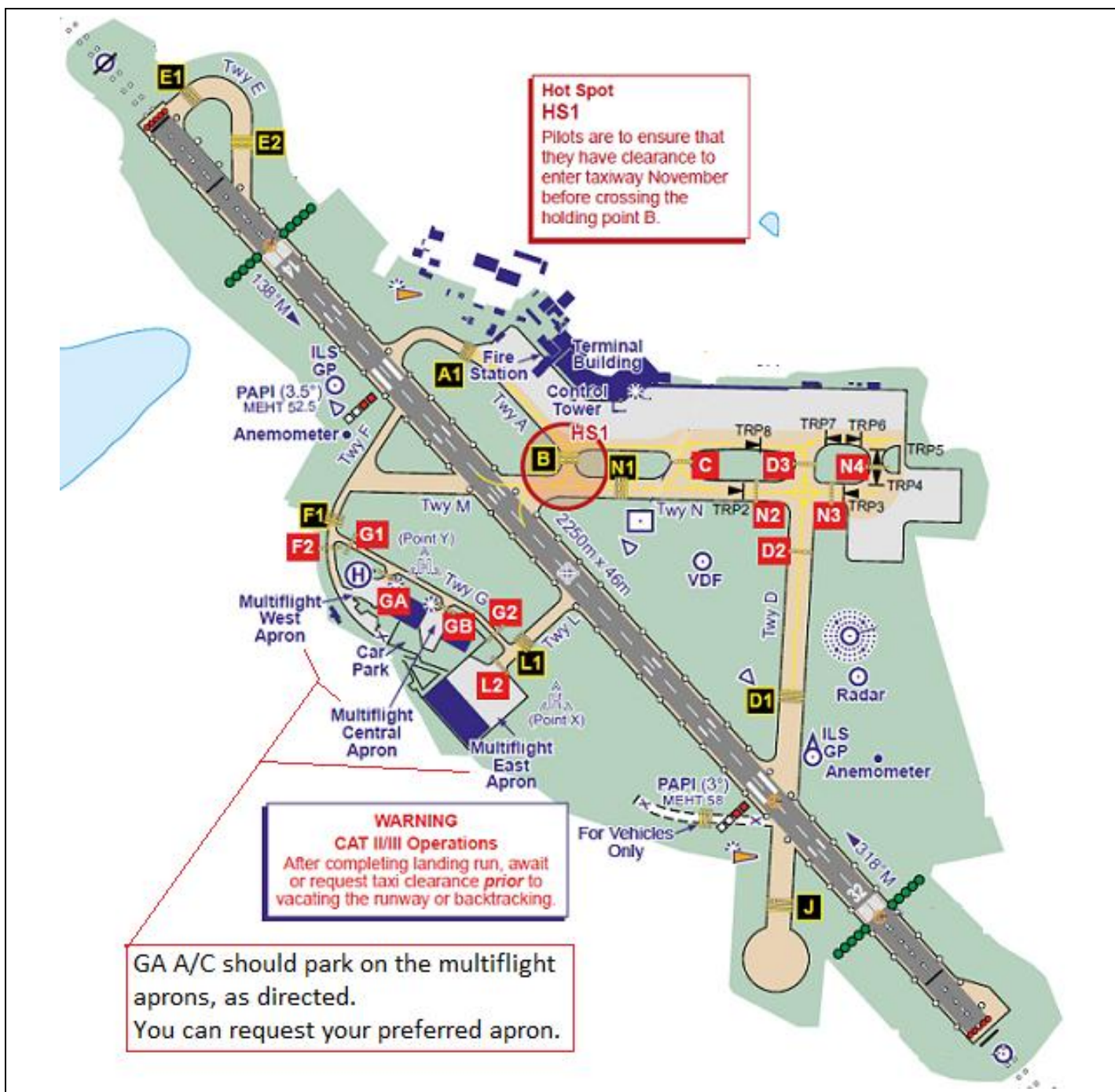


AIRFIELD NAME	April 25	LEEDS BRADFORD			EGNM	North
CALLSIGN	Leeds Tower				120.305	
CALLSIGN	EGNM_TWR				APP.-Radar 134.580	
LOCATION	Lat N053.51.57.000		Long W001.39.38.000		App.- Director 125.380	
LOCATION GEO.	6nm NW of Leeds				Delivery. 121.805	
CHART SOURCE	NATS	WHEN READY TO MOVE. Get outbound clearance, stating location; A/C; ATIS letter and QNH BEFORE startup. DO NOT request Taxi until ready to move.			Elev. 681ft	
METAR	EGNM 118.030					VFR Conspicuity 2654
NAV AIDS;	NDB. LBA 402.50kHz	ILS. 110.90mHz	NO NORDO AIRCRAFT		QFE= QNH- 22 HPscls	
RUNWAYS	Headings	Dimension	Surface & notes	Delivery is for issues clearances.		
	14 (ARR) / 32 (DEP)	2250m x 46m	Asphalt	ONE GA A/C, Circuits at ANY TIME		
AIRSPACE	CLASS D CTR		Transit A5000ft	Airspace above is Class A FL195 Lon FIR		
CIRCUITS	1500ft QFE	Variable, as directed by ATC. Join as instructed by ATC				
NO FLY	Local villages below circuit height					
LOCAL HAZARDS	Each end of the day, large flocks of Gulls may overfly the A/D. HANG GLIDING AND PARA GLIDING AREAS WITHIN THE CTR; (from A/D) 1. Tong, bearing 195° 7nm; 2. Baildon Moor 165° 4-5nm; 3. Ilkley Moor, 267° 4-5nm. NOTE Transits between sites may be expected NOT ABOVE 1500ft, and to the SW.					
HELICOPTER OPERATIONS	ATC will allocate a DIRECT approach or a CIRCUIT JOIN , dependant on traffic. DIRECT APP. – Approach from NE or SW remaining well clear of c/l and 'climb out' of 14/32. Helios will be requested to REPORT approaching A/P BOUNDARY and HOLD , for instructions.					
NE arrivals. HOLD at A/D boundary for CLEARANCE TO CROSS RUNWAY. Cross as directly as able, DO NOT overfly parked or taxiing A/C. S & SW arrivals , Report BEFORE A/D boundary for onward clearance, remain S of 34 AT ALL TIMES (southerly hold points may be used as 'routing references'). If wind direction requires runway incursion on final let down, CLEARANCE IS REQUIRED. CIRCUIT APPROACH. Fly normal circuit, report final and break off to allocated Helicopter Aiming Point. Hold for air taxi instructions. Departures; Air taxi to Helicopter Aiming Point; AS INSTRUCTED. S & SW, Takeoff, remain clear of c/l. N&NE, WHEN CLEARED , cross runway on track as direct as able. DO NOT overfly parked or taxiing A/C or vehicles. HELICOPTER CIRCUIT TRAINING PROHIBITED.						
SPECIAL RULES	Inbound/Outbound VFR Pilots should ensure they are fully briefed regarding all air and ground movement procedures. Failure to do so could result in severe delay to, or cancellation of, your flight. PREFERRED RUNWAYS IF POSSIBLE ATC will use Runway 14 for landings, Runway 32 for Take-offs A/C intending entry to LEEDS CTA/CTR are to contact ATC AT LEAST 10 minutes BEFORE entry. A/C may be required to join and remain at 2000ft QFE (or as instructed) until intercepting the glide path If able to depart from an intermediate intersection, REQUEST it on first contact/requesting Taxi. VFR A/C should NOT normally require backtrack for departure, IF NEEDED, REQUEST AS ABOVE For Rwy.14 departures. If you cannot use Lima. Say so on first contact. You will depart D. via M, N & D. Do not request TAXI until ready to move. Do not report ready to depart, until ready to 'line up and go'. A delayed Take-off may result in the A/C being instructed 'T/O CANCELED, VACATE RUNWAY'. DO IT! If you miss your vacating taxiway. SAY SO and proceed as instructed AT BEST SAFE TAXI SPEED OUTBOUND; FIRST CONTACT should include LOCATION; ATIS Received and clearance request. AFTER Take-off, VFR A/C may be instructed to make an IMMEDIATE TURNOUT. DO IT ONLY WHEN SAFE TO DO SO, [not below 500ft] 'TURNOUT' = Turn heading 90° to runway heading and MAINTAIN THAT HEADING, UNTIL ADVISED. During normal runway operations a one-way system will be used, via M; F; G and L. Listen to instructions and PROCEED WITH CARE. - IT IS YOUR RESPONSIBILITY NOT TO HIT ANOTHER A/C!					
REMARKS	If flying within 10nm of Leeds CTA/CTR A/C may monitor App. or Tower frequency. INDICATE WITH Squawk 2677. A service is not provided. Deselect 2677 greater than 10nm range. A/C transiting Leeds CTR should call for transit at not less than 10dme to the CTR boundary. GA a/c will normally use the Multiflight aprons; Groups may be allocated (by Vatsim) November cargo bays. The VFR hold at ECP, on the heading 140°, is used by Vatsim, if needed. IFR take precedent over VFR AT ALL TIMES.					



VAR 0.3°W - 2022
Annual Rate of Change 0.21°E

Runway 14/32

Twy F

Twy M

Twy A

Twy N

Twy G

Twy L

Twy C

Twy D

Twy E

Twy H

Twy I

Twy J

Twy K

Twy O

Twy P

Twy Q

Twy R

Twy S

Twy T

Twy U

Twy V

Twy W

Twy X

Twy Y

Twy Z

Terminal Building

Control Tower

Multiflight West Apron

Multiflight Central Apron

Multiflight East Apron

Point Y

Point X

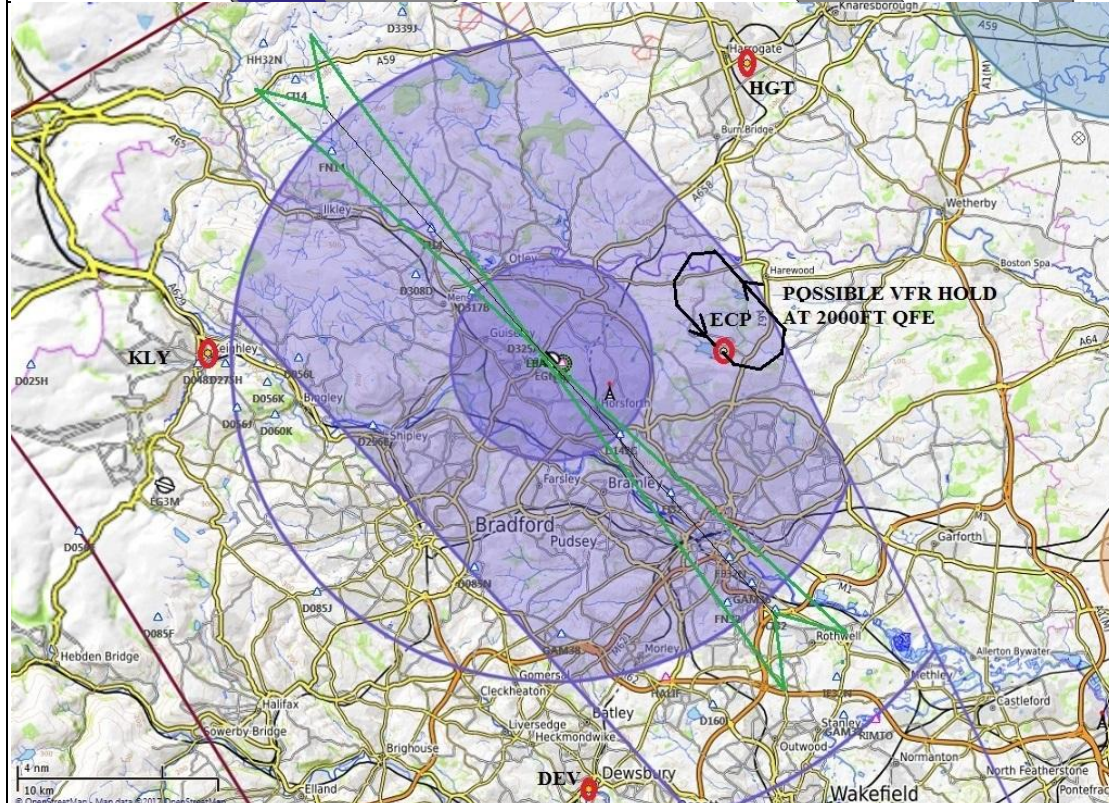
Hot Spot HS1

Pilots are to ensure that they have clearance to enter taxiway November before crossing the holding point B.

GA HOT SPOT

WHEN THERE IS NO ATC. BEFORE ENTERING TAXI LIMA, FROM APRONS OR VACATING THE RUNWAY AT LIMA MAKE SURE THERE IS NO CONFLICTING TRAFFIC

HELICOPTER AIMING POINT



Dewsbury (**DEV**)
POL 102⁰ / 17nm
Eccup Reservoir (**ECP**)
POL 070⁰/21nm
Harrogate (**HGT**)
POL 055⁰/25nm
Keighley (**KLY**)
POL 044⁰/10nm

VFR A/C may expect to Arrive/depart via these VRPs, UNLESS instructed otherwise by ATC.

ATC will however, if traffic allows, direct VFR A/C by the most direct route for their flight plan.

NOT TO BE USED FOR REAL WORLD OPERATIONS