

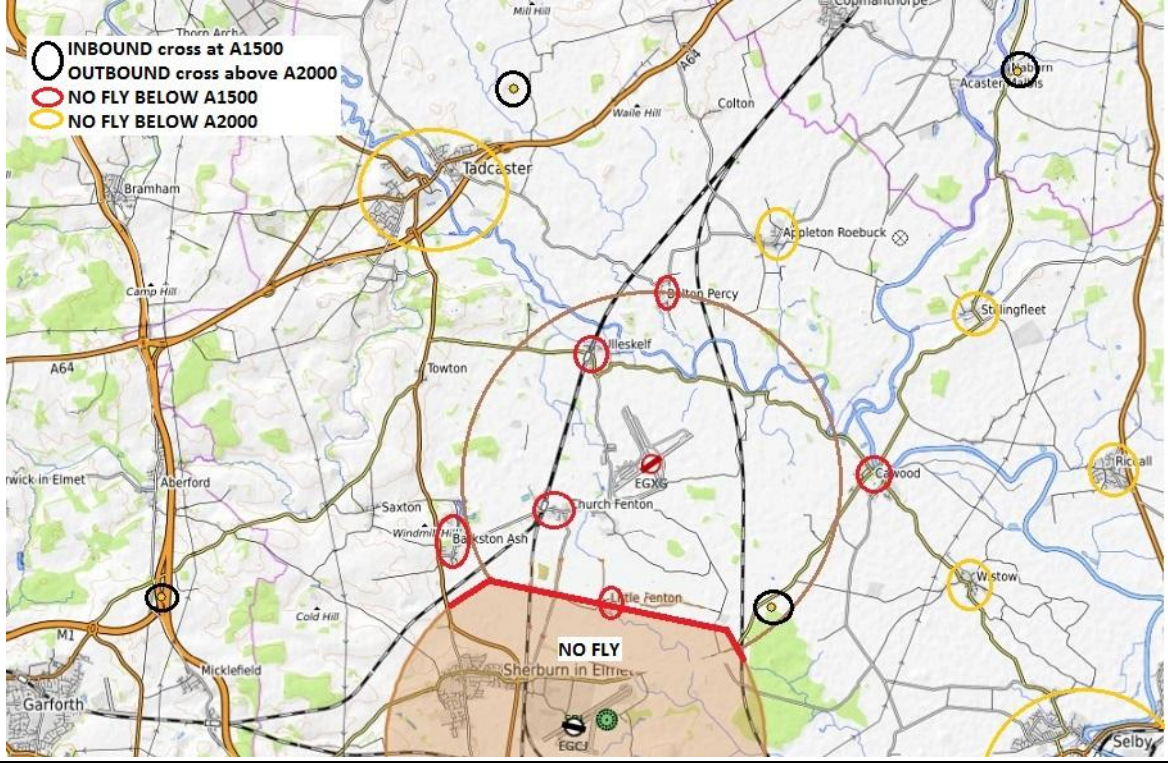
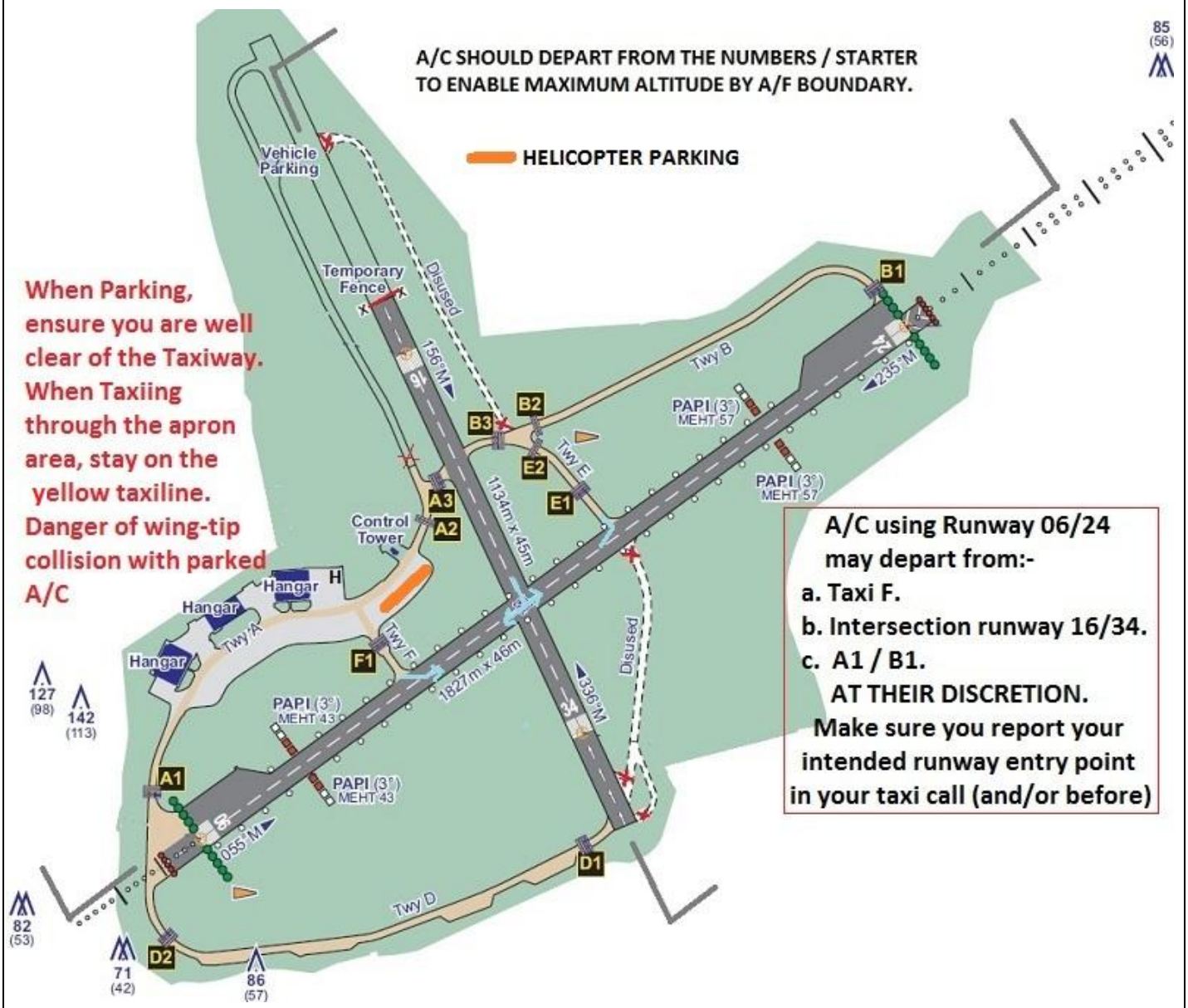
AIRFIELD NAME AND ICAO		November 23	LEEDS EAST/FENTON		EGCM	North
CALLSIGN (A/C RADIO)		FENTON Radio			126.710	
CALLSIGN (ES/VATSIM)		EGCM_R_TWR			Ground. ----	
LOCATION		Lat N053.50.04	Long W001.11.44		Elev. 50ft	
LOCATION GEOGRAPHIC		10nm SW of YORK; 2.5nm N of EGCJ			VFR Conspicuity ---	
CHART SOURCE/VOR		NATS	NO DEADSIDE OR OVERHEAD JOINS. ALL ARRIVALS via VRPs AT A1500ft ALL DEPARTURES via VRPs as below			App.
METAR AIRPORT		EGNM 118.030				QFE= QNH
NAV AIDS (FSX / PLANG3)		NONE				DME/
RUNWAYS	Headings	Dimension	Surface	REMEMBER. This is an AGO A/F. That means Pilots will ONLY receive Traffic information, PASSED TO the AGO. KEEP HIM INFORMED, and you will ALL stay safe.		
	06/24	1827m x 46m	Asphalt			
	16/34	1134m x 45m	Asphalt			
AIRSPACE	CLASS	Transition A3000ft		Airspace above is:- Class C FL195 London FIR		
CIRCUITS HEIGHT / DIR.		A1000ft (Helios A700ft). Runways 24, 34 RH. Runways 06,16 LH				
NO FLY AREA		ALL LOCAL VILLAGES BELOW A1500FT. SHERBURN ATZ.				
LOCAL HAZARDS		Reduced wing clearance between taxiing and parked A/C on main apron.				
HELICOPTER OPERATIONS	Due Noise abatement ALL Helicopter flights will follow fixed wing procedures. ONLY Exception; Circuit A700ft. REMAIN CLEAR OF ALL VILLAGES AND FARMS BELOW A1500					
SPECIAL RULES	<p>NO NORDO A/C. Aerobatic manoeuvres and low flypasts normally prohibited. Airfield is PPR. ALL VFR Arrivals.</p> <p>Commence approach via one of the VRPs at A1500ft. Continue inbound to JOIN THE CIRCUIT at A1000ft, DIRECTLY, DOWNWIND; CROSSWIND; STRAIGHT_IN or ON BASE.</p> <p>You should PRE-PLAN your approach BEFORE reaching the VRP, especially regarding other traffic. THEN, Dependent on traffic, announce your intentions and various positions on approach and joining / in the circuit.</p> <p>NOTE: You should consider the 'Final to land runway xx'; LANDING runway xx' (just before your decision height) and 'RUNWAY VACATED' calls as ADDITIONAL, MANDATORY CALLS at an AFISO/AGO Airfield. REFER TO DIAGRAMS below.</p> <p>ALL VFR DEPARTURES:</p> <p>Runway 06 Departures: Via the Naburn VRP at A2500ft before turning on track</p> <p>Runway 34 Departures: Via Tadcaster VRP at A2000ft before turning on track.</p> <p>Runway 16 Departures: BEFORE Meeke Wood, Turn left. Over BISHOP WOOD VRP continue climb to A2000ft BEFORE turning on course.</p> <p>Runway 24 Departures: Avoid Church Fenton village, then over railway turn right to cross A1M1 junction VRP, continue climb to A2500 before turning on course.</p>					
REMARKS	<p>Other permitted departures: SUBJECT to traffic and runway in use.</p> <p>Runway 06 from F1 or</p> <p>Runway 06, 16/34 intersection.</p> <p>Runway 24, 16/34 intersection.</p> <p>(via A2), (via F1).</p>					

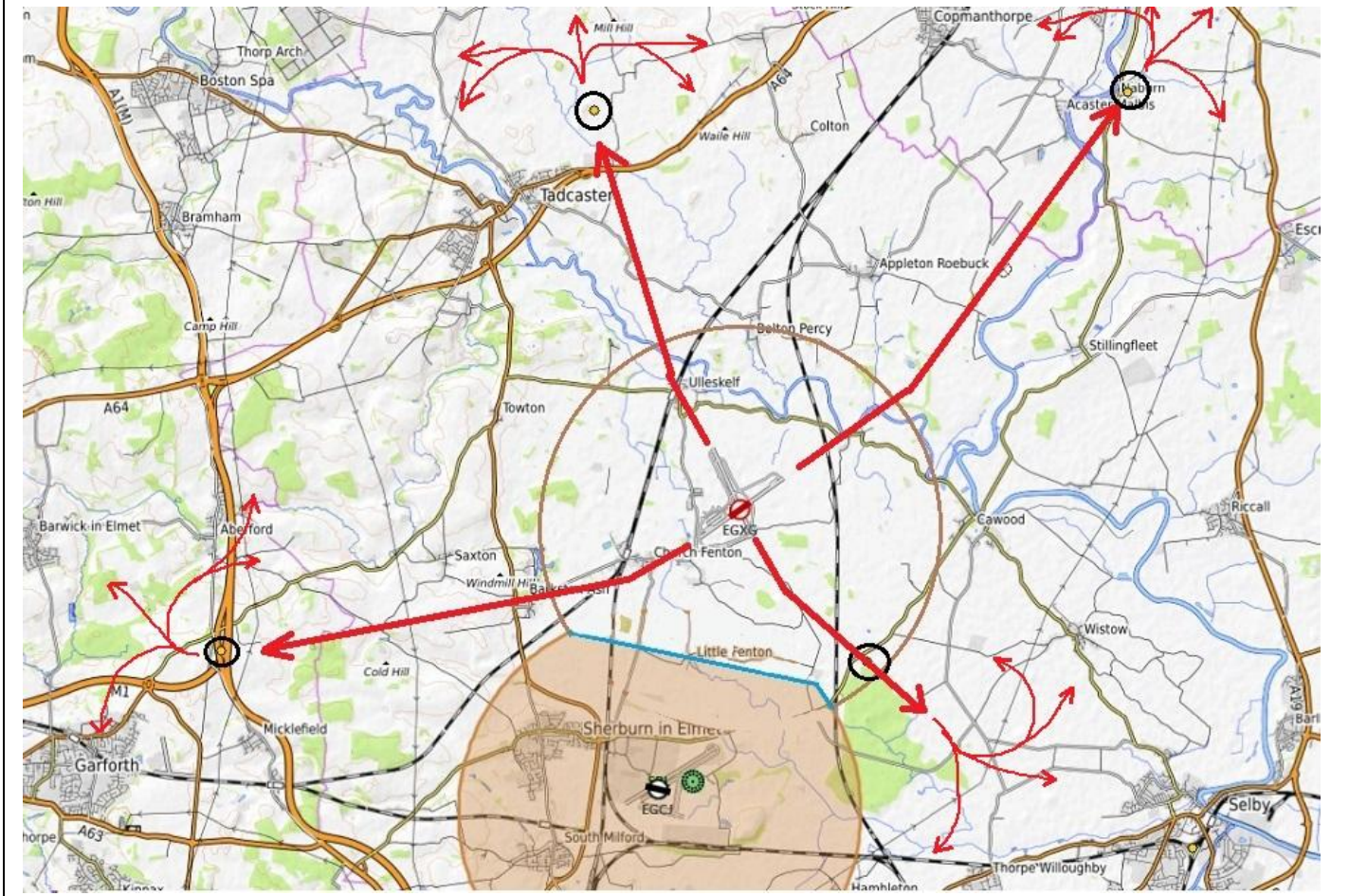
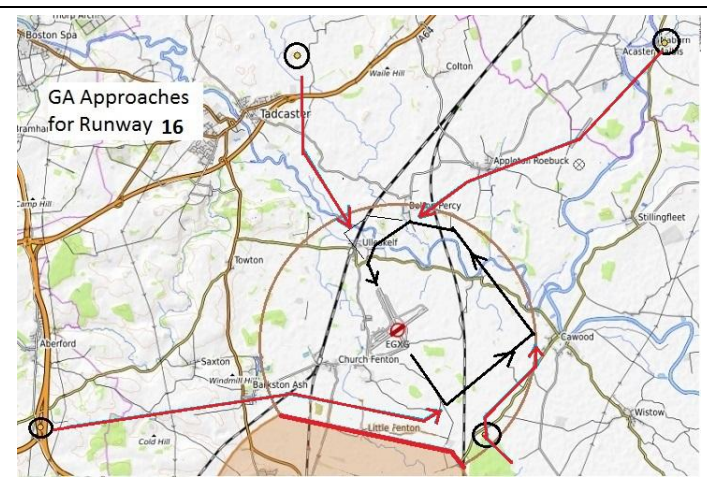
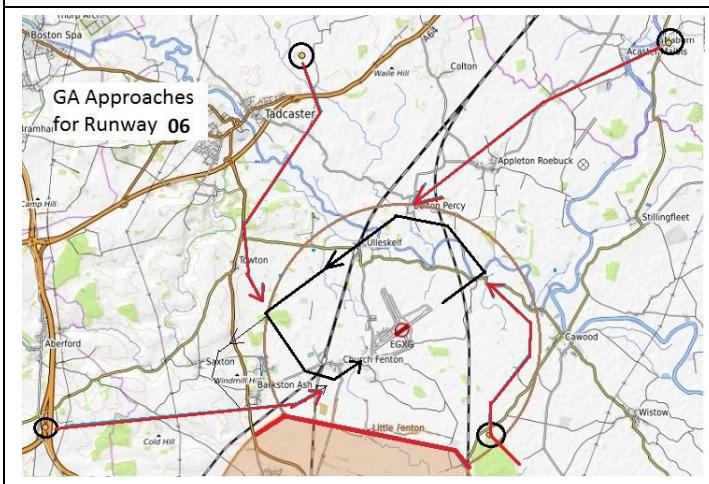
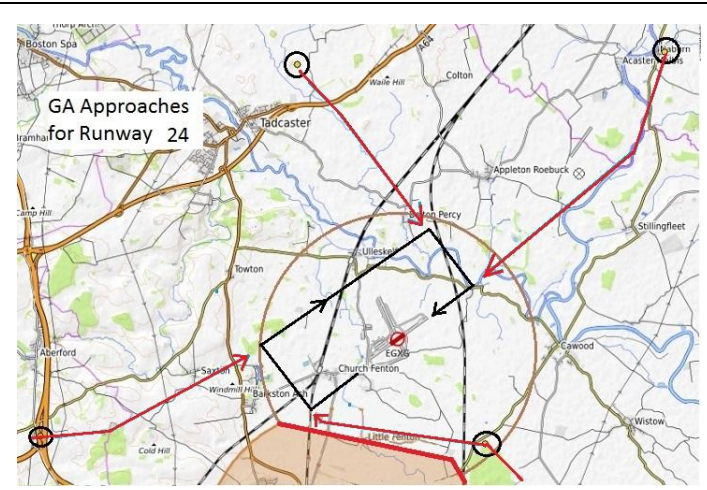
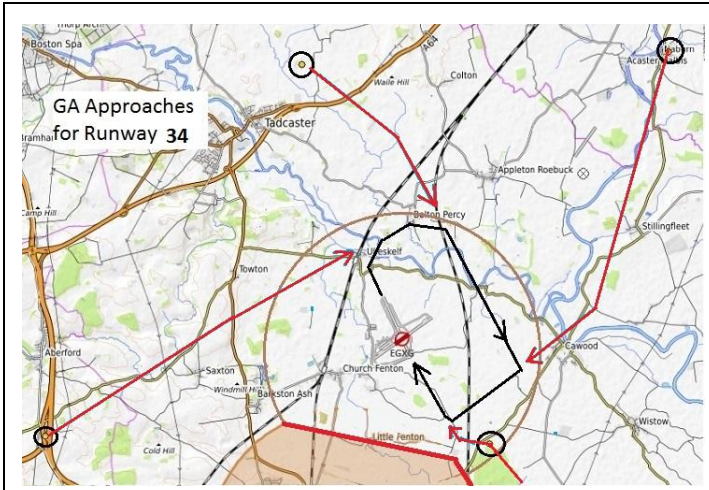
A/C SHOULD DEPART FROM THE NUMBERS / STARTER TO ENABLE MAXIMUM ALTITUDE BY A/F BOUNDARY.

HELICOPTER PARKING

When Parking, ensure you are well clear of the Taxiway. When Taxiing through the apron area, stay on the yellow taxiline. Danger of wing-tip collision with parked A/C

A/C using Runway 06/24 may depart from:-
a. Taxi F.
b. Intersection runway 16/34.
c. A1 / B1.
AT THEIR DISCRETION.
Make sure you report your intended runway entry point in your taxi call (and/or before)





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