

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 (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 2000ft QNH and descend with a Standard Overhead Join 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 (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, notwithstanding 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) 122.600

- 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 cross wind, as required
 - c) on completion of the downwind leg, as required
- Helicopters to depart not above 700^{ft} QNH, 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} QNH 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)

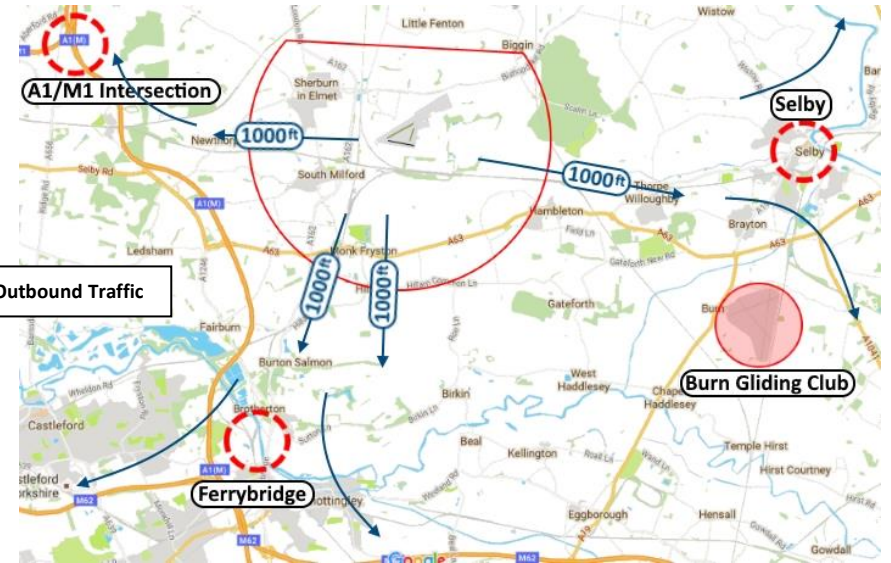
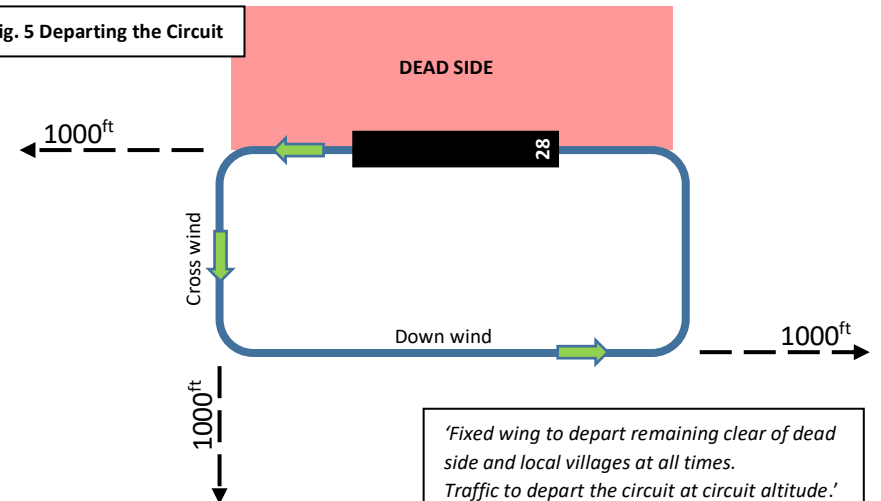


Fig. 4 Outbound Traffic

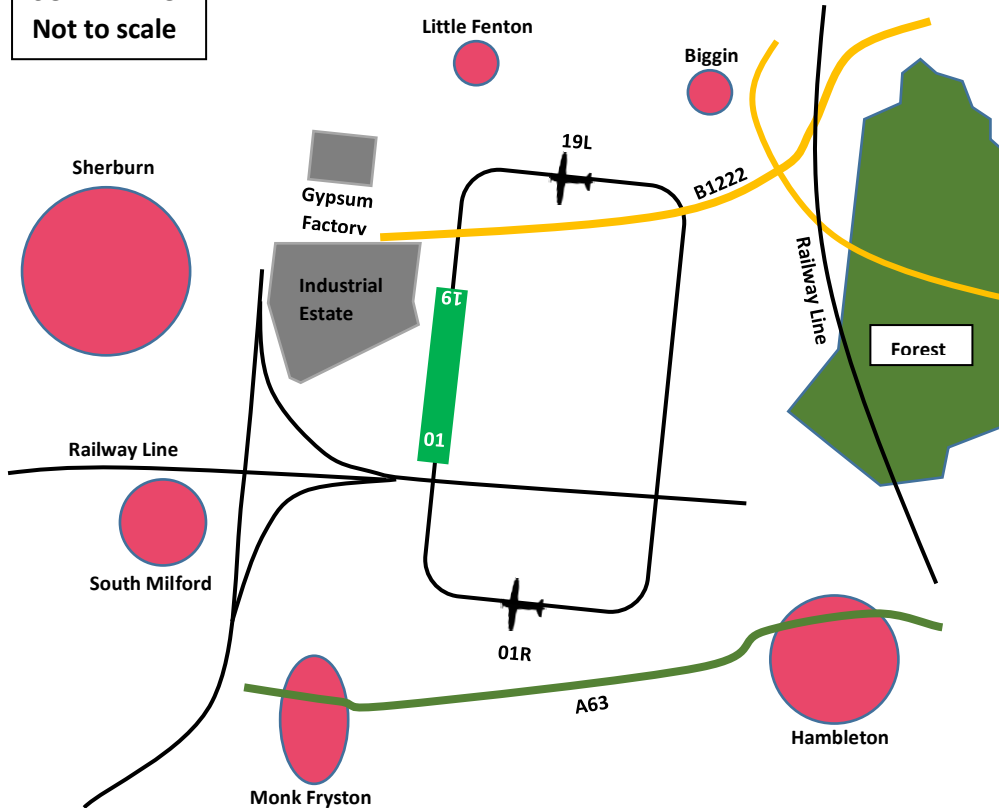
Fig. 5 Departing the Circuit



Circuit Patterns - EGJ – Sherburn-In-Elmet

RUNWAY 01 Right Hand Circuit / 19 Left Hand Circuit. 1000ft QNH

SCHEMATIC
Not to scale



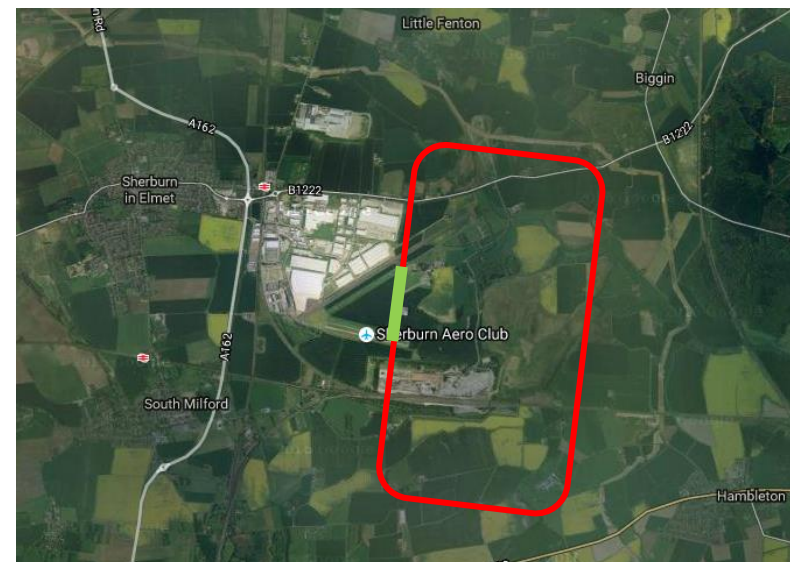
Mandatory Noise Abatement Procedures: All pilots shall make themselves aware of Sherburn Aero Clubs Noise Abatement Procedures and, notwithstanding safety, remain clear of local villages and noise sensitive areas at all times.

Runway 01 Right Hand Circuit. 1000ft QNH

- Climb straight ahead maintaining runway centre line.
- Abeam the “Gypsum Factory” turn right onto cross wind leg remaining south of Little Fenton and Biggin.
- On reaching the B1222 turn right onto down wind, 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. 1000ft QNH

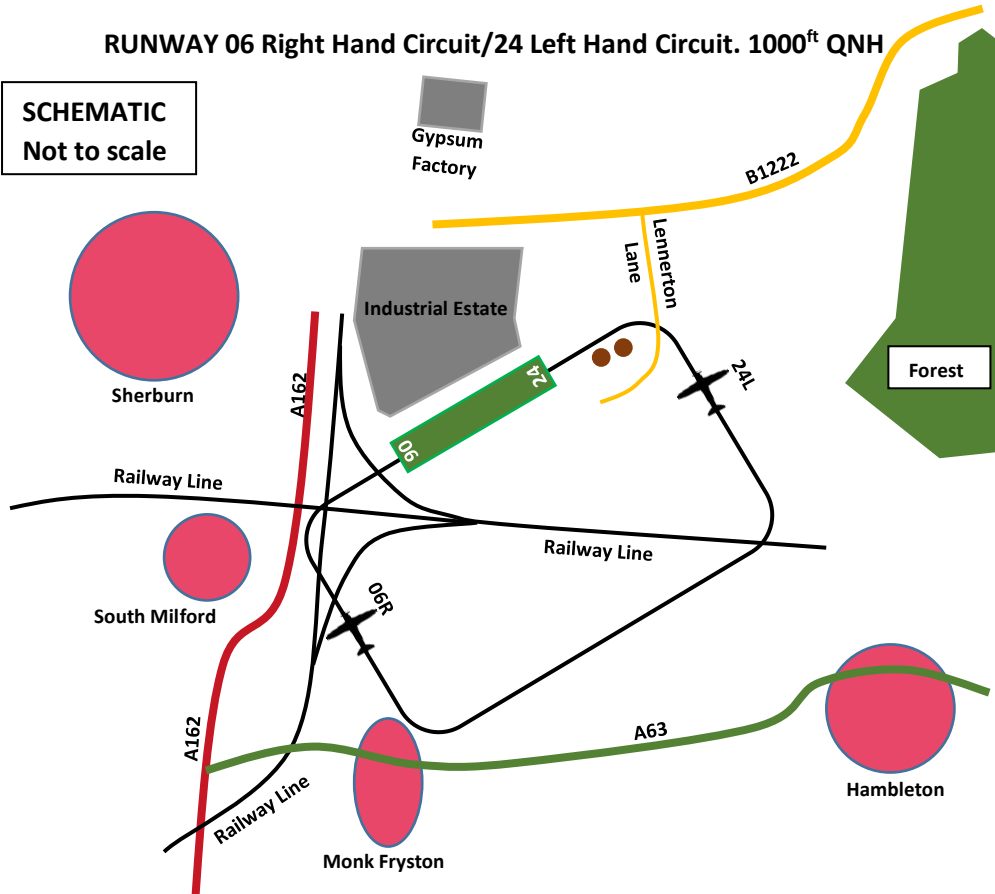
- Climb straight ahead maintaining runway centre line.
- Turn left onto the cross wind leg, before the A63, as Hambleton is at your 9 o’clock.
- Prior to reaching Hambleton make a left turn onto down wind leg, remaining clear and west of the railway line.
- The left turn onto base leg is prior to crossing 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} QNH

SCHEMATIC
Not to scale



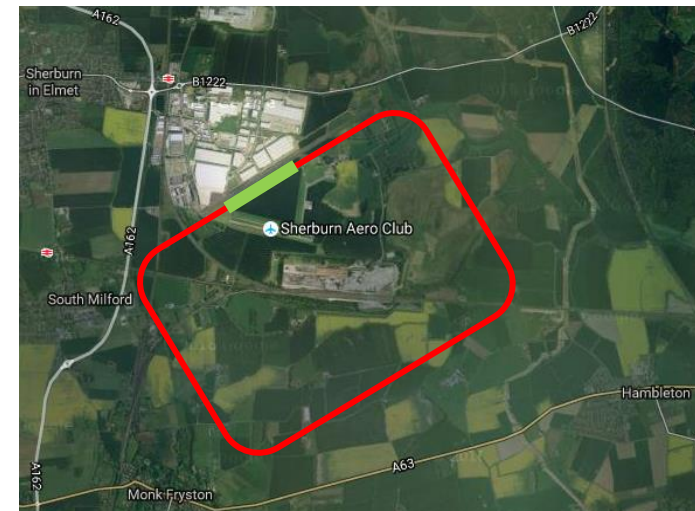
Runway 06 Right Hand Circuit. 1000^{ft} QNH

- Climb straight ahead maintaining runway centre line.
- Overhead Lennerton Lane commence a right turn onto cross wind leg.
- Prior to crossing the east/west railway line make a right turn onto down wind 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} QNH

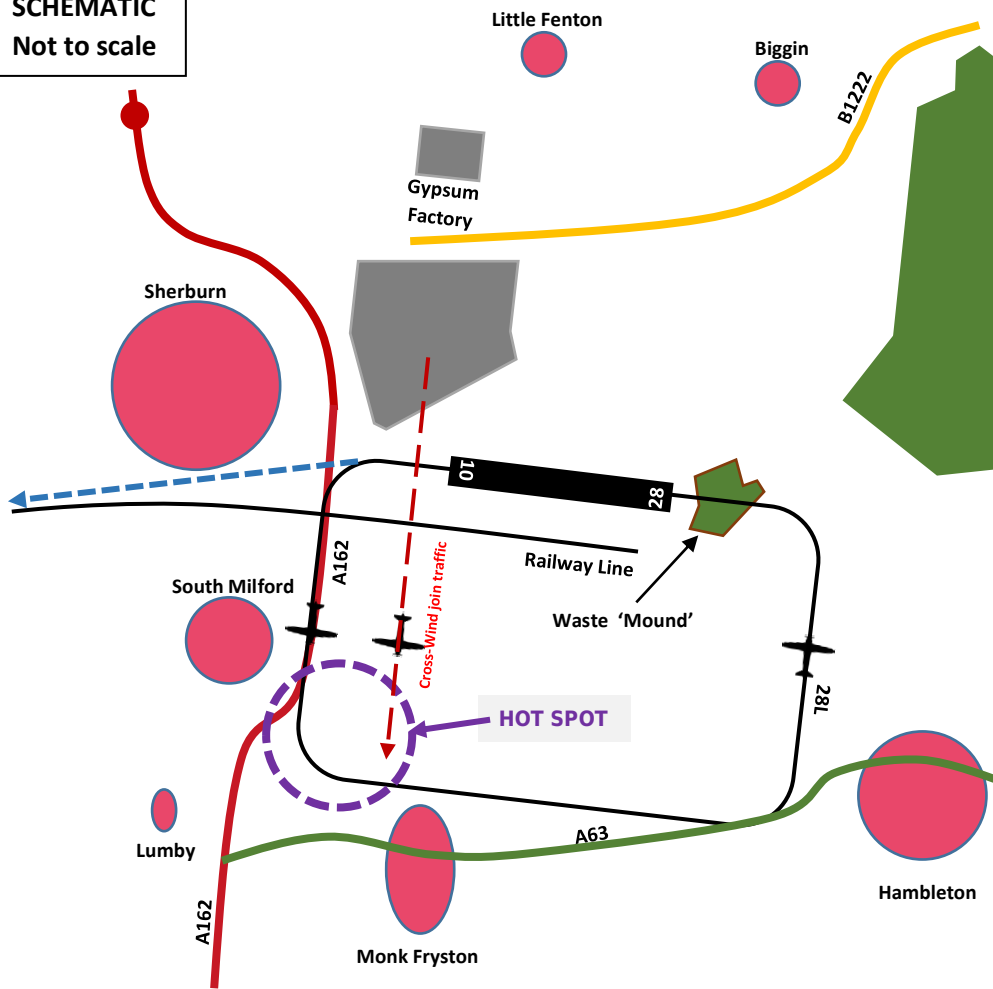
- Climb straight ahead maintaining runway centre line.
- On reaching the north/south railway line, make a left turn onto cross wind leg, remaining to the east of the A162.
- Keep clear of Monk Fryston and make a left turn onto down wind before the A63.
- Turn left onto base leg on crossing the east/west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

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**Circuit Patterns - EGCJ – Sherburn-In-Elmet
28 Left Hand Circuit [Tarmac]. 1000ft QNH**

**SCHEMATIC
Not to scale**



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Runway 28 Tarmac, Left Hand Circuit. 1000ft QNH

- Initially climb straight ahead maintaining runway centre line.
- At not less than **400ft** make a climbing turn to the left onto the cross wind leg, following the ring road and railway line. Remain clear of South Milford village.

Aircraft unable to make a safe left turn, at above 400ft AGL, and before South Milford, must continue their departure track between the villages of Sherburn & South Milford remaining to the north of the railway line (blue dashed line on diagram). Aircraft following this path can only re-join the circuit from a standard overhead join. For safety reasons, aircraft are not permitted to re-join the established circuit pattern by routing around South Milford to join the downwind.

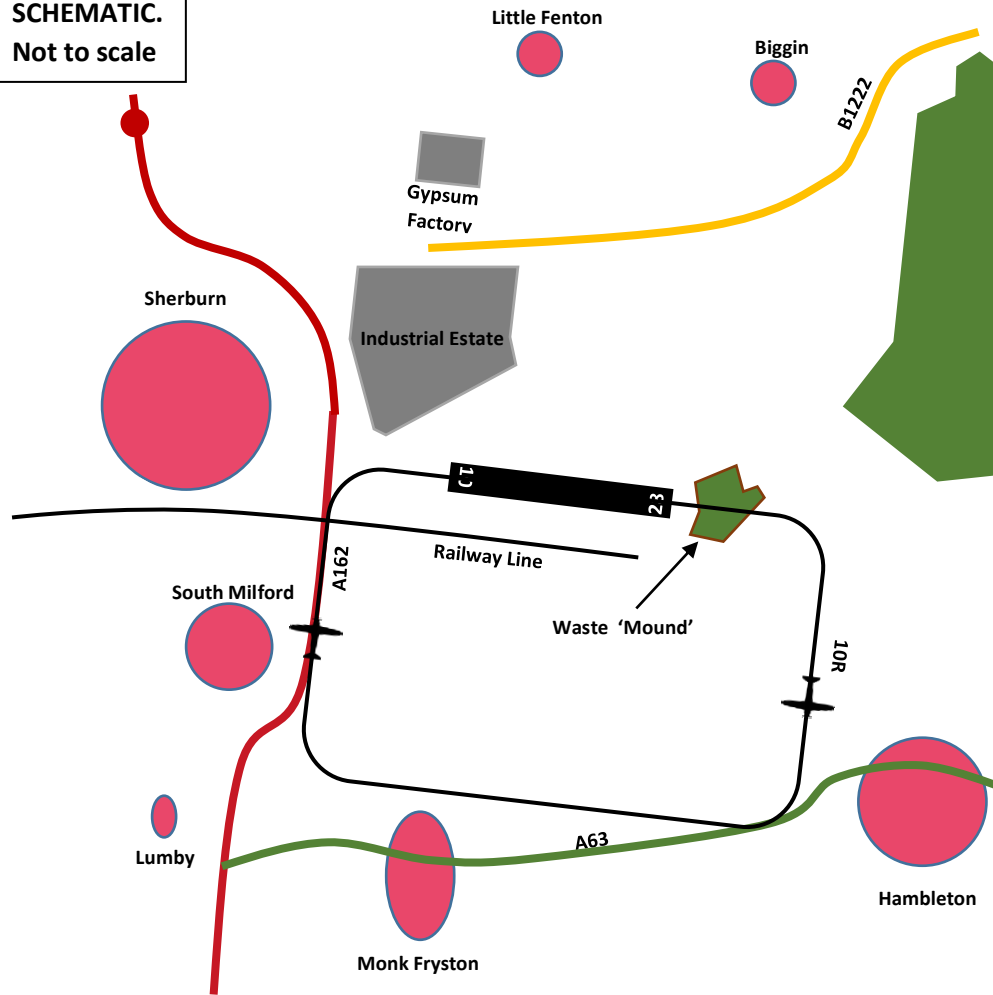
- Turn left onto the down wind leg remaining clear of South Milford and Monk Fryston.
- On reaching the A63, commence the left turn onto base leg, remaining clear to the west of Hambleton.
- The left turn onto final is made with visual reference to the runway centre line.

HOTSPOT! Due to the close relative positions of the **circuit cross-wind leg** and the **cross wind join from the overhead**, pilots must keep a good look out for other traffic. Existing circuit traffic takes priority at all times.



Circuit Patterns - EGCJ – Sherburn-In-Elmet
RUNWAY 10 Right Hand Circuit [Tarmac]. 1000ft QNH

SCHEMATIC.
Not to scale



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Runway 10 Right Hand Circuit. 1000ft QNH

- Climb straight ahead maintaining runway centre line.
- After passing overhead the 'waste mound' make a right turn onto the cross wind leg.
- Just prior to crossing the A63, make a right turn onto the down wind leg.
- The down wind leg must avoid Monk Fryston.
- Turn right onto base leg no later than the A162 (Sherburn by-pass), and remain clear of South Milford village.

Aircraft are not permitted to extend the downwind past the A162 by-pass and route around South Milford. For safety reasons aircraft unable to make the base leg turn at the bypass must leave the circuit straight ahead to make a fresh overhead join.

- The right turn onto final is made with visual reference to the runway centre line.

