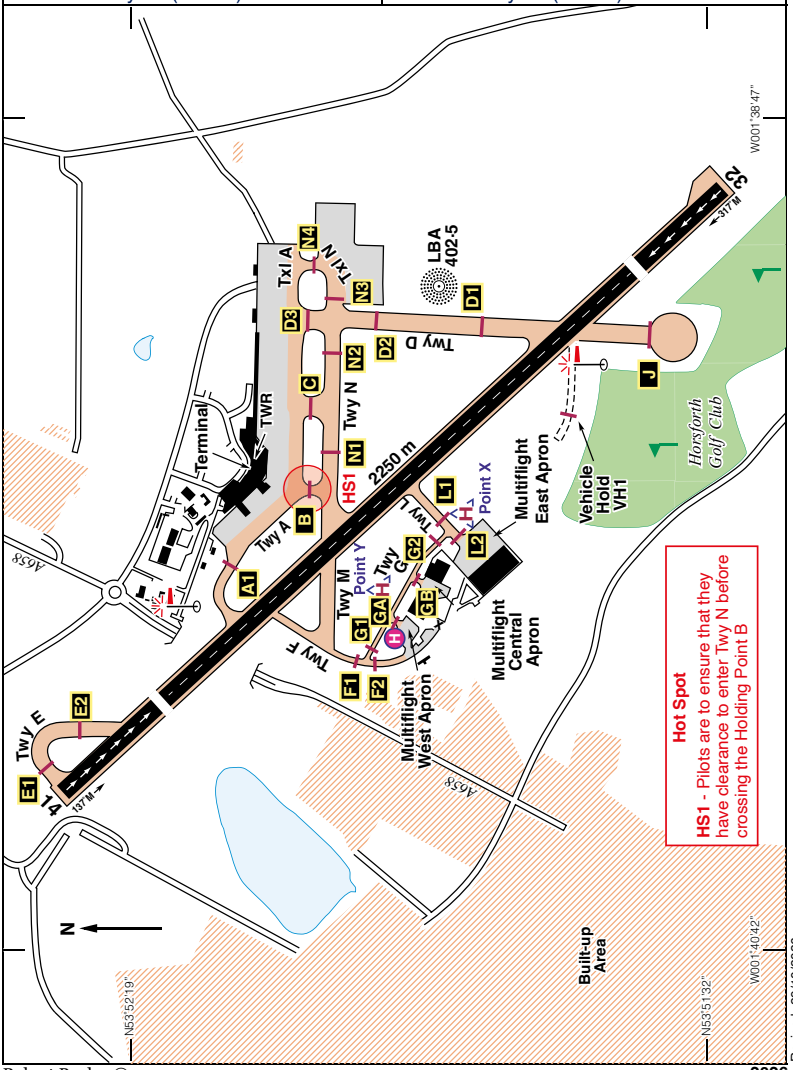
N53 51.96 W001 39.65	**LEEDS BRADFORD**	682ft AMSL
6 nm NW of Leeds. ///draw.mount.common		**POL 112•10 064 17•3**

c/s Leeds	APP/RAD 134•580	TWR 120•305	ATIS 118•030	
RAD (Director) 125•380 (as directed by ATC)		Delivery 121•805 0600-2200		
NDB 'LBA' 402•50 (On A/D)	VOR/DME 'GAM' 112•800			
ILS/DME Rwy 32 (318˚M) 'I-LF' 110•90		ILS/DME Rwy 14 (138˚M) 'I-LBF' 110•90		



Revised: 29/10/2026.

EGNM *(LBA)*

N53 51.96 W001 39.65 **LEEDS BRADFORD** 682ft AMSL

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
14/32	2250x46	Concrete	14-2113	14-1802	Ap Thr Rwy RCL PAPI 3.5°
			32-2190	32-1916	Ap Thr Rwy RCL PAPI 3°

Take-off:
- Rwy 14 from intersection with Holding Point E2.....TORA 1933m
- Rwy 14 from Rwy 14 threshold .....TORA 1801m
- Rwy 14 from intersection with Twy Alpha.....TORA 1514m
- Rwy 14 from intersection with Twy Foxtrot.....TORA 1429m
- Rwy 14 from intersection with Twy Mike .....TORA 1245m
- Rwy 14 from intersection with Twy Lima .....TORA 961m
- Rwy 32 from Rwy 32 threshold .....TORA 1916m
- Rwy 32 from intersection with Twy Delta.....TORA 1629m
- Rwy 32 from intersection with Twy Lima .....TORA 1115m

Op hrs: 0700-2300. PPR outside these hours.

Landing Fee: Up to 3 tonnes £6.59 per 0.5 tonne or part.

Hangarage: Limited. **Maintenance:** Available. **Customs:** via Handling Agent.

Remarks: Operated by Leeds Bradford Airport Ltd.,
Leeds Bradford Airport, Leeds LS19 7TU.

Flights within the Leeds Bradford CTR/CTA are governed by the regulations applicable to Class 'D' Controlled Airspace.

Pilots operating in the vicinity of, but intending to remain outside Leeds Bradford CAS and maintaining a listening watch on Leeds Radar frequency 134•580 are encouraged to select SSR code 2677. See page 32.

Whilst squawking 2677 pilots should be aware that Leeds Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.

When a pilot ceases to maintain a listening watch, code 2677 shall be deselected.

Aircraft who intend to either transit Leeds CTR or route underneath any portion of the CTA, should still contact Leeds Radar on 134•580 for a service and clearance if required.

Visiting GA pilots must ensure that they are fully briefed on arrival, departure and taxi procedures prior to using the aerodrome. ATZ entry may be refused, or flights can expect significant delays if unfamiliar with ATC procedures.

Helicopter Operations - see page 408.

CTR/CTA and VRPs - see page opposite and chart at page 409.

Non-radio aircraft & Microlights not accepted.

Aircraft must carry Third party Insurance cover of not less than two million pounds.

Training Flights: A booking slot system in operation— slots must be booked by application to ATC Tel: 0113 3913282. The filing of a flight plan does not constitute a booking to carry out training.

Handling: Handling for all aircraft including those for maintenance mandatory. Suitable handling arrangements required prior to arrival.
Handling Agents:
Northside: Swissport, Tel: 0113 2503251; Radio: 130•500.
Southside: Multiflight, Tel: 0113 2387140/7118, Radio: 131•685.
GA and Business Aviation handling provided on the Southside by Multiflight Ltd and on North side by Servisair.

continued

N53 51.96 W001 39.65 **LEEDS BRADFORD** 682ft AMSL

Remarks *(continued):*

Visual Reference Points (VRPs)

VRP	Co-ordinates
Dewsbury (DBY)	N53 41.50 W001 38.10
Eccup Reservoir (ECP)	N53 52.27 W001 32.60
Harrogate Railway Station (HGT)	N53 59.33 W001 32.25
Arthington Viaduct (ATH)	N53 54.33 W001 36.07
Chain Bar Roundabout (CBR)	N53 44.20 W001 43.58
M1/A1 (M) Junction	N53 48.87 W001 20.42
Salts Mill (SML)	N53 50.32 W001 47.33

Warnings:

Bird hazard - Large flocks of Lapwings on and adjacent to the airfield.

Expect Windshear and turbulence when the surface wind is between 190° and 280° above 20 kt.

Paragliding at Tong within the CTA,195°M/7 nm. Paragliders transit to and from the site from the SW not above 1000ft QNH.
Pilots under VFR/SVFR are requested to avoid this area if possible.
Traffic information will NOT be passed by ATC.

Hang gliding and paragliding takes place on Baildon Moor within the CTR, 264°M/4.5 nm. Hang gliders and paragliders operate within a 1 mile radius of this site, non-radio not above 1500ft QNH.
Pilots under VFR/SVFR are requested to avoid this area if possible.
Traffic information will NOT be passed by ATC.

Hang gliding and paragliding takes place on Ilkley Moor within the CTR, 297°M/5.6 nm. Hang gliders and paragliders operate within a 1 mile radius of this site, non-radio not above 1500ft QNH.
Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will NOT be passed by ATC.

Restaurant: Restaurant, buffet and bar.

Fuel: Multiflight Ltd. Jet A1 by BP/Conoco -Northside or Multiflight -Southside.	**Tel:** 0871 288 3285 Admin **Tel:** 0113 391 3282 ATC **Tel:** 0113 391 3231 Airside & Safety Unit **Fax:** 0113 250 5426 Admin (09-1700 Mon-Fri) **Fax:** 0113 391 0870 ATC **Email:** airside.operations@lba.co.uk (Airside Operations Unit) atc@lba.co.uk (ATC) **Website:** http://www.leedsbradfordairport.co.uk

HELICOPTER OPERATIONS

a. Arrival Procedures: ATC will allocate either a direct approach, or a circuit join based on the runway in use, dependant on the prevailing traffic conditions.

b. Direct Approach:

i. Helicopters are to approach the aerodrome from the northeast or southwest remaining well clear of the approach and climb out to Rwy 14/32;

ii. Helicopters will be requested to report approaching the aerodrome boundary to await further instructions;

iii. Direct arrivals from the northeast are to obtain clearance to cross Rwy 14/32 prior to crossing the aerodrome boundary and be prepared to hold, or orbit at the boundary if requested. When cleared to cross the runway helicopters are to arrange their flight to cross the runway as expeditiously as possible direct to the allocated Helicopter Aiming Point (HAP) avoiding overflying any parked or taxing aircraft;

iv. Direct arrivals from the southwest are to report approaching the aerodrome boundary for onward clearance. When cleared to do so arrivals shall route direct to the allocated HAP ensuring that they remain well to the south of Rwy 32 at all times. The south side taxiway runway holding points may be used as a reference point as the point to remain south of when approaching the HAP from the south.
If, due to the surface wind conditions it is required to cross Runway 32 to enable a turn into wind for arrival this should be requested on first contact with the Leeds Tower Controller.

c. Circuit Based Approach:

i. Under certain traffic conditions helicopters may be given a standard circuit join for the runway in use. On turning final the helicopter is to break directly for the allocated HAP prior to reaching the runway threshold.

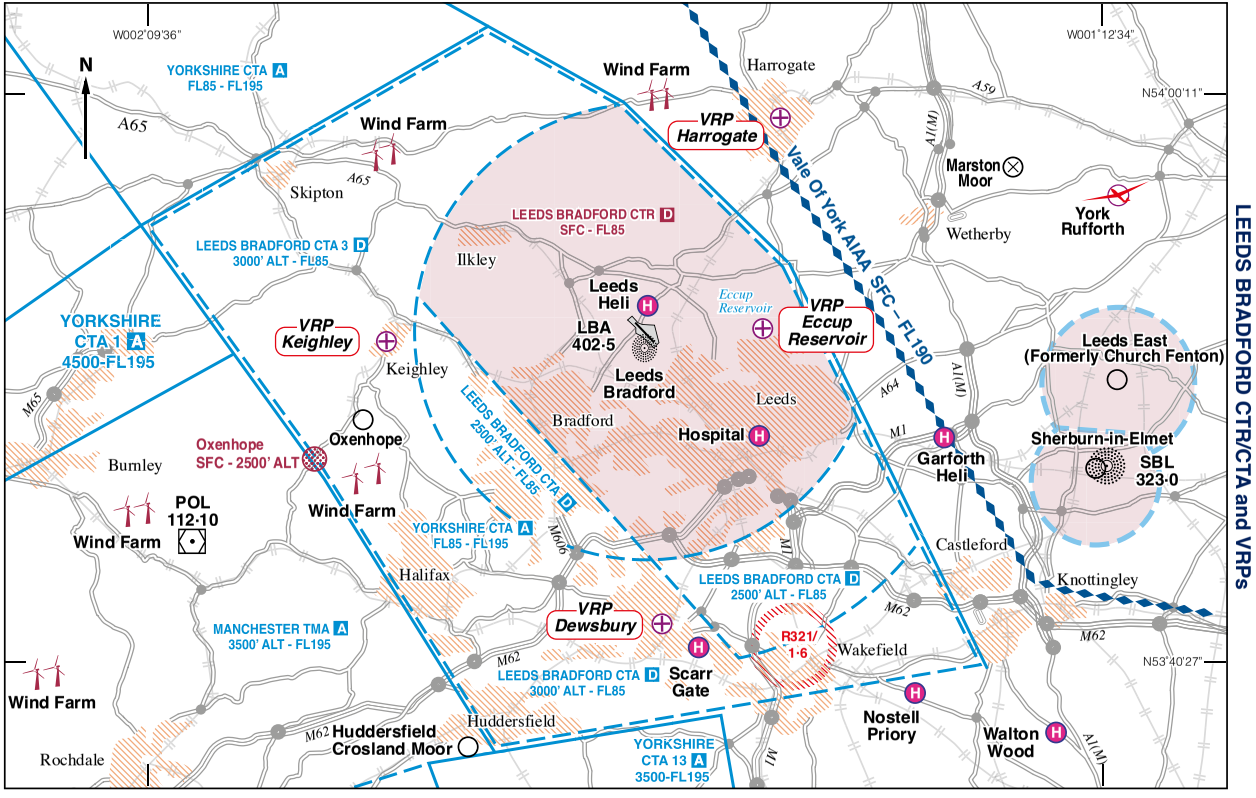
d. Taxi Instructions:

i. ATC will issue an instruction to air taxi from the HAP to the relevant parking apron.

e. Departure Procedures:

i. Helicopters will be given clearance to lift from the apron and air taxi to the allocated HAP. When cleared for take-off, South, or Westbound departures shall depart ensuring that they remain well to the south of Rwy 32 at all times. If surface wind conditions dictate that a lift into wind requires a runway crossing this should be requested prior to taxi;

ii. Departures to the east or north shall, when cleared to do so cross the runway as expeditiously as possible on track the relevant VRP, ensuring that the departure track does not overfly parked or taxing aircraft.


W002°09'36"
W001°12'34"
N54°00'11"
N53°40'27"
N
A65
YORKSHIRE CTA A
FL85 - FL195
Wind Farm
Skipton
Wind Farm
Harrogate
VRP
Harrogate
A59
A1(M)
Marston Moor
York Rufforth
Wetherby
Vale Of York AIAA SFC - FL190
LEEDS BRADFORD CTR D
SFC - FL85
LEEDS BRADFORD CTA 3 D
3000' ALT - FL85
Ilkley
Leeds Heli
LBA 402·5
Eccup Reservoir
VRP
Eccup Reservoir
YORKSHIRE
CTA 1 A
4500-FL195
VRP
Keighley
Keighley
Leeds East
(Formerly Church Fenton)
Leeds Bradford
Leeds
Bradford
LEEDS BRADFORD CTA D
2500' ALT - FL85
A64
M1
M65
Oxenhope
Oxenhope
SFC - 2500' ALT
Burnley
Hospital
Garforth Heli
Sherburn-in-Elmet
SBL 323·0
POL 112·10
Wind Farm
Wind Farm
YORKSHIRE CTA A
FL85 - FL195
M606
Castleford
Halifax
LEEDS BRADFORD CTA D
2500' ALT - FL85
Knottingley
M62
MANCHESTER TMA A
3500' ALT - FL195
VRP
Dewsbury
R321/
1·6
Wakefield
Wind Farm
M62
LEEDS BRADFORD CTA D
3000' ALT - FL85
Scarr Gate
Nostell Priory
Walton Wood
Huddersfield
Rochdale
M62 Huddersfield
Crosland Moor
YORKSHIRE
CTA 13 A
3500-FL195
M1
A1(M)