

## Arrival and Departure Procedures – EGCJ, Sherburn-In-Elmet

### Arrival (Inbound):

Initial contact with SHERBURN RADIO (A/G) 122.600 within 5nm of the ATZ

Inbound traffic: 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**

See fig1.

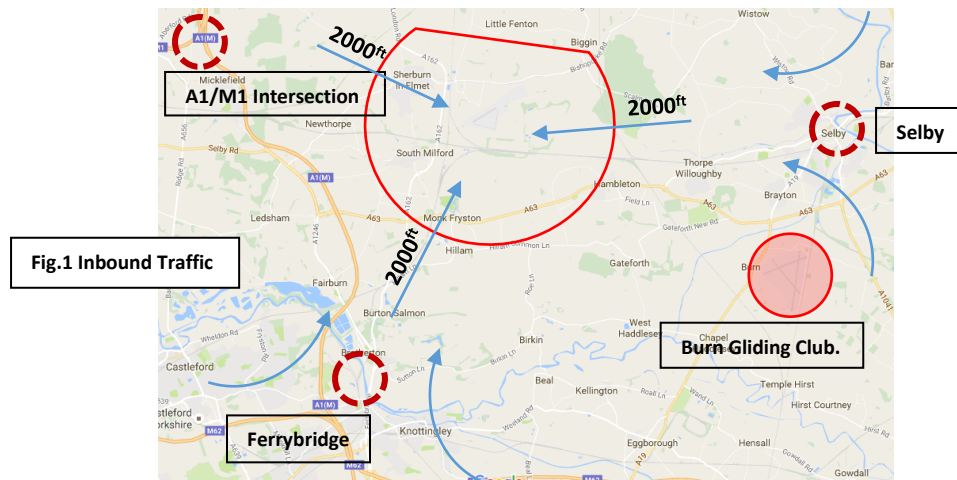
Fixed wing aircraft join overhead at 2000ft QNH and descend in accordance with the STANDARD OVERHEAD JOIN procedure for the runway in use.

Helicopters to arrive not above 700ft QNH, and when it is necessary to cross the active runway, to do so at midpoint not below 200ft.

Arriving aircraft must remain clear of Leeds East Airport ATZ. See fig2.

**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 Clubs Noise Abatement Procedures and, notwithstanding safety, remain clear of local villages and noise sensitive areas at all times. See fig.3



## Arrival and Departure Procedures – EGCJ, Sherburn-In-Elmet

### Departure (Outbound):

Initial contact with SHERBURN RADIO (A/G) 122.600

Outbound traffic, 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**

See fig.4

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

Traffic to depart the circuit at circuit altitude,

i) on runway heading

ii) extended cross wind, as required

iii) on completion of the downwind leg, as required

See fig.5

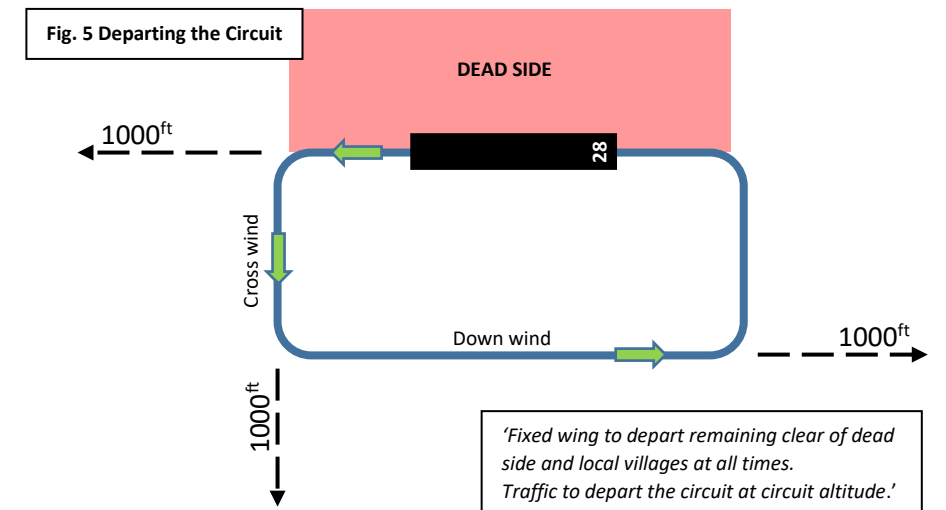
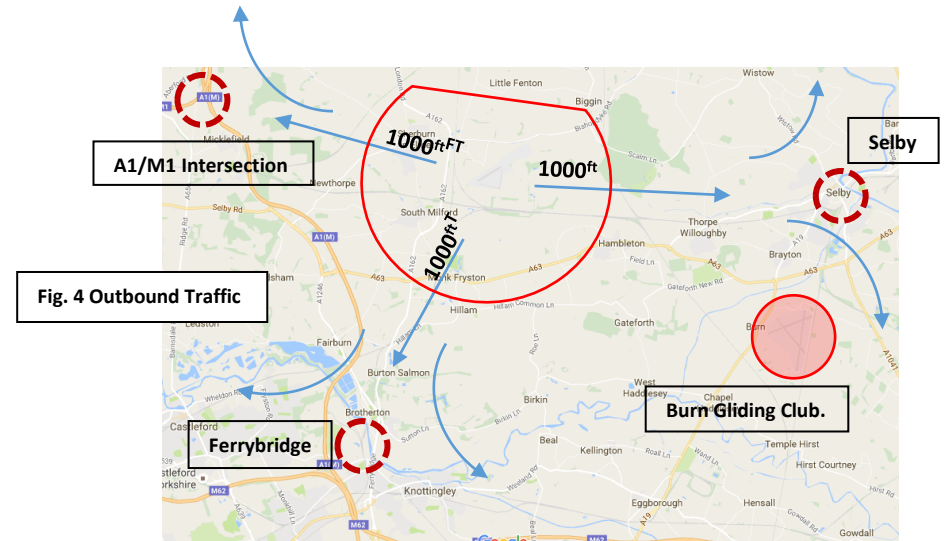
Helicopters to depart not above 700<sup>ft</sup> QNH, and when it is necessary to cross the active runway, to do so at midpoint not below 200<sup>ft</sup>.

Departing aircraft shall remain clear of Leeds East Airport ATZ. See fig. 2

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*Aircraft may at times depart from the airfield overhead at 2000<sup>ft</sup> QNH for training purpose.*

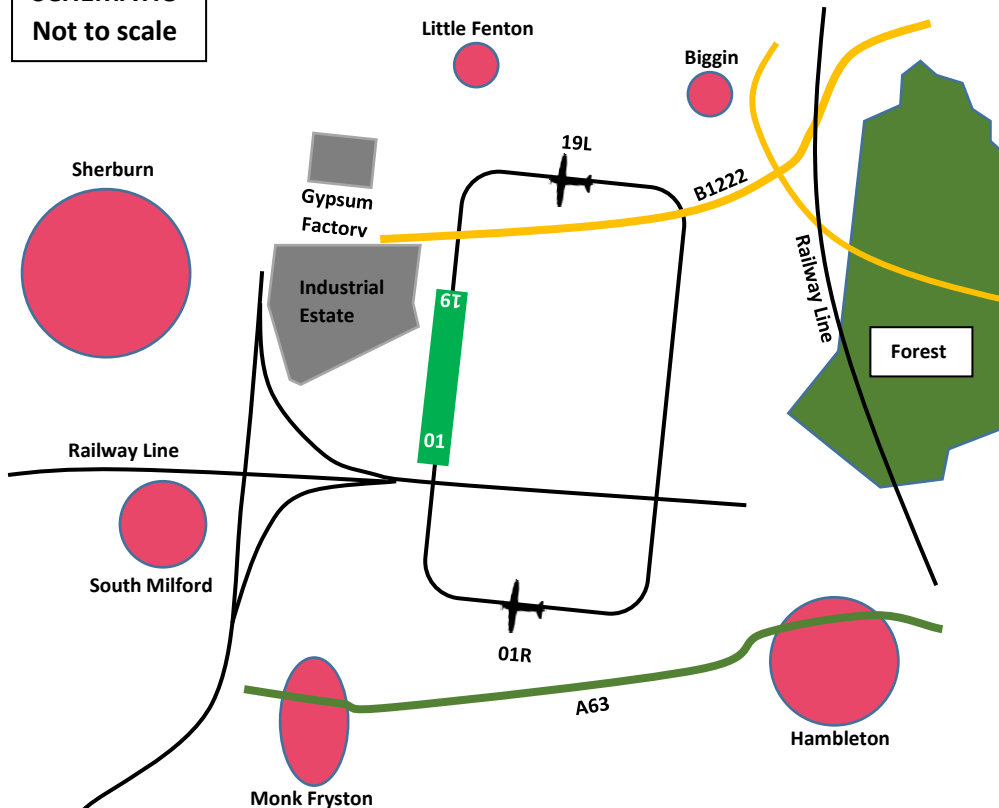
**Mandatory Noise Abatement Procedures:** All pilots shall make themselves aware of Sherburn Aero Clubs Noise Abatement Procedures and, not withstanding safety, remain clear of local villages and noise sensitive areas at all times. See fig.3



## Circuit Patterns - EGJ – Sherburn-In-Elmet

### RUNWAY 01 Right Hand Circuit/19 Left Hand Circuit. 1000<sup>ft</sup> QNH

**SCHEMATIC**  
Not to scale



**Mandatory Noise Abatement Procedures:** All pilots shall make themselves aware of Sherburn Aero Clubs Noise Abatement Procedures and, notwithstanding safety, remain clear of local villages and noise sensitive areas at all times. See fig.3

#### Runway 01 Right Hand Circuit. 1000<sup>ft</sup> QNH

Climb straight ahead maintaining runway centre line.

Abeam the 'Gypsum' Factory make a right turn on to CROSS WIND leg remaining South of Little Fenton and Biggin.

On reaching the B1222 make a right turn on to DOWN WIND leg, remaining clear and West of the railway line.

The right turn on to BASE leg is to be made prior to crossing the A63, and remaining West of Hambleton.

The right turn on to FINAL is to be made with visual reference to the runway centre line.

#### Runway 19 Left Hand Circuit. 1000<sup>ft</sup> QNH

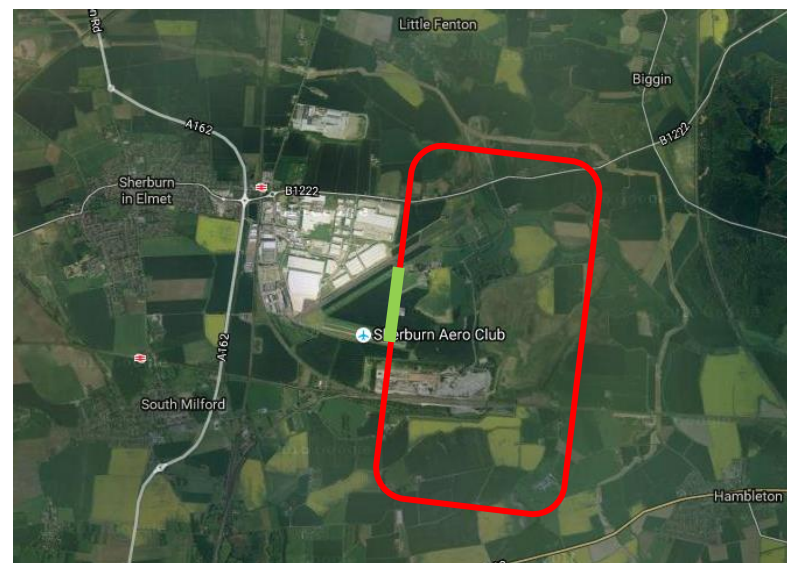
Climb straight ahead maintaining runway centre line.

With Hambleton in your 9 o'clock make a left turn on to the CROSS WIND leg.

Prior to reaching Hambleton, in your 12 o'clock, and with the A63 to your right, make a left turn on to DOWN WIND leg, remaining clear and West of the railway line.

The left turn on to BASE leg is to be made just prior to crossing the B1222, ensuring that aircraft remain South of Little Fenton and Biggin.

The left turn on to FINAL is to be made with visual reference to the runway centre line.

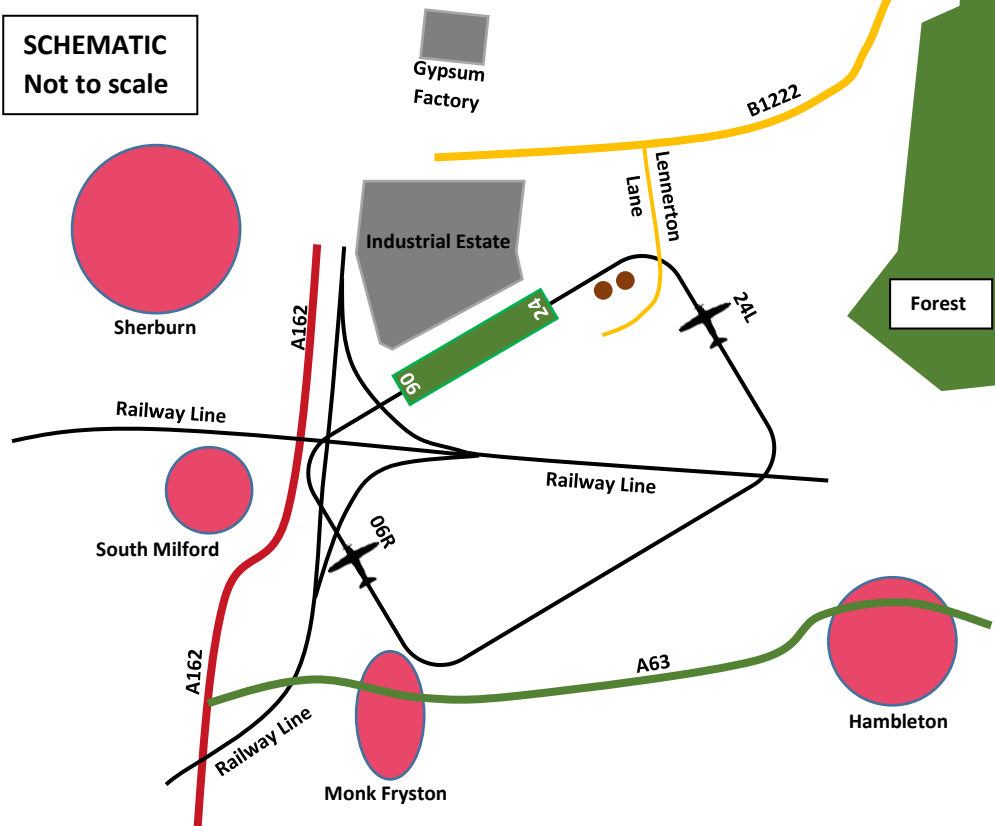




## Circuit Patterns - EGCI – Sherburn-In-Elmet

### RUNWAY 06 Right Hand Circuit/24 Left Hand Circuit. 1000<sup>ft</sup> QNH

**SCHEMATIC**  
Not to scale



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#### Runway 06 Right Hand Circuit. 1000<sup>ft</sup> QNH

Climb straight ahead maintaining runway centre line.

Overhead Lennerton Lane commence a right turn on to CROSS WIND leg.

Prior to crossing the East/West railway line make a right turn on to DOWN WIND leg.

Remain clear of Monk Fryston as the aircraft approaches the base turn.

The right turn on to BASE leg is to be made prior reaching Monk Fryston whilst remaining to the North of the A63.

The right turn on to FINAL is to be made with visual reference to the runway centre line, whilst remaining to the East of the A162.

#### Runway 24 Left Hand Circuit. 1000<sup>ft</sup> QNH

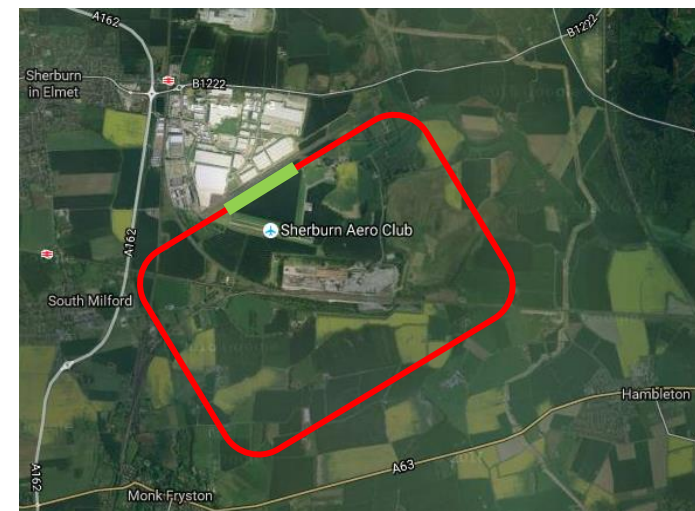
Climb straight ahead maintaining runway centre line.

Upon reaching the North/South railway line, commence a left turn on to the CROSS WIND leg, remaining to the East of the A162.

Remaining clear to the East of Monk Fryston, and prior to crossing the A63, make a left turn on to DOWN WIND leg.

The left turn on to BASE leg is to be made upon crossing the East/West railway line.

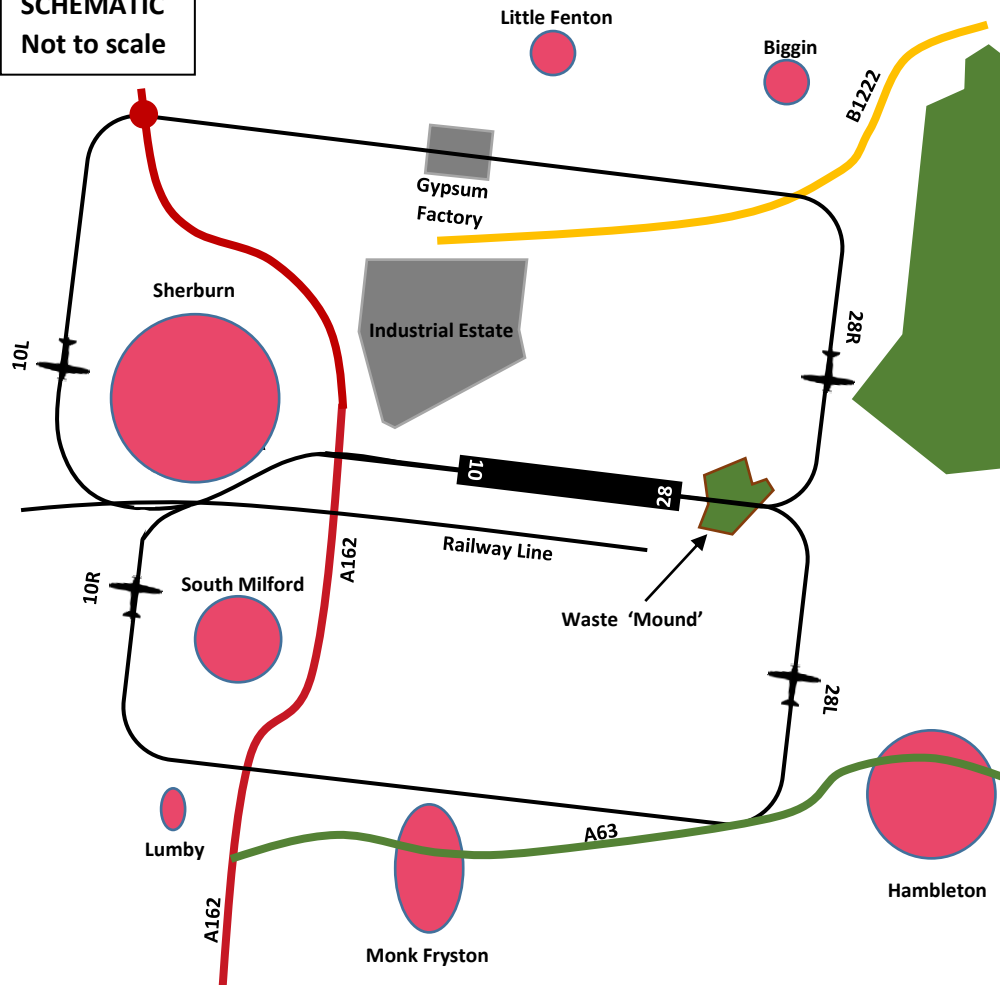
The right turn on to FINAL is to be made with visual reference to the runway centre line.



## Circuit Patterns - EGCI – Sherburn-In-Elmet

### UNWAY 10 Right Hand Circuit/28 Left Hand Circuit. 1000<sup>ft</sup> QNH

**SCHEMATIC**  
Not to scale



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#### Runway 10 Right Hand Circuit. 1000<sup>ft</sup> QNH

Climb straight ahead maintaining runway centre line.

After passing overhead the 'Waste Mound' make a right turn on to the CROSS WIND leg.

Just prior to crossing the A63, make a right turn on to the DOWN WIND leg.

The DOWN WIND leg must avoid Monk Fryston, South Milford and Lumby.

After passing between the villages, and remaining clear of South Milford, make a right turn on to BASE leg.

The turn on to FINAL is made turning right between the villages of South Milford and Sherburn, initially inducing an offset approach.

On clearing the south eastern corner of Sherburn, a turn may be made to intercept the FINAL approach centre line.

#### Runway 28 Left Hand Circuit. 1000<sup>ft</sup> QNH

Initially climb straight ahead maintaining runway centre line.

Just prior to crossing the A162 make a turn to the left (app'x 20°) to remain clear of Sherburn and South Milford.

Upon crossing the East/West railway line complete the left turn on to the BASE leg, remaining clear of South Milford.

On passing clear of South Milford (on the Left), turn left on to the DOWN WIND leg remaining clear of South Milford, Lumby and Monk Fryston.

On reaching the A63, commence the left turn on to BASE leg, remaining clear to the West of Hambleton.

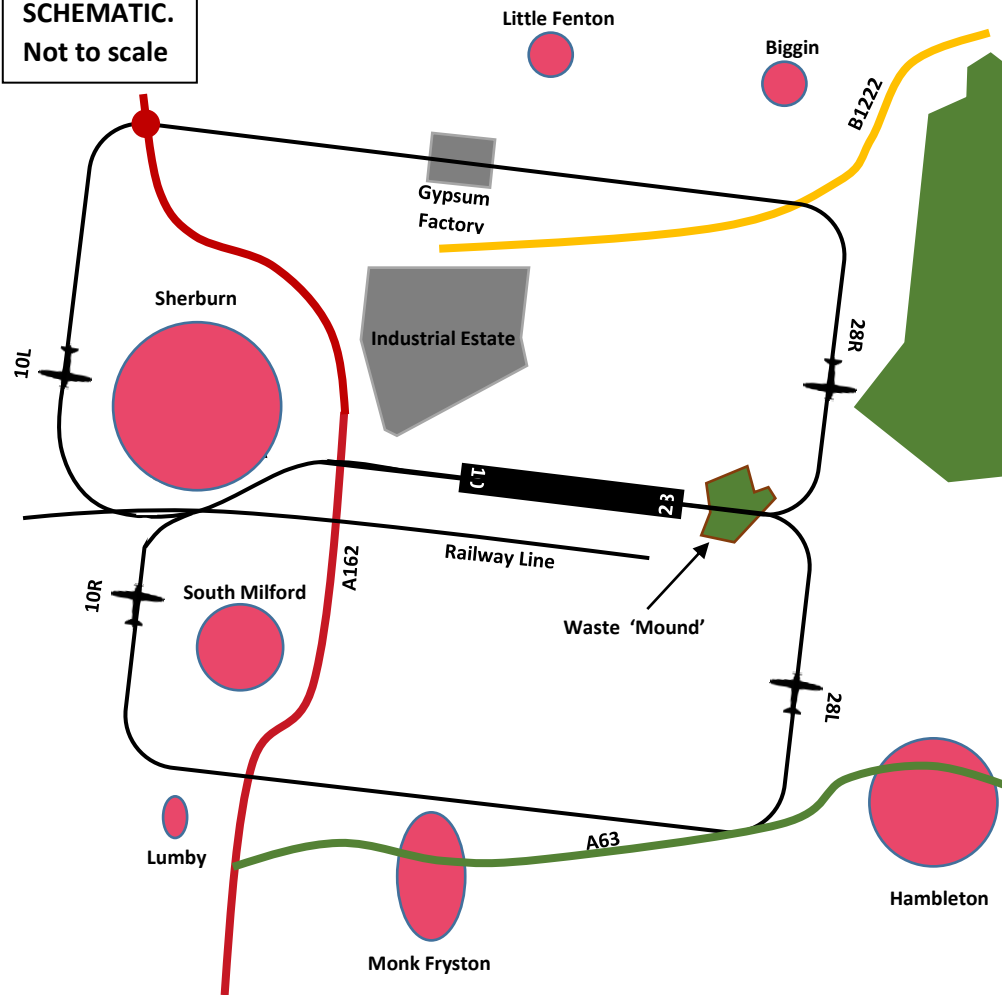
The left turn on to FINAL is to be made with visual reference to the runway centre line.



## Circuit Patterns - EGCI – Sherburn-In-Elmet

### RUNWAY 10 Left Hand Circuit/28 Right Hand Circuit. 1000<sup>ft</sup> QNH

**SCHEMATIC.**  
Not to scale



**Mandatory Noise Abatement Procedures:** All pilots shall make themselves aware of Sherburn Aero Clubs Noise Abatement Procedures and, notwithstanding safety, remain clear of local villages and noise sensitive areas at all times. See fig.3

#### Runway 10 Left Hand Circuit. 1000<sup>ft</sup> QNH

Climb straight ahead maintaining runway centre line.

After passing overhead the 'Waste Mound' make a left turn on to the CROSS WIND leg.

Just prior to crossing the A1222, make a left turn on to the DOWN WIND leg.

The DOWN WIND leg MUST remain clear and South of Biggin and Little Fenton, passing over the 'Gypsum' factory, and remaining clear of Sherburn

After passing Sherburn and passing over the A162 roundabout make a left turn on to BASE leg, remaining clear to the West of Sherburn.

The turn on to FINAL is made turning left between the villages of Sherburn and South Milford initially inducing an offset approach.

On clearing the South Eastern corner of Sherburn, a turn may be made to intercept the FINAL approach centre line.

#### Runway 28 Right Hand Circuit. 1000<sup>ft</sup> QNH

Initially climb straight ahead maintaining runway centre line.

Just prior to crossing the A162 make a turn to the left (app'x 20°) to remain clear of Sherburn and South Milford.

Upon reaching the East/West railway line turn right to continue tracking parallel to the runway centre line, (280°).

After passing to the South and West of Sherburn turn right on to the CROSS WIND leg.

After passing Sherburn, turn right on to the DOWN WIND leg passing over the 'British Gypsum' factory and remaining clear and South of Biggin and Little Fenton.

After crossing the B1222 make a right turn on to the BASE leg.

The right turn on to FINAL is to be made with visual reference to the runway centre line.

