

**QNH****QFE****WIND****/**

AIRFIELD NAME AND ICAO		<b>SHERBURN-IN-ELMET</b>		<b>EGCJ</b>	
CALLSIGN (A/C RADIO)		Sherburn Radio		122.600	
CALLSIGN (ES/VATSIM)		EGCJ_R_TWR		Ground. ----	
LOCATION		Lat N053.47.03.000	Long W001.13.04.000	Elev. 26ft	
LOCATION GEOGRAPHIC		5.5nm W of Selby, 16nmESE of EGNM		Conspicuity ----	
CHART SOURCE		NATS		App.	
METAR AIRPORT		EGNM, 118.020		QFE= QNH(METAR) -0 HPscls	
NAV AIDS (FSX / PLANG3)		NDB/ SBL	323 kHz, range 10nm	DME/ ---	---MHz
RUNWAYS		Headings	Dimension	Surface & notes	
		10 / 28	830m x 18m	Asphalt	
		10 / 28 GRASS	616m x 18m	Grass	
		01 / 19	585m x 18m	Grass	
		06 / 24	793m x 18m	Grass	
AIRSPACE/TRANS ALT QNH		CLASS G	Transition level 3000ft	Airspace above is Class C Base FL 195 London FIR	
CIRCUITS HEIGHT / DIR.		1000ft QNH Helios 700ft QNH	Remain clear of villages within the ATZ; <b>STANDARD OVERHEAD JOIN</b> at 2000ft QNH. See 'remarks' for directions.		
NO FLY AREAS	The villages of Sherburn-in-Elmnet, South Milford, Monk Fryson and Hambleton. Especially when in the ATZ. Avoid overflying villages to the north (Little Fenton, Barkston Ash and Biggin) BELOW 2000ft.				
LOCAL HAZARDS	Power lines and Pylons south of 01 threshold and along southern perimeter.				
HELICOPTER OPERATIONS	<ol style="list-style-type: none"> <li>1. Use grass runways 10/28, 06/24, 01/19 and touch down at the midpoint to minimise downwash at runway thresholds.</li> <li>2. When runways 10/28 Grass and 10/28 Asphalt are in use, Helios should touchdown/lift across grass runway 01/19 at midpoint.</li> <li>3. Avoid overflying fixed wing parking areas and factory complex.</li> <li>4. Route inbound &amp; outbound at 700ft QNH. If that includes crossing active runway, do so <b>at 90° across the midpoint not below 200ft QFE.</b></li> </ol>				
SPECIAL RULES	<b>A/C Arriving.</b> ALL FIXED WING A/C. <b>MADATORY STANDARD OVERHEAD JOIN</b> at 2000ft QNH. Contact AGO NOT LESS THAN 5 DME. <b>VIA ONE OF THE THREE VRPs</b>				
REMARKS	Due to limited hard standing available ALL GA A/C normally park on main grass parking. <b>CIRCUIT PATTERNS:</b> a) Runway 10/28 (Asphalt/Hard) and 10/28 (Grass). Variable circuits as per AGO or Signal Square. i) Fixed wing Left and Right hand patterns are <b>NOT simultaneous.</b> ii) HELICOPTERS, 10 LH 28 RH. ALWAYS to the north. b) Runway 06, <b>ALL A/C RIGHT HAND.</b> c) Runway24, <b>ALL A/C LEFT HAND.</b> d) Runway 01, <b>ALL A/C RIGHT HAND.</b> e) Runway 19, <b>ALL A/C LEFT HAND.</b> <b>DEPARTURES, Fixed wing.</b> <b>a) Remain CLEAR of DEAD SIDE at all times.</b> b) Depart the ATZ NOT BELOW 1000ft. QNH via i) The runway heading (straight out); or ii) The crosswind heading, left or right as required; or iii) The downwind leg heading, of the Runway USED.  VRPs:- Name / Lat. / Long. /PlanG Lat. & Long. Selby (triangular rail jcnctn in centre of town)/ N053.46.41 /W001.04.07/ N53.7780556/ -1.0686111 Ferrybridge power station, / N053.43.03/ W001.16.55/ N53.7175000 /-1.2819444 A1 M1 junction. / N053.48.39/ W001.20.27/ N53.8108333 /-1.3408333				

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LOCAL AREA. ALL A/C Approach and depart the ATZ, en-route **via the VRPs ONLY**.

POINTS TO NOTE.

EGCM LEEDS EAST - Was RAF Church Fenton EGXG. Active with GA and Buisness traffic.

EGCJ ATZ RESTRICTED to the NORTH with EGCM ATZ. **DO NOT ENTER**.

RESTRICTED AIRSPACE BASES SHOWN TO THE SOUTH, eg. [2000].

Remain clear of Glider site due to CABLES up to 3000' AGL

**ALL PILOTS:**

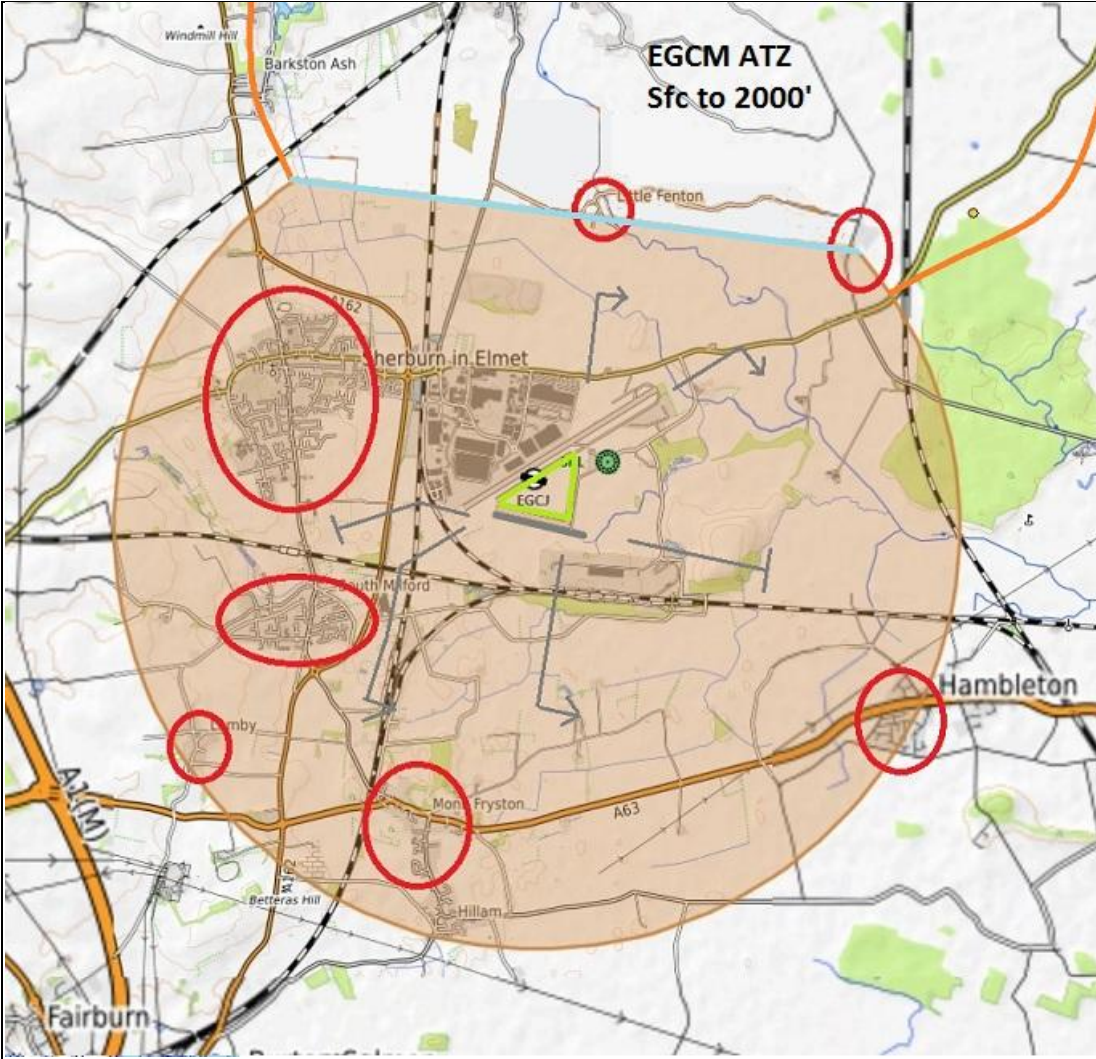
**WHEN RECEIVING A SERVICE VIA CIX TEAMSPEAK PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.**

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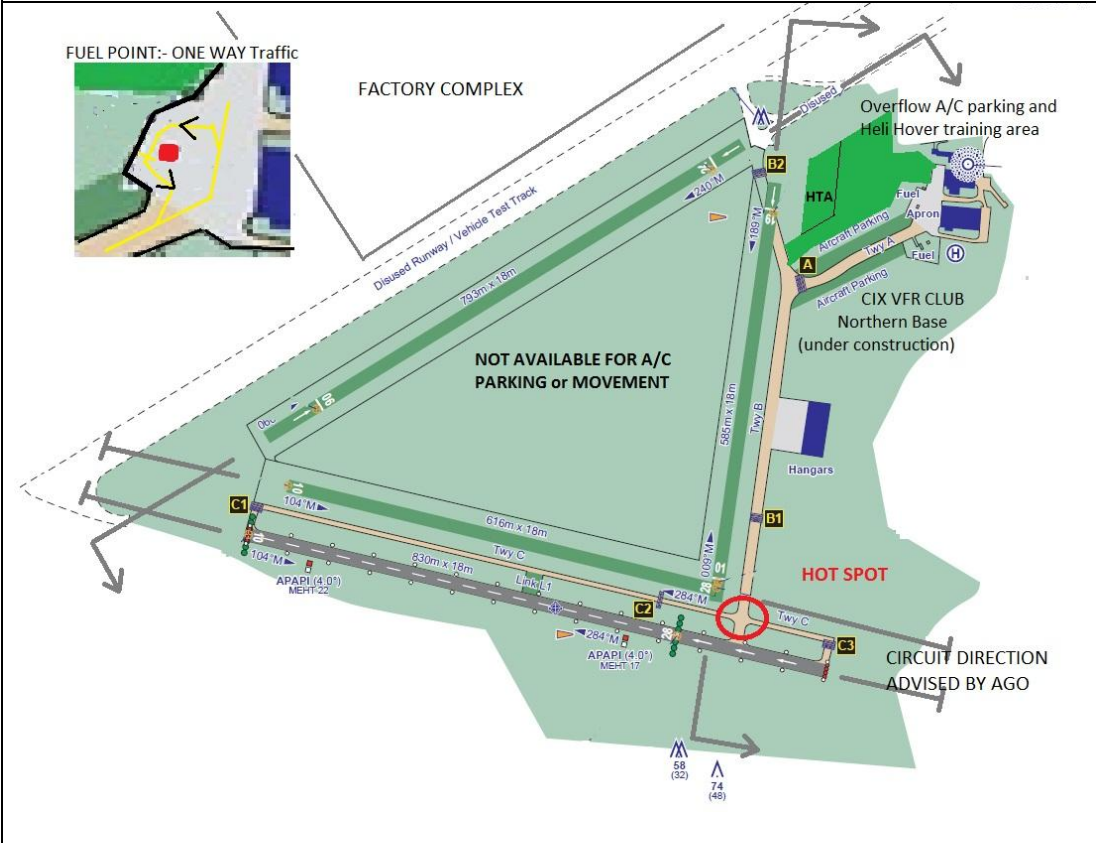
The CIRCUIT.

AVOID noise sensitive area (local villages).

DO NOT ENTER EGCM Leeds East ATZ.

Approach/Departure routes to/from 10/29 and 06/24 need to be flown with care to avoid local villages.

They are NOT to be overflown BELOW 2000' QFE, INCLUDING helicopters.



POINTS TO NOTE:

Part of the overflow grass parking can be used for helicopter hover training. **PARK WITH CARE.**

When approaching the taxiway **HOT SPOT**, ANNOUNCE intentions; listen; look and take care.

FUEL POINT: Has a one way system. TAKE CARE when exiting. See insert.