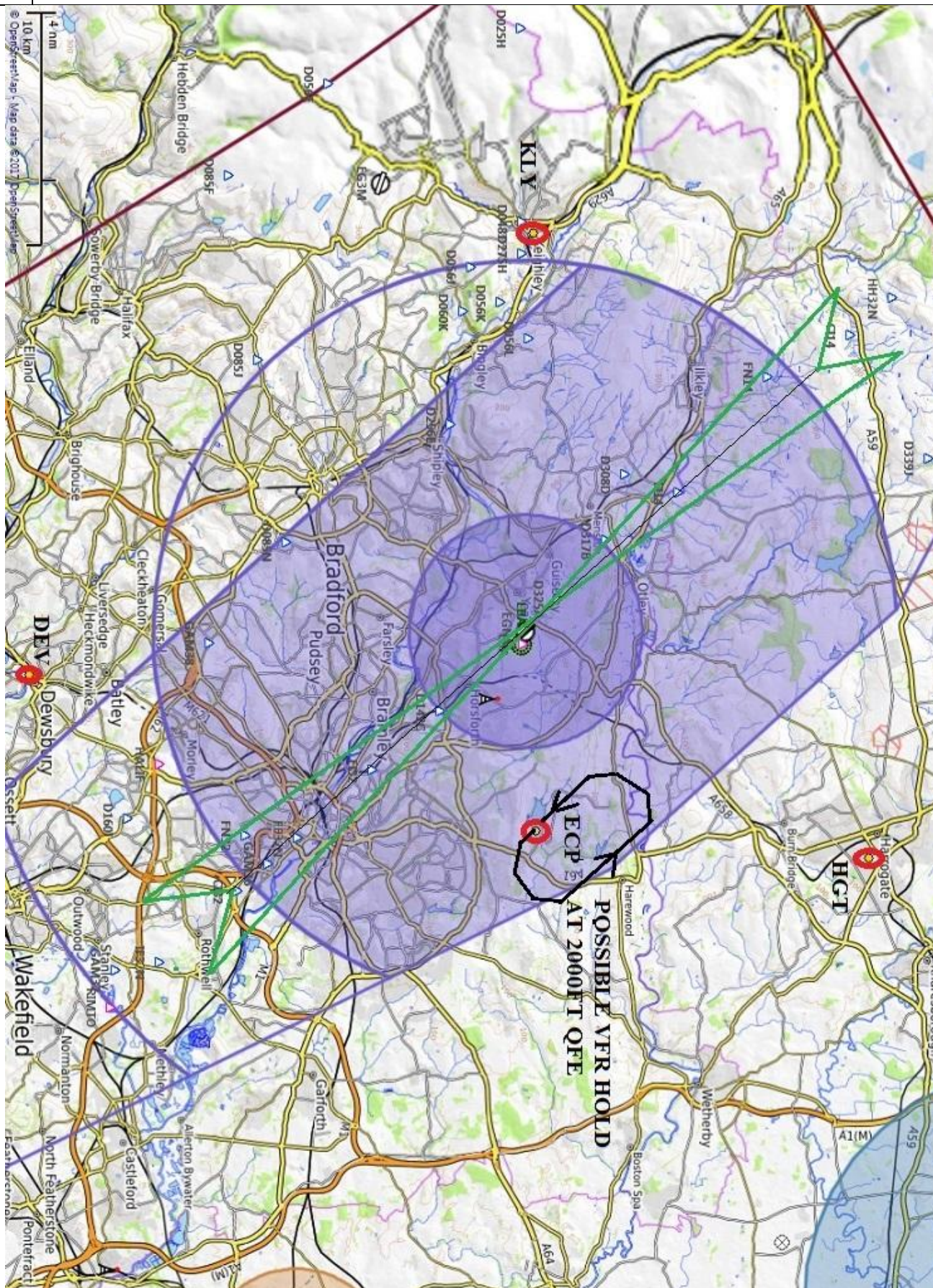


AIRFIELD NAME AND ICAO		<b>LEEDS BRADFORD</b>		<b>EGNM</b>	
CALLSIGN (RADIO)		Leeds Tower		120.30	
CALLSIGN (ES/VATSIM)		EGNM_TWR		APP/radar.133.120	
LOCATION		Lat N053.51.57.000	Long W001.39.38.000	Elev. 681ft	
LOCATION GEOGRAPHIC		6nm NW of Leeds		VFR Conspicuity 2654	
CHART SOURCE		NATS	Monitoring Squawk 2677	Delivery. 121.800	
METAR AIRPORT		EGNM 118.020		My QFE= QNH(METAR) - 22 HPscls	
NAV AIDS (FSX / PLANG3)		NDB/ LBA	402.50kHz	ILS/I-LF	110.90mHz
RUNWAYS	Headings	Dimension		Surface & notes	
	14 (ARR) / 32 (DEP)	2250m x 46m		Asphalt	
AIRSPACE/TRANS ALT QNH		CLASS D CTR	Transit level 5000ft QNH	Airspace above is Class A FL195 Lon FIR	
CIRCUITS HEIGHT/QFE /DIRS		1500ft QFE	Variable, as directed by ATC. Join as instructed by ATC <b>ONE GA A/C, T&amp;G circuits ONLY at ANY TIME.</b>		
NO FLY AREAS		Local villages below circuit height			
LOCAL HAZARDS		Each end of the day, large flocks of Gulls may overfly the A/D. <b>HANG GLIDING AND PARA GLIDING AREAS WITHIN THE CTR;</b> (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 <b>DIRECT approach</b> or a <b>CIRCUIT JOIN</b> , dependant on traffic. <b>DIRECT APP.</b> – 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 <b>HOLD</b> , for instructions.			
<p><b>NE arrivals. HOLD at A/D boundary for CLEARANCE TO CROSS RUNWAY.</b> Cross as directly as able, <b>DO NOT</b> overfly parked or taxiing A/C.</p> <p><b>S &amp; SW arrivals</b>, Report <b>BEFORE</b> A/D boundary for onward clearance, <b>remain S of 34 AT ALL TIMES</b> (southerly hold points may be used as 'routing references'). If wind direction requires runway incursion on final let down, <b>CLEARANCE IS REQUIRED.</b></p> <p><b>CIRCUIT APPROACH.</b> Fly normal circuit, report final and break off to allocated Helicopter Aiming Point. Hold for air taxi instructions.</p> <p><b>Departures; Air taxi to Helicopter Aiming Point; AS INSTRUCTED</b> <b>S &amp; SW</b>, Takeoff, remain clear of c/l. <b>N&amp;NE, WHEN CLEARED</b>, cross runway on track as direct as able. <b>DO NOT</b> overfly parked or taxiing A/C or vehicles. <b>HELICOPTER CIRCUIT TRAINING PROHIBITED.</b></p>					
SPECIAL RULES		<p><b>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.</b> <b>PREFERRED RUNWAYS IF POSSIBLE ATC will use Runway 14 for landings, Runway 32 for Take-offs</b> A/C intending entry to LEEDS CTA/CTR are to contact ATC <b>AT LEAST 10 minutes BEFORE</b> 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, <b>REQUEST it on first contact/requesting Taxi.</b> <b>VFR A/C should NOT normally require backtrack for departure, IF NEEDED, REQUEST AS ABOVE</b> <b>For Rwy.14 departures.</b> If you cannot use Lima. Say so on first contact. You will depart D. via M, N &amp; D. <b>Do not request TAXI until ready to move. Do not report ready (to depart) until ready to 'line up and go'.</b> <b>A delayed Take-off may result in the A/C being instructed 'T/O CANCELED, VACATE RUNWAY'. DO IT!</b> <b>If you miss your vacating taxiway. SAY SO and proceed as instructed AT BEST SAFE TAXI SPEED</b> <b>OUTBOUND; FIRST CONTACT should include LOCATION; ATIS Received and clearance request.</b> <b>AFTER Take-off, VFR A/C may be instructed to make an IMMEDIATE TURNOUT.</b> <b>DO IT ONLY WHEN SAFE TO DO SO, [not below 500ft]</b> <b>'TURNOUT' = Turn heading 90° to runway heading and MAINTAIN THAT HEADING, UNTIL ADVISED.</b> During normal runway operations a one-way system will be used, via F; M; G and L. Listen to instructions and <b>PROCEED WITH CARE. - IT IS YOUR RESPONSIBILITY NOT TO HIT ANOTHER A/C!</b></p>			
REMARKS		<p>If flying within 10nm of Leeds CTA/CTR A/C may monitor App. or Tower frequency. <b>INDICATE WITH Squawk 2677. A service is not provided. Deselect 2677 greater than 10nm range.</b> A/C transiting Leeds CTR should call for transit at <b>not less than 10dme to the CTR boundary.</b> 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. <b>IFR take precedent over VFR AT ALL TIMES.</b></p>			

**ALL PILOTS: VIA CIX TEAMSPEAK PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.**

VRPs

Dewsbury (DBY) POL 102° / 17nm      Eccup Reservoir (ECP) POL 070°/21nm  
 Harrogate (HGT) POL 055°/25nm      Keighley (KLY)      POL 044°/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,



EGNM\_LEEDS/BRADFORD Parking and taxiways: GA A/C normally at the Multiflight Aprons; GA group flights may be parked on N cargo apron; stands 21 a/b/c area.

NOTE. There is NO FOXTROT hold north of Mike. **ALWAYS 'CALL TO CROSS' the ACTIVE.**

**HELICOPTERS must Arrive / Depart from HAP 'X' or 'Y' as instructed.**

**Wheeled helicopters will ground taxi TO/FROM THE RUNWAY.**

