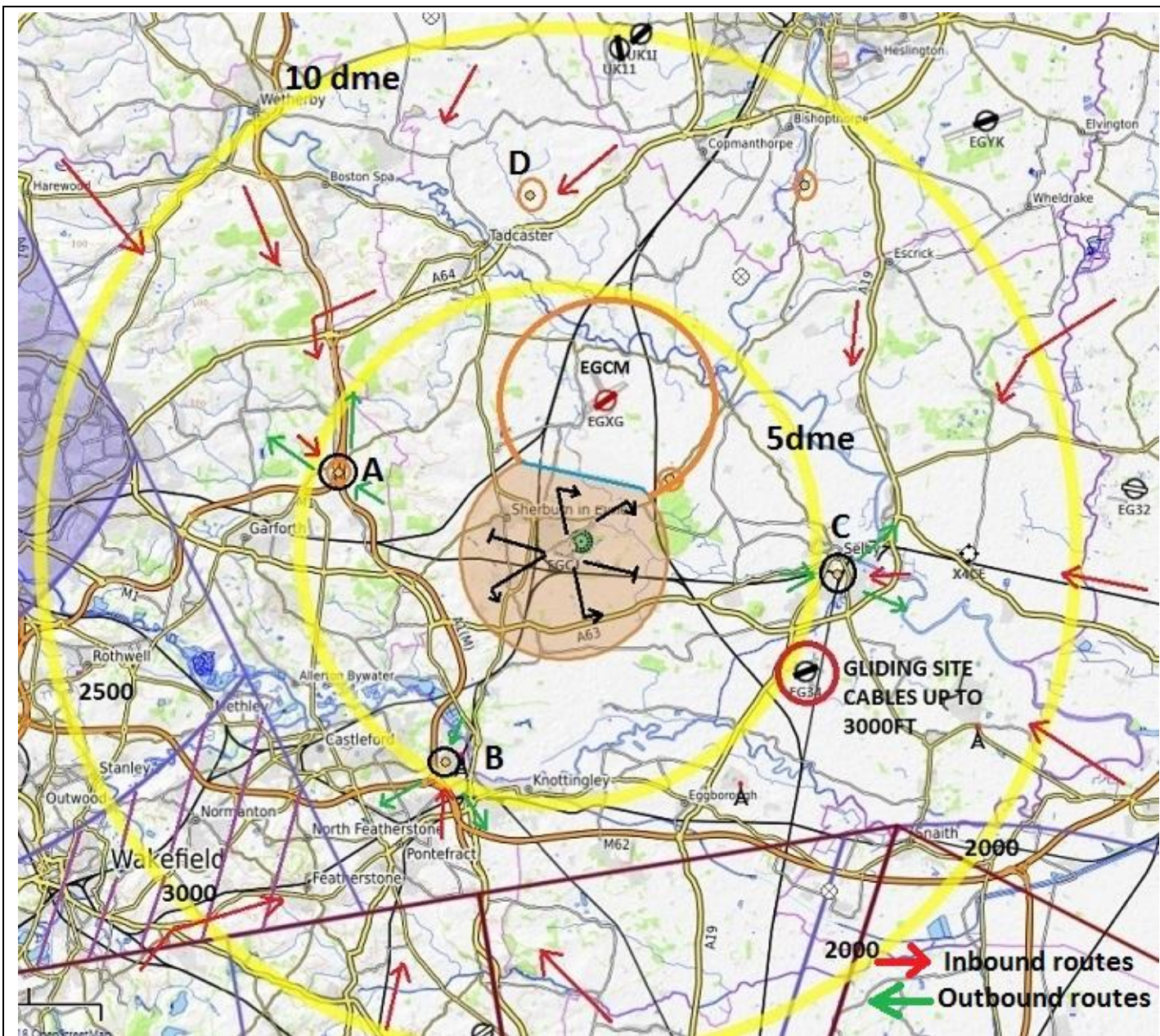


AIRFIELD NAME AND ICAO		November 23	SHERBURN-IN-ELMET		EGCJ	North																				
CALLSIGN (A/C RADIO)		Sherburn Radio			122.610																					
CALLSIGN (ES/VATSIM)		EGCJ_R_TWR			Ground. ----																					
LOCATION		Lat N053.47.03.000	Long W001.13.04.000		Elev. 26ft																					
LOCATION GEOGRAPHIC		5.5nm W of Selby, 16nmESE of EGNM			VFR Conspicuity ----																					
CHART SOURCE/VOR		NATS	Many thanks to the A/F Management		App. -----																					
METAR AIRPORT		EGNM, 118.030	for use of their data/charts, herein.		QFE= QNH - HPscls																					
NAV AIDS (FSX / PLANG3)		NDB SBL 323 kHz, range 10nm																								
RUNWAYS	Headings	Dimension	Surface	Noise Abatement and Notes																						
	10 / 28	830m x 18m	Asphalt	1. Approaches/departures via specific VRPs.																						
	10G / 28G	616m x 18m	Grass	2. Avoid all Villages below 2000ft QNH.																						
	01 / 19	585m x 18m	Grass	3. See charts below for mandatory circuit patterns.																						
	06 / 24	793m x 18m	Grass																							
AIRSPACE	CLASS G	Transition level 3000ft		Airspace above is:- Class C Base FL 195 London FIR																						
CIRCUITS HEIGHT / DIR.		1000ft QNH Helios 700ft	STANDARD OVERHEAD JOIN at 2000ft QNH. See 'remarks' for directions. READ Helnotes 3a for details/diagrams of current circuits.																							
NO FLY AREA	The villages of Sherburn-in-Elmet, 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. Overlapping EGCM ATZ to the NORTH. DO NOT ENTER																									
HELICOPTER OPERATIONS	<ol style="list-style-type: none"> Use grass runways 10/28, 06/24, 01/19 and touch down at the midpoint to minimise downwash at runway thresholds. When runways 10/28 Grass and 10/28 Asphalt are in use, Helios should touchdown/lift across grass runway 01/19 at midpoint. Avoid overflying fixed wing parking areas and factory complex. Route inbound & outbound at 700ft QNH. If that includes crossing active runway, do so at 90° across the midpoint not below 200ft QFE. 																									
SPECIAL RULES	A/C Arriving. ALL FIXED WING A/C. MANDATORY STANDARD OVERHEAD JOIN at 2000ft QNH. Contact AGO NOT LESS THAN 5 DME. VIA ONE OF THE THREE VRPs NO NORDO A/C																									
REMARKS	<p>Due to limited hard standing available ALL GA A/C normally park on main grass parking.</p> <p>CIRCUIT PATTERNS:</p> <ol style="list-style-type: none"> Runway 10/28 (Asphalt/Hard) and 10/28 (Grass). To the SOUTH, UNLESS ADVISED BY AGO. <ol style="list-style-type: none"> Fixed wing Left and Right hand patterns are NOT to be simultaneous. HELICOPTERS, 10 LH 28 RH. ALWAYS to the north. Runway 06, ALL A/C RIGHT HAND. Runway 24, ALL A/C LEFT HAND. Runway 01, ALL A/C RIGHT HAND. Runway 19, ALL A/C LEFT HAND. <p>DEPARTURES, Fixed wing.</p> <ol style="list-style-type: none"> Remain CLEAR of DEAD SIDE at all times. Depart the ATZ NOT BELOW 1000ft. QNH Remaining clear of all villages, (see charts) via <ol style="list-style-type: none"> The runway heading (straight out); or The crosswind heading, left or right as required; or The downwind leg heading, of the Runway USED. i) RUNWAYS 24LH and 28, STAY EAST OF A162; ii) DO NOT TURN BEFORE 400ft; iii) If NOT at 400ft by RAILWAY 'ESCAPE' WEST between VILLAGES. <table border="0"> <tr> <td>VRPs:- Name</td> <td>Lat.</td> <td>Long.</td> <td>PlanG Lat.</td> <td>& Long.</td> </tr> <tr> <td>Ferrybridge power station,</td> <td>N053.43.03</td> <td>W001.16.55</td> <td>N53.7175000</td> <td>-1.2819444</td> </tr> <tr> <td>A1 M1 junction.</td> <td>N053.48.39</td> <td>W001.20.27</td> <td>N53.8108333</td> <td>-1.3408333</td> </tr> <tr> <td>Selby -</td> <td>N053.46.41</td> <td>W001.04.07</td> <td>N53.7780556</td> <td>-1.0686111</td> </tr> </table> <p>(triangular rail jcnctn in centre of town)</p>						VRPs:- Name	Lat.	Long.	PlanG Lat.	& Long.	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	Selby -	N053.46.41	W001.04.07	N53.7780556	-1.0686111
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PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS																										



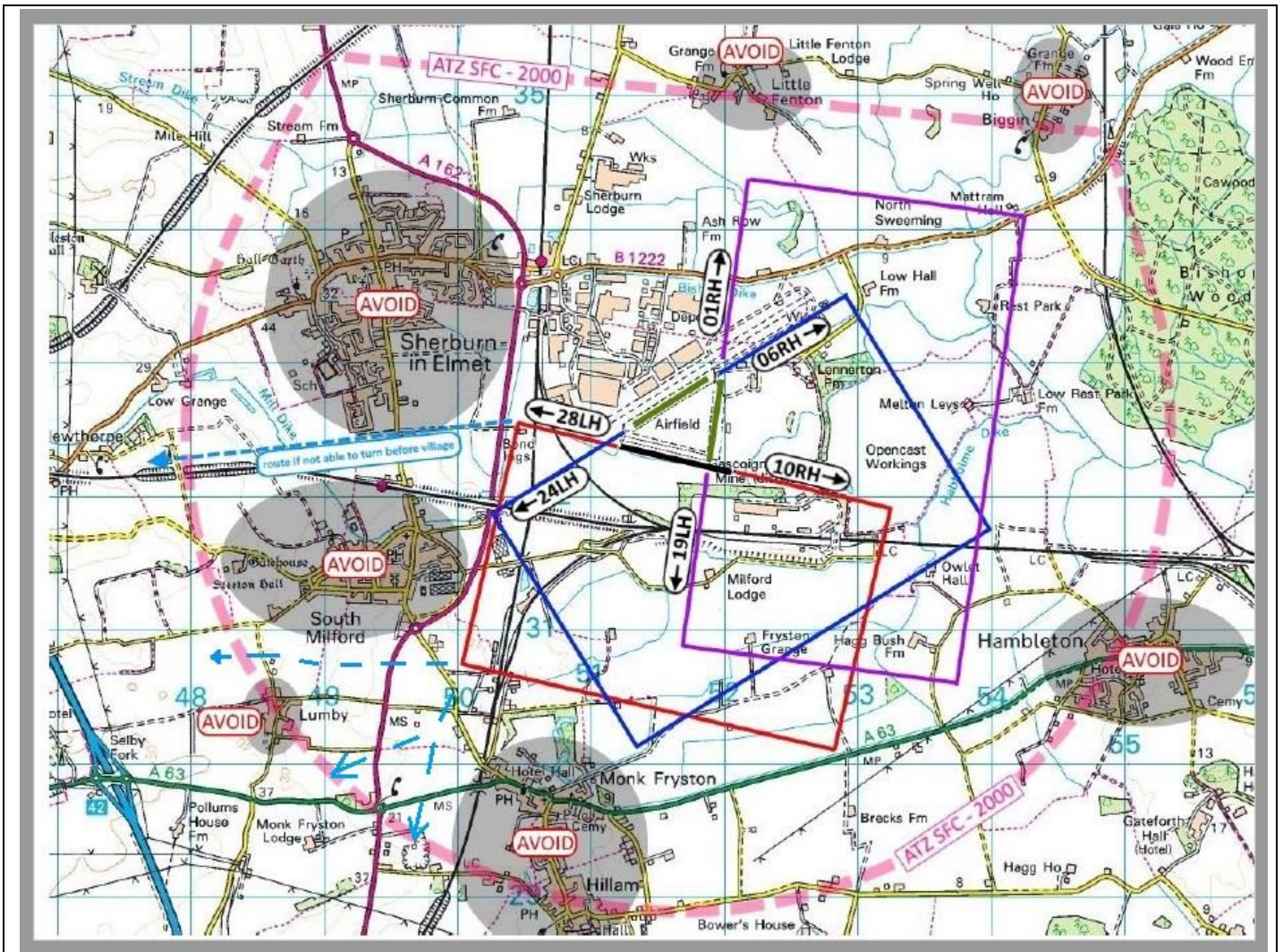
All arrivals/departures should be via one of the VRPs below;

A: A1/M1 Motorway Junction.	N053.48.39	W001.20.27
B: Ferrybridge Power Station.	N053.43.03	W001.16.55
C: Selby (railway triangle)	N053.46.41	W001.04.07

From the North you can also use -

The Leeds East TADCASTER VRP (to the M1/A1).	N053.53.60	W001.14.10
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Note: the numbers indicate the BASE of CONTROLLED Airspace. allow yourself 200ft clearance.

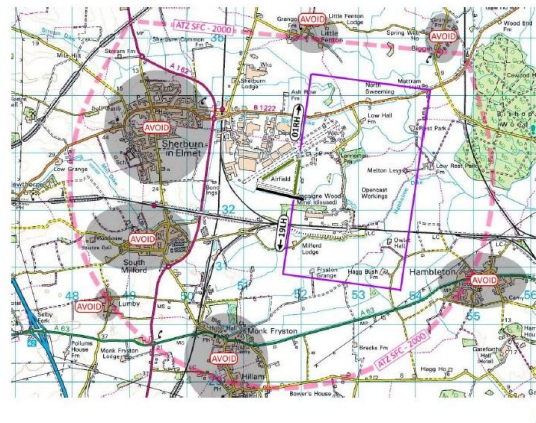


General layout of current circuit patterns, to comply with noise abatement rules. In more detail below.

No Change to 06 / 24



No Change to 01 / 19



06/24: Remain Clear of villages to the **SOUTH WEST**.

01/19: Remain Clear of villages to the **EAST**.

ALL RUNWAYS/ A/C: **REMAIN WITHIN the shortened ATZ to the NORTH**. It is the ATZ for Leeds East

NOTE:

10/28 or 10/28 Grass (NOT simultaneous use) - **CIRCUIT DIRECTION; Preferred, To the SOUTH.**

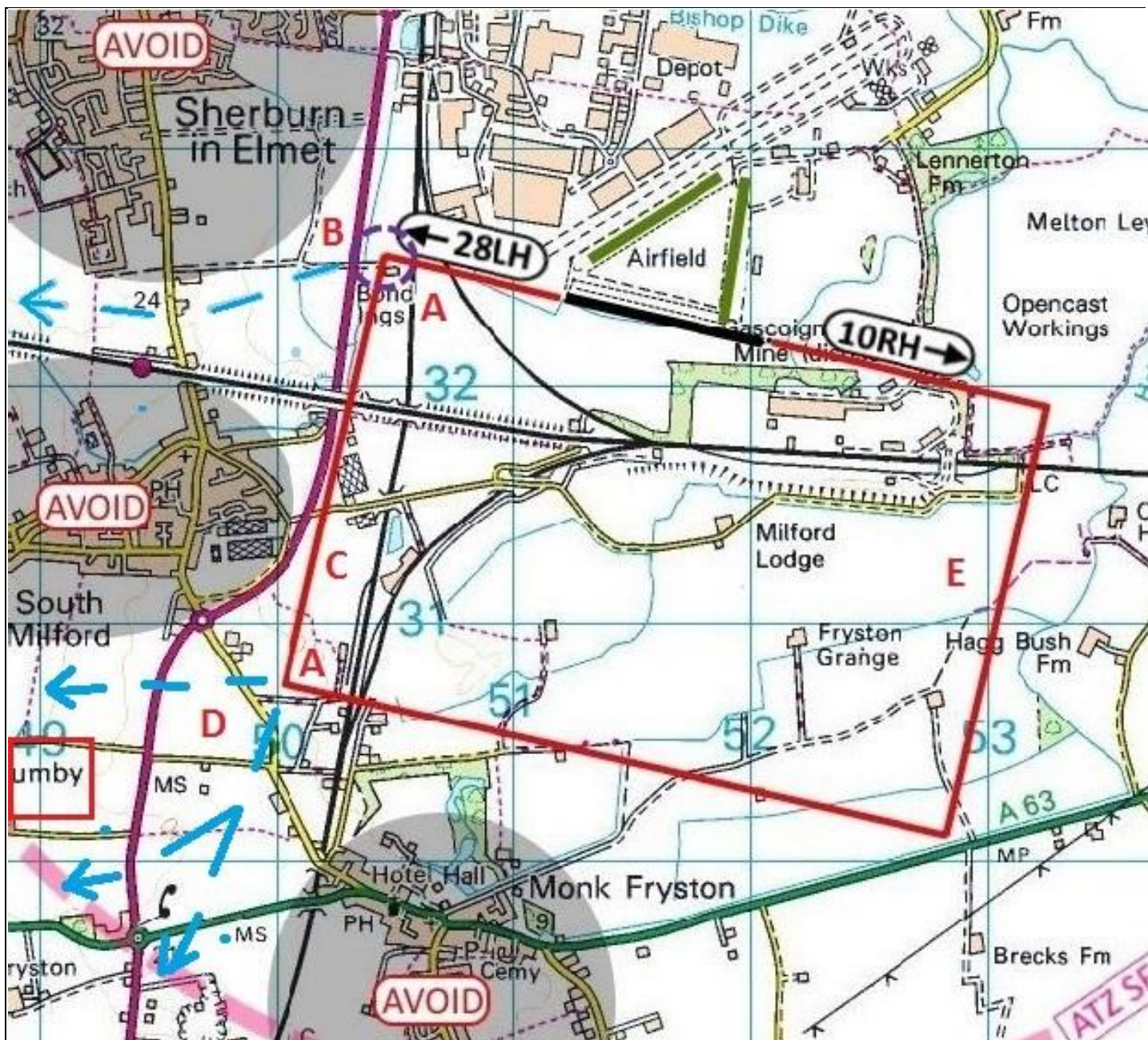
BUT, If AGO has conflicting traffic using/wishing to use another runway, 10/28 circuit direction will be changed.

UNLESS TRAFFIC ALREADY IN 10/28 circuit, IN WHICH CASE AGO will advise the other A/C of opposing traffic.

THAT A/C must then EITHER DELAY use of his preferred runway OR USE 10/28.

IF THE AGO ISSUES AN INSTRUCTION 'From the Airfield Authority' THAT is a VALID and LEGAL instruction.

ALL A/C Should leave the circuit from straightout, crosswind, downwind or base legs. not above 1000ft, 700ft Helios.



Caution notes for using Runways 10/28.

A: 10; Downwind, Turn BASE over railway REMAIN EAST of road. 28; turn crosswind at railway REMAIN EAST of road.

B: 28; IF BELOW 400ft QFE AT RAILWAY, DO NOT TURN CROSSWIND, route between villages, as shown.
Can also be used as 28 straight out departure, NOT ABOVE 1000ft WITHIN ATZ.

C: 10/28; 10 BASE/28 crosswind. REMAIN EAST OF ROAD, NOT BELOW 400ft QFE.

D: 10/28; Departure/escape routes. Departure, NOT ABOVE 1000ft QFE within ATZ. AVOID LUMBY and FARMS.

A departure, Fixed Wing, is permitted from the OVERHEAD, at 2000ft, conforming with ALL noise rules. TELL AGO.

Ensure there is **NO TRAFFIC IN** or **APPROACHING** the OVERHEAD.

CLIMB UP TO 2000ft BEFORE DEPARTING the OVERHEAD, REMAIN CLEAR of DEAD_SIDE until at 2000ft.

IN THE CLIMB, REMAIN WELL clear of ALL villages and within the ATZ to the NORTH.

IF AGO ADVISES 'OVERHEAD BUSY' which will include reported traffic inbound, **DO NOT DEPART via the OVERHEAD**.

This procedure is intended for training purposes.

