

Arrival and Departure Procedures – EGCI, Sherburn-In-Elmet

Arrival (Inbound):

Initial contact with SHERBURN RADIO (A/G) 122.610 within 5nm of the ATZ

- Inbound traffic (Figure 1) route inbound from the direction of:
 - From S, SW, W **FERRYBRIDGE**
 - From S, SE, E, NE, N **SELBY**
 - From N, NW, W **A1/M1 Intersection**
- Fixed wing aircraft join overhead at 2000^{ft} QFE and descend with a Standard Overhead Join for the runway in use.
- Helicopters to arrive not above 700^{ft} QFE, and when it is necessary to cross the active runway, to do so at midpoint not below 200^{ft}.
- Arriving aircraft must remain clear of Leeds East Airport ATZ (Figure 2)

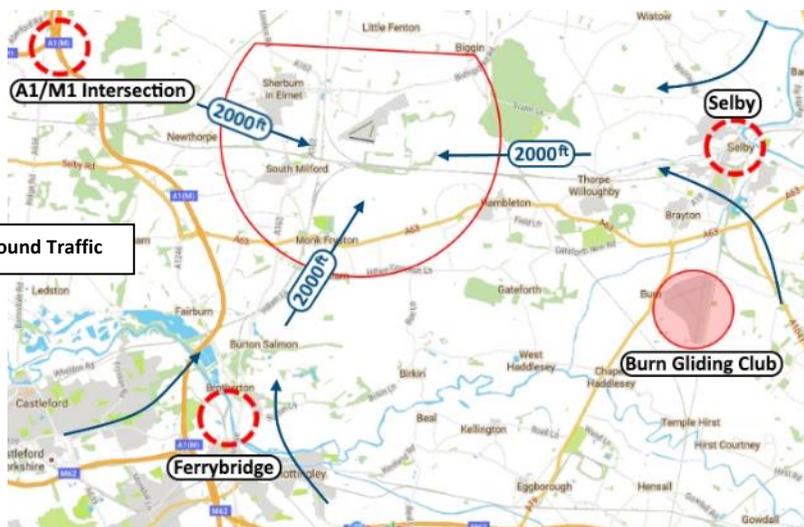


Fig 1. Inbound Traffic

Note: This document is not intended to replace published Rules Of The Air, or, including but not limited to, the Air Navigation Order (ANO), Aeronautical Information Publication (AIP) the Aerodrome Flying Order Book (FOB).

Mandatory Noise Abatement Procedures: All pilots shall make themselves aware of Sherburn Aero Club Noise Abatement Procedures and, not withstanding safety, remain clear of local villages and noise sensitive areas at all times (Figure 3)

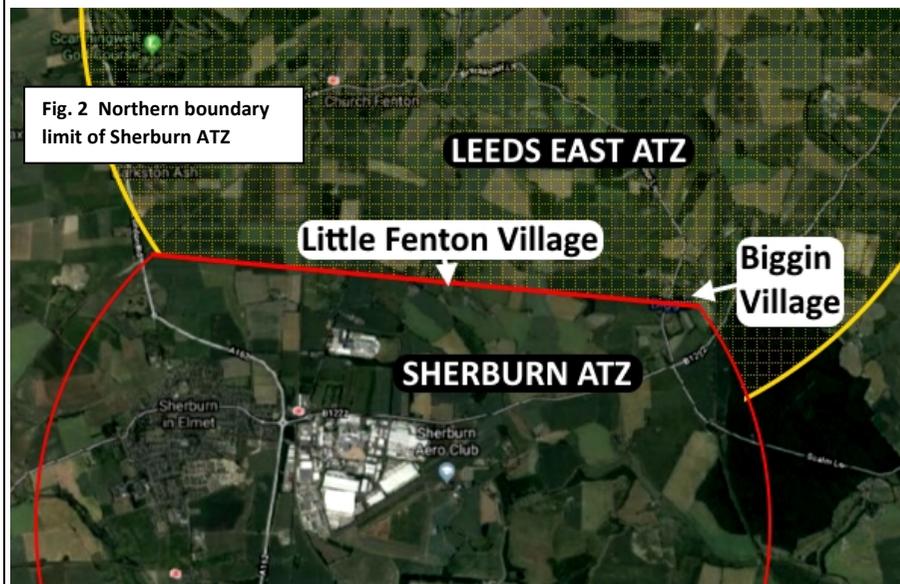


Fig. 2 Northern boundary limit of Sherburn ATZ



Fig.3 Noise Sensitive Areas

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Departure (Outbound):

Initial contact with SHERBURN RADIO (A/G) 122.610

- Outbound traffic (Figure 4), whilst within the Sherburn ATZ, initially route towards:
 Direction S, SW, W **FERRYBRIDGE**
 Direction S, SE, E, NE, N **SELBY**
 Direction N, NW, W **A1/M1 Intersection**
- Fixed wing to depart the circuit remaining clear of dead side and local villages at all times.
- Traffic to depart the circuit and ATZ at circuit altitude following Figure 5:
 - a) on runway heading
 - b) extended crosswind, as required
 - c) on completion of the downwind leg, as required
- Helicopters to depart not above 700^{ft} QFE, and when it is necessary to cross the active runway, to do so at midpoint not below 200^{ft}.
- Departing aircraft shall remain clear of Leeds East Airport ATZ. (Figure 2)

Aircraft may at times depart from the airfield overhead at 2000^{ft} QFE for training purpose.

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Mandatory Noise Abatement Procedures: All pilots shall make themselves aware of Sherburn Aero Club Noise Abatement Procedures and, notwithstanding safety, remain clear of local villages and noise sensitive areas at all times (Figure 3)

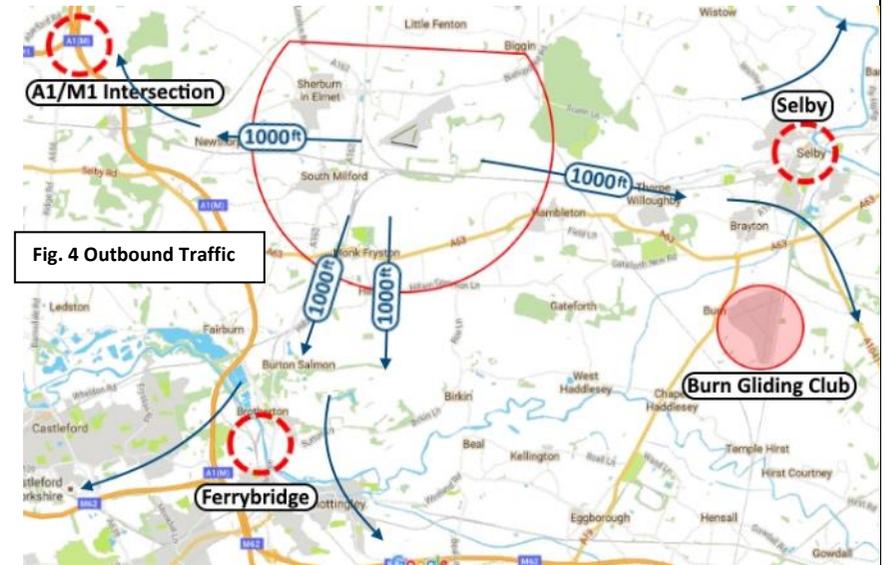
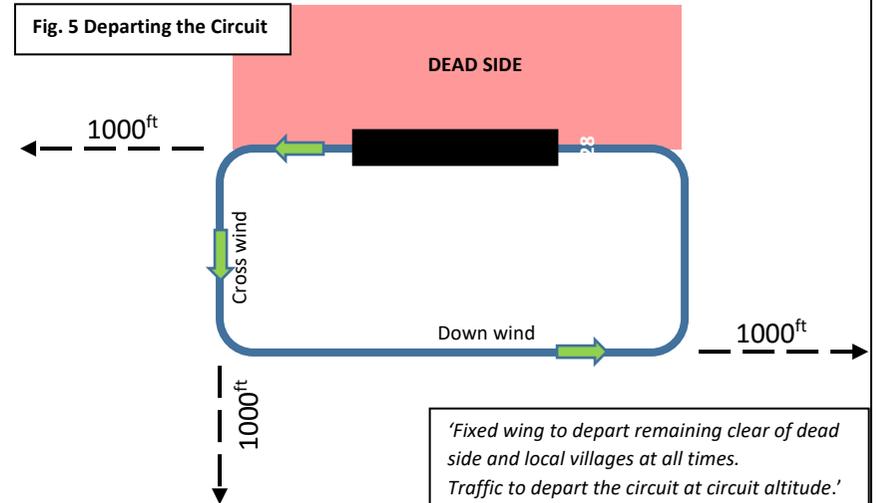


Fig. 4 Outbound Traffic

Fig. 5 Departing the Circuit

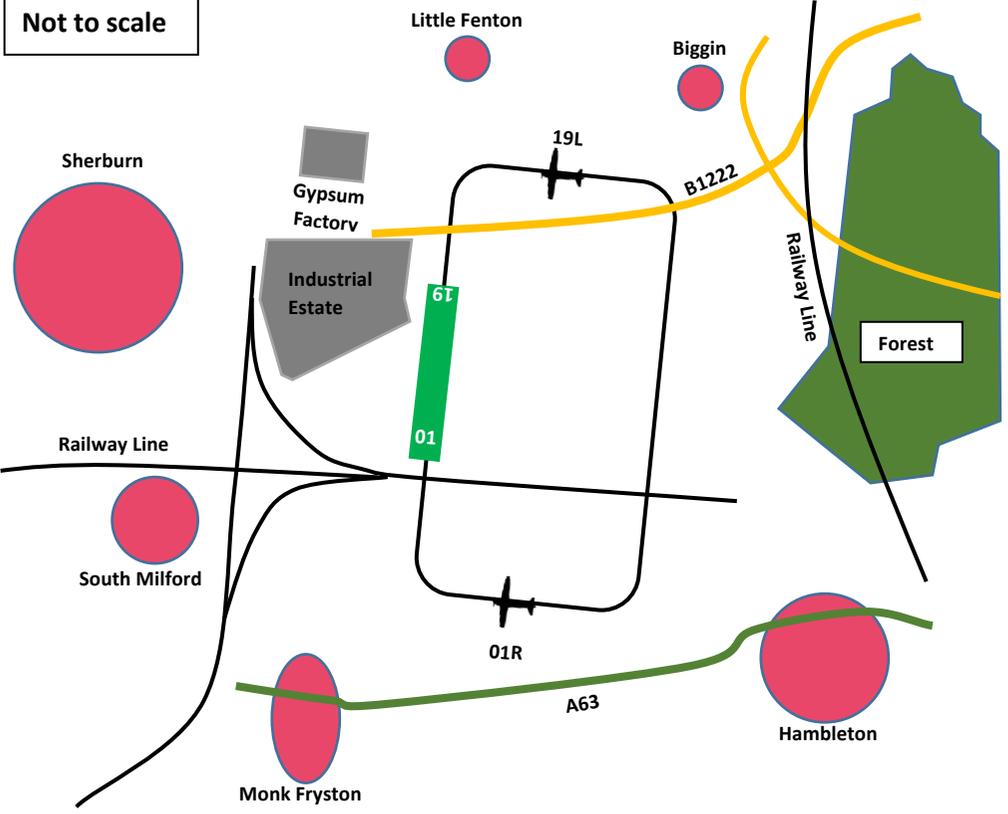


'Fixed wing to depart remaining clear of dead side and local villages at all times.
 Traffic to depart the circuit at circuit altitude.'

Circuit Patterns - EGJ – Sherburn-In-Elmet

RUNWAY 01 Right Hand Circuit / 19 Left Hand Circuit. 1000^{ft} QFE

SCHEMATIC
Not to scale



Mandatory Noise Abatement Procedures: All pilots shall make themselves aware of Sherburn Aero Clubs Noise Abatement Procedures and, not withstanding safety, remain clear of local villages and noise sensitive areas at all times.

- Runway 01 Right Hand Circuit. 1000^{ft} QFE**
- Climb straight ahead maintaining runway centre line.
 - Abeam the “Gypsum Factory” turn right onto crosswind leg remaining south of Little Fenton and Biggin.
 - On reaching the B1222 turn right onto downwind, remaining clear and west of the railway line.
 - The right turn onto base leg is made prior to crossing the A63, and remaining west of Hambleton.
 - The right turn onto final is with visual reference to the runway centre line.

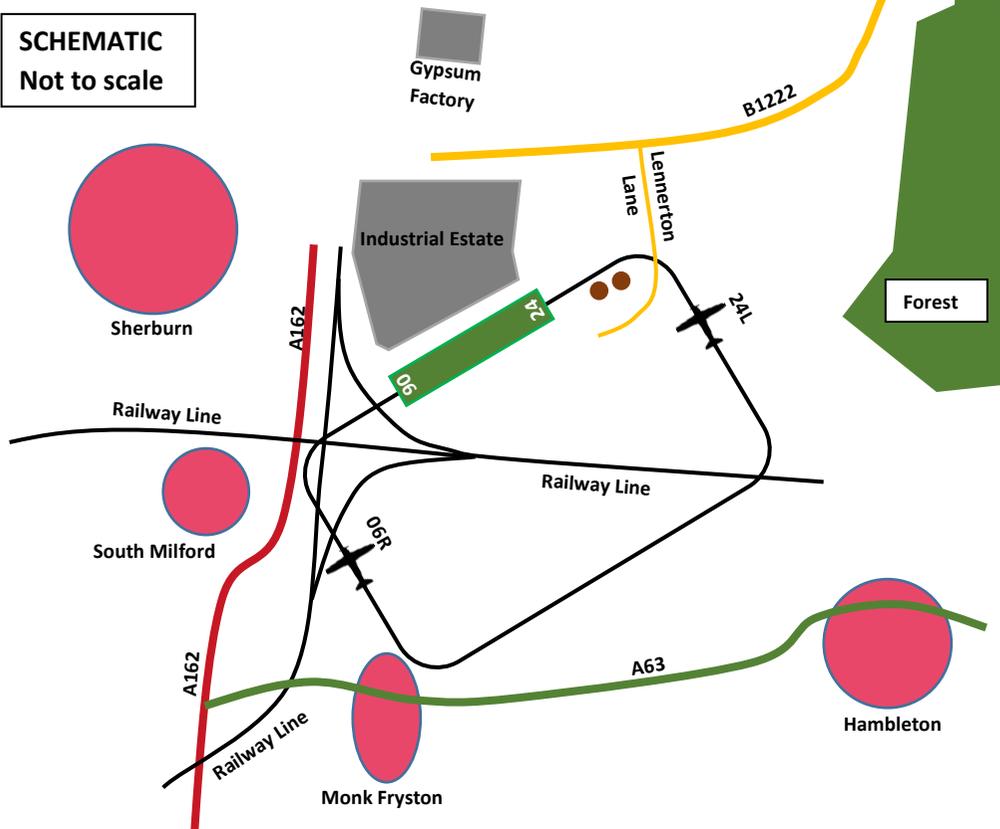
- Runway 19 Left Hand Circuit. 1000^{ft} QFE**
- Climb straight ahead maintaining runway centre line.
 - Turn left onto the crosswind leg, before the A63, as Hambleton is at your 9 o’clock.
 - Prior to reaching Hambleton make a left turn onto downwind leg, remaining clear and west of the railway line.
 - The left turn onto base leg is prior to crossing the B1222, to remain south of Little Fenton and Biggin.
 - The left turn onto final is with visual reference to the runway centre line.



Circuit Patterns - EGJ – Sherburn-In-Elmet

RUNWAY 06 Right Hand Circuit/24 Left Hand Circuit. 1000^{ft} QFE

SCHEMATIC
Not to scale



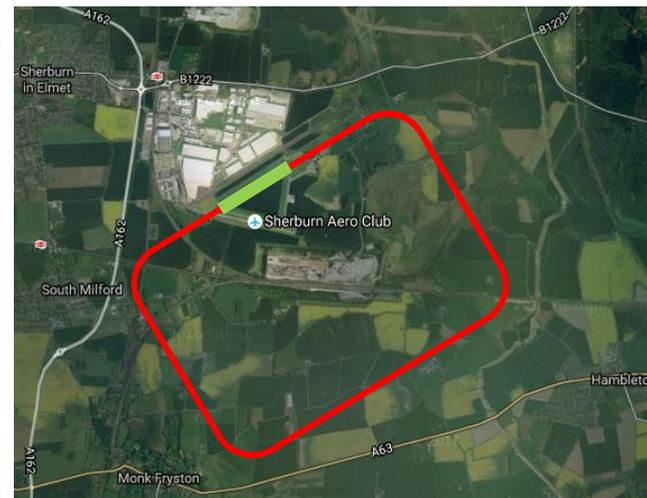
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Runway 06 Right Hand Circuit. 1000^{ft} QFE

- Climb straight ahead maintaining runway centre line.
- Overhead Lennerton Lane commence a right turn onto crosswind leg.
- Prior to crossing the east/west railway line make a right turn onto downwind leg.
- Remain north of the A63 and clear of Monk Fryston as the aircraft approaches the base turn.
- The right turn onto base leg is made before reaching Monk Fryston
- The right turn onto final is to the east of the A162 and with visual reference to the runway centre line.

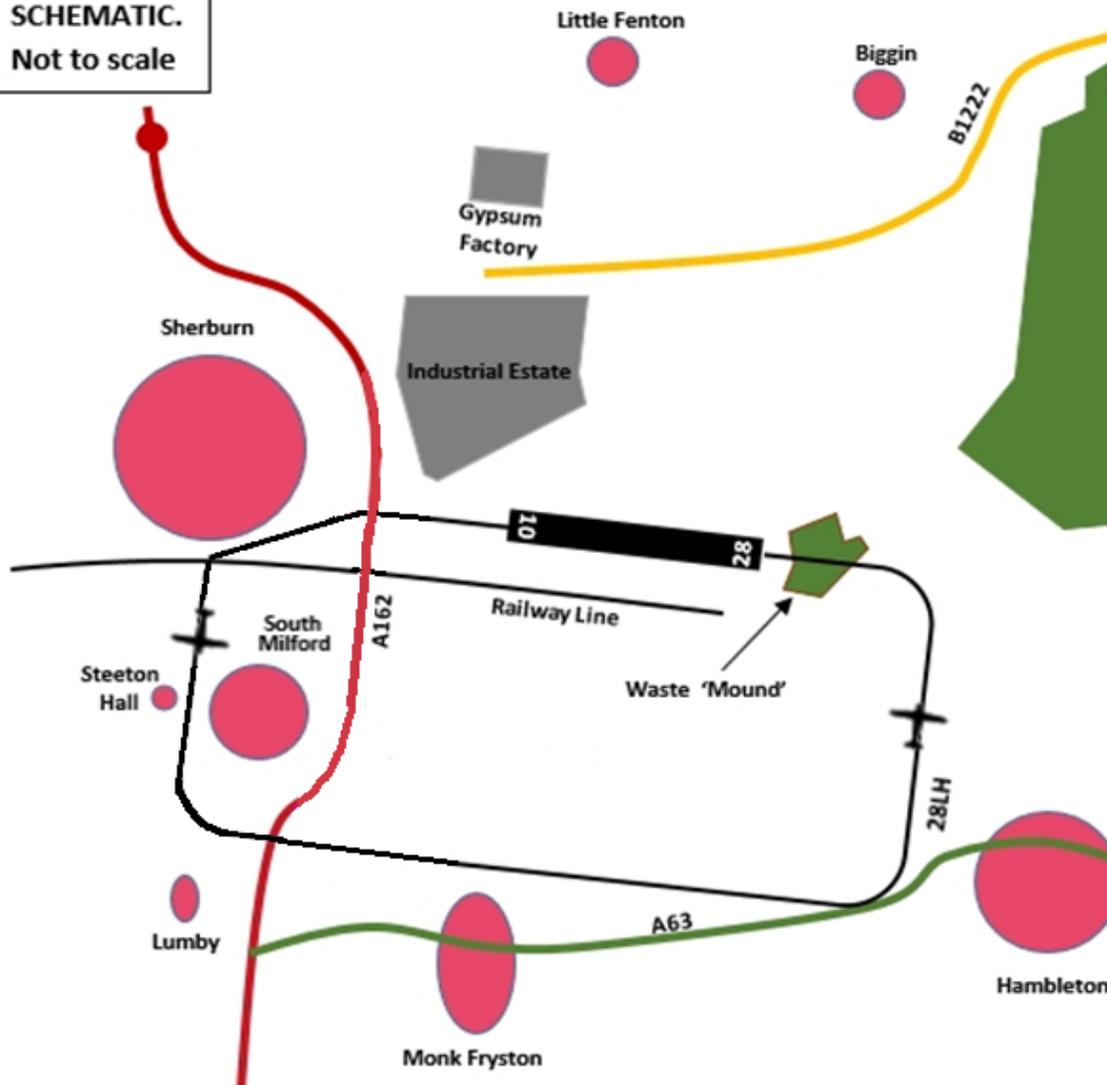
Runway 24 Left Hand Circuit. 1000^{ft} QFE

- Climb straight ahead maintaining runway centre line.
- On reaching the north/south railway line, make a left turn onto crosswind leg, remaining to the east of the A162.
- Keep clear of Monk Fryston and make a left turn onto downwind before the A63.
- Turn left onto base leg on crossing the east/west railway line.
- The left turn onto final is made with visual reference to the runway centre line.



**Circuit Patterns - EGJ – Sherburn-In-Elmet
28 Left Hand Circuit [Tarmac]. 1000^{ft} QFE**

**SCHEMATIC.
Not to scale**



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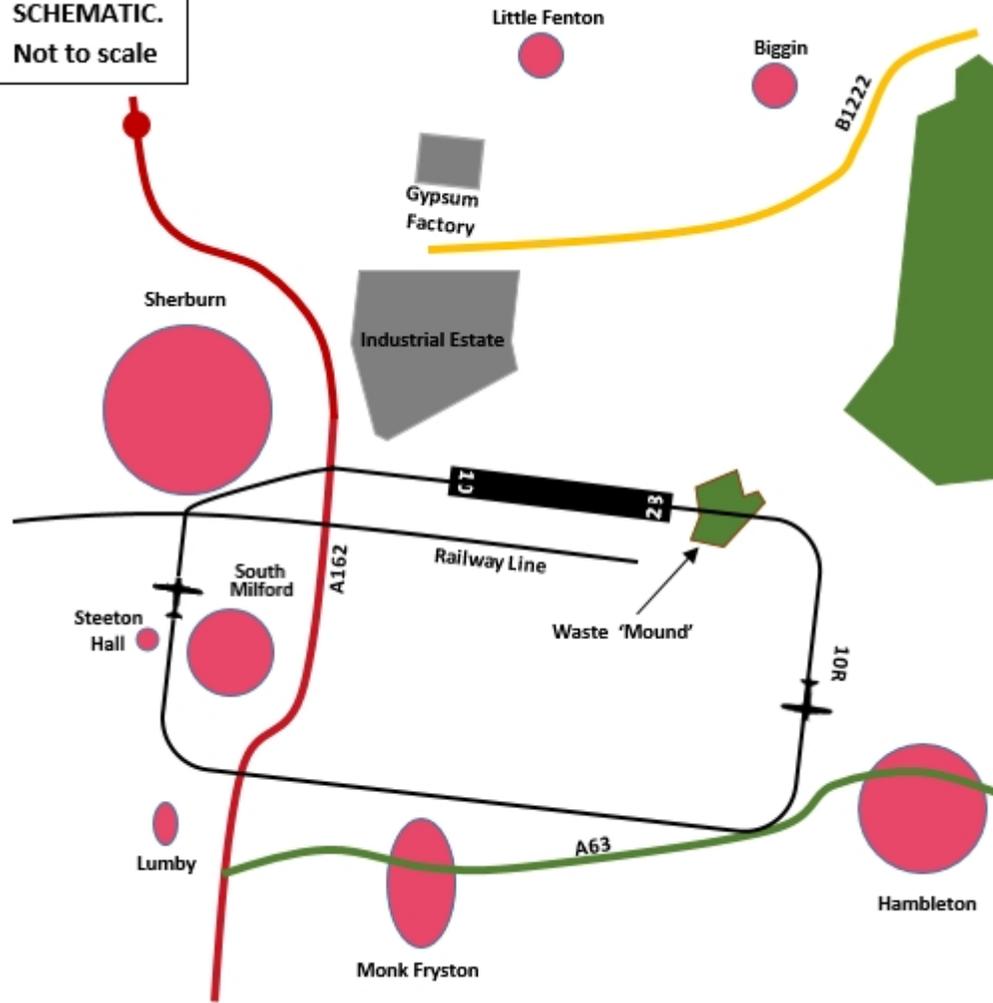
Runway 28 Tarmac, Left Hand Circuit. 1000^{ft} QFE

- Initially climb straight ahead maintaining runway centre line, until reaching the A162.
- Extend climb to route between the villages of South Milford & Sherburn.
- Join extended downwind between the villages of South Milford and Lumby remaining clear of the villages at all times.
- On reaching the A63, commence the left turn onto base leg, remaining clear to the west of Hambleton.
- The left turn onto final is made with visual reference to the runway centre line.



**Circuit Patterns - EGJ – Sherburn-In-Elmet
RUNWAY 10 Right Hand Circuit [Tarmac]. 1000^{ft} QFE**

**SCHEMATIC.
Not to scale**



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Runway 10 Right Hand Circuit. 1000^{ft} QFE

- Climb straight ahead maintaining runway centre line.
- After passing overhead the 'waste mound' make a right turn onto the crosswind leg.
- Just prior to crossing the A63, make a right turn onto the downwind leg.
- The downwind leg extends between the villages of South Milford and Lumby.
- Turn right onto base leg once you are clear of South Milford village and before Steeton Hall.
- After crossing the railway line turn right to avoid the village of Sherburn taking up an offset track to join final approach at the A162.
- The final adjusting right turn onto final is made with visual reference to the runway centre line.

