

INFORMATION FOR PILOTS



OPERATIONAL INFORMATION

All flights need PPR (Prior Permission Required) which should be obtained online at: portal.leedseastairport.co.uk/ppr-request

Mandatory handling applies for all aircraft with a MTOW of 3000kg or greater. Please contact fbo@leedseastairport.co.uk to arrange.

Leeds East Airport provides an Air to Ground Communication Service (A/GCS)

- Comms: A/GCS 120.710 (Fenton Radio)
- ATZ: 2.5 nautical mile radius

RFFS CAT 2 unless otherwise stated (may be downgraded to FIRE CAT 1 via NOTAM).

VFR PROCEDURES

All fixed-wing circuits are to the north of the runway at 1000 ft ([see diagram below](#)).

Rotary-wing circuits are to the south of the runway at 700 ft, staying north of Sherburn Airfield ATZ.

All approaches should be via reporting Visual Reference Points (VRPs) at 1,500 ft. Overhead joins are not permitted due to noise abatement ([see diagram below](#)).

When the rotary circuit is active, missed approaches are to be carried out along the runway and not on the dead side.

Noise abatement circuits avoid Ulleskelf, Bolton Percy, Appleton Roebuck and Ryther.

Please minimise the use of bad weather circuits due to noise abatement issues.

When an RNP approach is in progress, aircraft will be advised that the traffic circuit is closed and that departures are not permitted. Aircraft are requested to remain outside the ATZ until notified that the traffic circuit is open. Closures are usually only for a few minutes until the IFR traffic has completed the RNP approach.

VRPs:

- a. M1/A1 (M) Junction (53.814, -1.340)
- b. Tadcaster Junction (53.890, -1.235)
- c. Naburn Marina (53.909, -1.089)
- d. Bishop Wood (rotary circuit only) (53.809, -1.159)

JOINING & DEPARTURE:

If possible, join the circuit via VRPs. Overhead joins are not permitted.

Aircraft joining on a straight in approach from outside the ATZ are to give way to traffic already established in the visual circuit. Be prepared to give way to traffic on base leg.

Avoid overflying the village of Ryther on finals for runway 24 (unless flying an RNP approach).

Departing aircraft should complete the noise abatement circuit procedure then climb on track avoiding the inbound VRPs and avoiding all villages (noise sensitive areas).

AIRSPACE

Leeds East Airport is in Class G airspace with close proximity to Class D controlled airspace (Leeds). Please remain clear of all controlled airspace unless cleared. A Lower Airspace Radar Service may be obtained from Leeming or Humberside.

There are several General Aviation and Gliding sites in the vicinity, which should be avoided, especially Rufforth, Pocklington and Burn Glider sites. Sherburn Airfield's ATZ is cojoined to the south. Two-way radio contact must be established with Sherburn if entering their ATZ.

Leeds East Airport has approach feathers to runway 06/24. Please contact Fenton Radio on 120.710 for instrument RNP traffic information.

INSTRUMENT PROCEDURES

APPROACH

RNP approaches are available for runways 06 and 24.

RNP approaches are mandatory for aircraft of Speed Category C or greater.

RNP approaches must be pre-booked and pilots must have read the RNP briefing (filing a flight plan and/or booking PPR does not constitute a booking).

Please refer to the separate RNP briefing for full details:

www.leedseairport.co.uk/pilot-hub

DEPARTURE CLEARANCES

Leeds East can obtain airways joining clearances from Scottish Control for departures with an IFR flight plan. Please advise at engine start if you require a clearance.

Please note that an airways joining clearance does not provide permission to enter Leeds Bradford CTA/CTR.

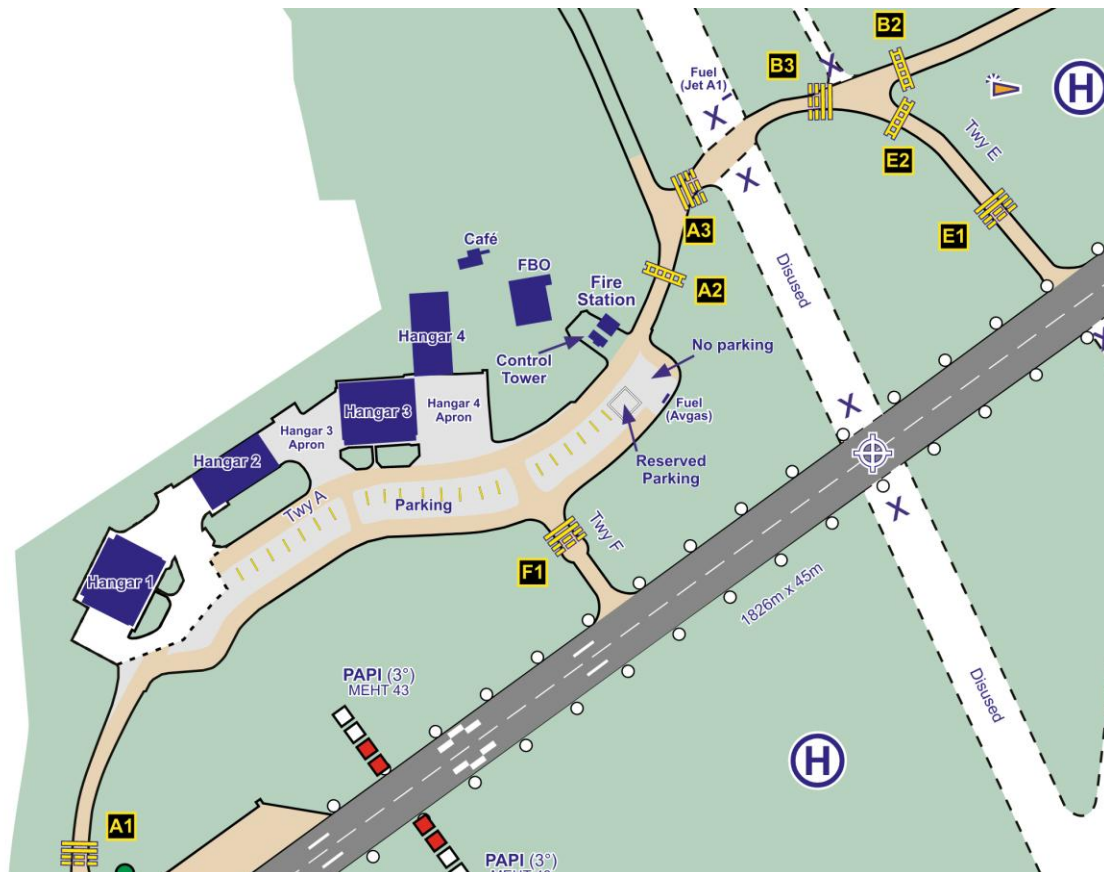
FUEL

Avgas and Jet-A1 are both available via self-service pumps. Pumps take credit/debit card payment (chip & pin only, contactless is not currently available).

Additionally, Jet-A1 bowser fuelling is available, subject to pre-booking.

After fuelling, please taxi promptly to parking to keep the pumps free for other aircraft.

PARKING



Most parking is located adjacent to taxiway A. Stands are denoted with yellow centre lines.

Please do not park in the manoeuvring area abeam the avgas pump, nor in the white reserved box unless instructed.

FEES & PAYMENT

Please see our website for current fees: www.leedseastairport.co.uk/pilot-hub

Payment for aircraft not in receipt of handling should be paid at the tower, (contactless and chip & pin cards accepted).

NOISE ABATEMENT VFR FIXED-WING CIRCUIT

Runway 06 LH (orange line) | Runway 24 RH (blue line)



RW 24:

- Use full length if available
- Turn right after departure to avoid Church Fenton
- Extend crosswind north of Ulleskelf, Bolton Percy and Appleton Roebuck
- Stay north of railway line and villages
- Follow railway line south between villages for base leg
- Offset approach west of Ryther where possible

RW 06:

- Use full length if available
- Turn left after departure to avoid Ryther
- Follow railway line north between Bolton Percy and Appleton Roebuck
- Remain north of villages on downwind
- Stay north of railway line
- Turn base west of Church Fenton
- Fly normal approach (stable approach required)

The map displays the Tadcaster area with a proposed blue route and an existing orange route. The blue route starts at Tadcaster Junction, goes south to North Milford, then east to Bolton Percy, and finally south to Nun Appleton. The orange route starts at Tadcaster Junction, goes south to North Milford, then east to Bolton Percy, and finally south to Nun Appleton. The map includes various roads, rivers, and place names.