Pilot Brief for Leeds East RNP Approach

Leeds East Airport (LEA) is situated close to Leeds, York, and Selby

a) Leeds is 20 miles west (40 mins drive)
b) York is 15 miles north (30mins drive)
c) Selby is, 10 miles SE (30mins drive)

The speedy access to the M1 and M62 motorways provides good road communication to all destinations in the North on England.

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Abbreviations and Acronyms

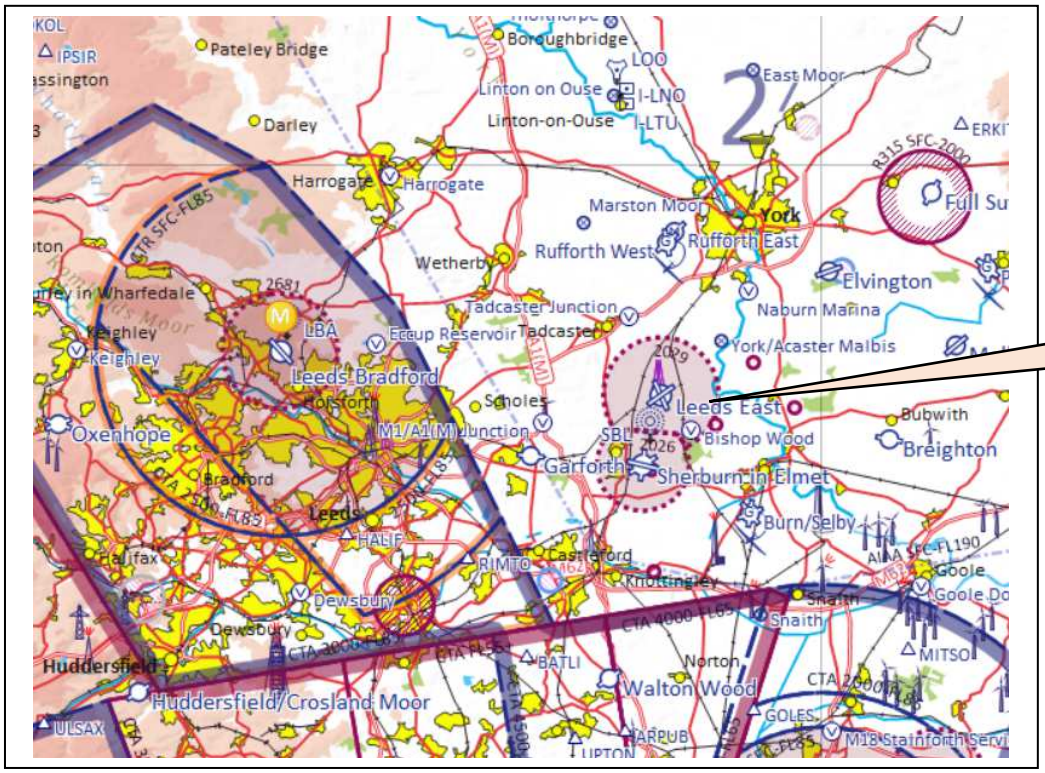
1. AGCS – Air Ground Communication Service (often seen as A/G)
2. AGL – Above Ground Level
3. AIP –Aeronautical Information Publication
4. ATC – Air Traffic Control
5. ATSU – Air Traffic Service Unit
6. ATZ –Air Traffic Zone
7. CAA – Civil Aviation Authority
8. CAS – Controlled Airspace
9. DSA – Doncaster Sheffield Airport
10. EGNOS – European Geostationary Navigation Overlay Service
11. FAF – Final Approach Fix
12. GA -- General Aviation
13. GNSS –Global Navigation Satellite System
14. IAF – Initial Approach Fix
15. IAP – Instrument Approach Procedure
16. IF – Intermediate Fix
17. IFR – Instrument Flight Rules
18. IMC – Instrument Meteorological Conditions
19. IR – Instrument Rating
20. IR (R) – Instrument Rating Restricted (UK IMC Rating)
21. LEA – Leads East Airport
22. LBA - Leeds Bradford Airport
23. LNAV – Localiser Performance without Vertical Guidance
24. LPV – Localiser Performance with Vertical Guidance
25. MAP – Missed Approach Procedure
26. METAR – Meteorological Terminal Aerodrome Report
27. NM – nautical mile
28. PBN – Performance Based Navigation
29. PPR – Prior Permission Required
30. RNP – Required Navigation Performance
31. RNAV – aRea NAVigation also RNP – Required Navigation Performance
32. SAC – Sherburn Aero Club
33. TAA – Terminal Arrival Altitude
34. TAF – Terminal Aerodrome Forecast
35. VFR – Visual Flight Rule
36. VMC – Visual Meteorological Conditions

Distribution List

Organisation	Dept / Position / Location	Document Reference No:
Leeds East Airport	Managing Director	
Leeds East Airport	FBO Manager	
Leeds East Airport	AGCS Operators	
Sherburn Aero Club	Chairman	
Sherburn Aero Club	Head of Training	
Doncaster Sheffield Airport	ATC Manager	
Leeds Bradford Airport	Air Traffic Services Manager	
CAA SARG	Head of Aerodromes, Airspace and ATM	

General Information

LEA operates RNP approaches to Runways 06 and 24. The aerodrome is in Class G airspace with close proximity to two areas of Class D CAS. There are a number of General Aviation and Gliding sites in the vicinity.



The Procedures at LEA are PPR

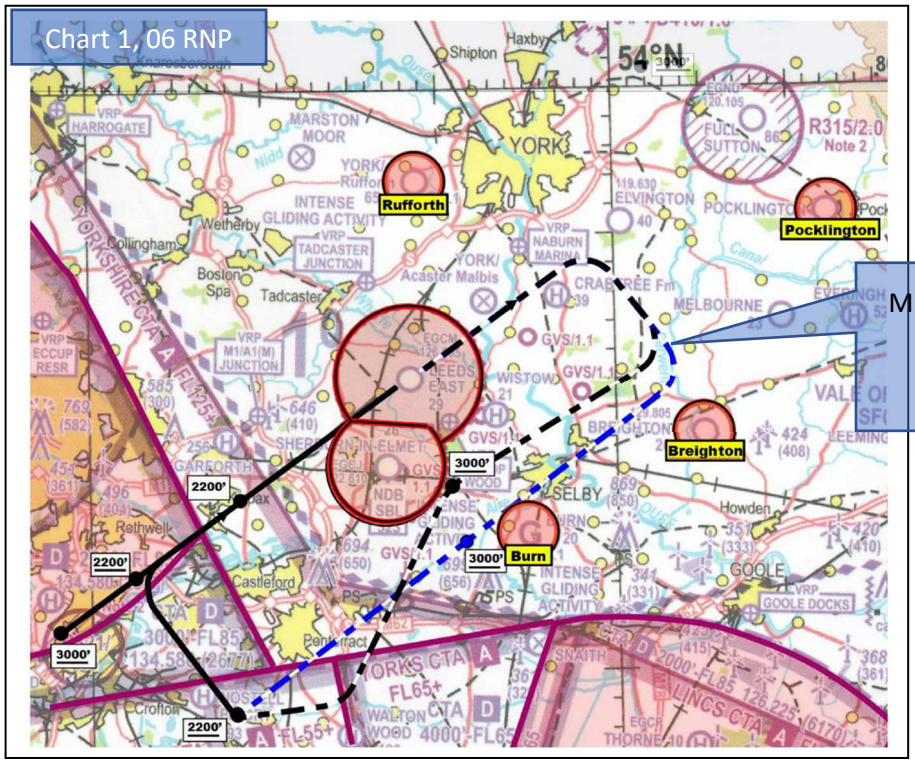
When within 30 miles of the intended IAF, and outside of CAS, aircraft shall squawk C5077

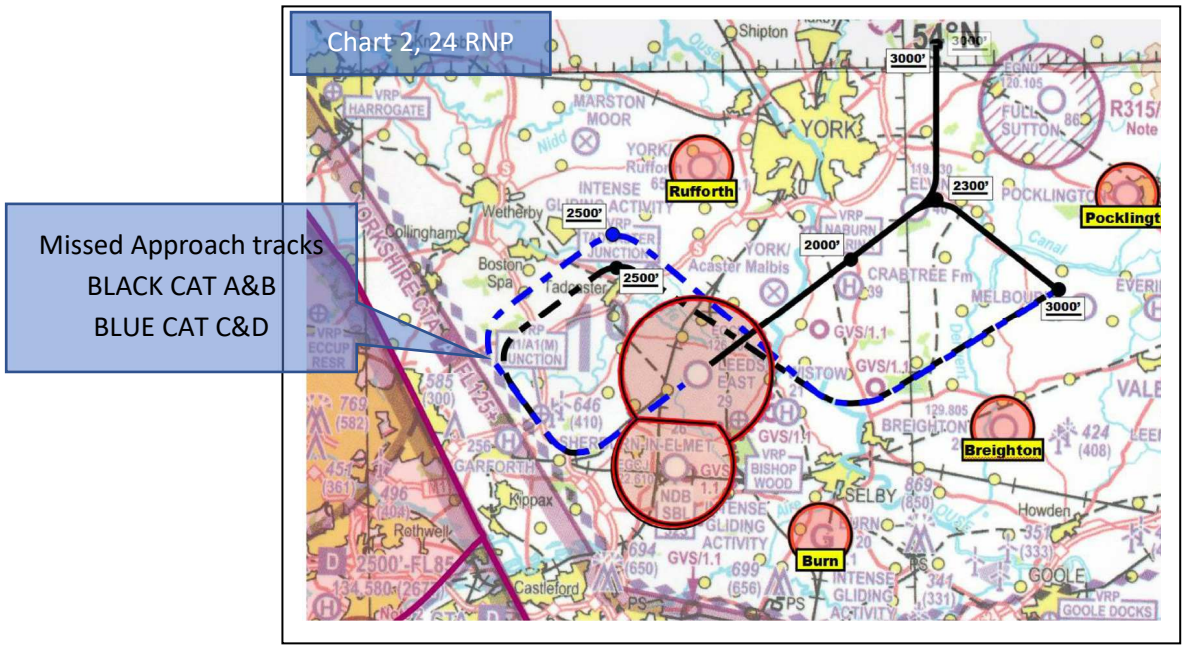
It is a mandatory requirement that pilots wishing to use this RNP approach be able to confirm they have read the latest Pilot Brief before requesting an approach slot time.

The latest version can be downloaded from the LEA web site (www.leedseastairport.co.uk).

It is important to note:

a) LEA opening hours are 0800 UTC – 1700 UTC. Winter and Summer, out of hours is on request.
b) LEA is situated in Class G airspace. Charts 1 & 2 Show the RNP tracks on an aeronautical chart.
    1. Safe flight requires a good lookout when in VMC
    2. Aircraft on the RNP do not have right of way, normal rules of the air apply
    3. Gliding takes place at Rufforth, Pocklington, and Burn.
    4. Aerobatics takes place in the Breighton Overhead





c) There is no approach control, or any form of ATC at LEA – it is therefore imperative that pilots understand and abide by the special limitations and procedures associated with this RNP Approach.

d) Pilots are reminded LEA provides an A/GCS (Fenton Radio 126.505) therefore aircraft will not receive any clearances from Fenton radio. It will be at the pilot's discretion to

i) arrive within the allocated slot time

ii) commence the approach.

ii) land

iii) commence the MAP

iv) divert

e) There are no TAFs or METARs issued for LEA. Local weather can be obtained from TAFs and METARs for

i) Leeds Bradford (EGNM)
ii) Doncaster Sheffield (EGCN)
iii) London VOLMET North 126.600

f) LEA can provide unofficial weather observations for the airport.

g) The LEA IAPs are not controlled by local ATSUs. Leeds Approach, and Doncaster Approach do **NOT** provide sequencing or separation for the LEA IAP.

h) When workload permits both Leeds Approach and Doncaster Approach may provide clearances to enter and transit their CAS or other air traffic services outside CAS (UKFIS). However pilots shall have planned routes that remain clear of CAS.

i) The 06 IAF IAWP2 is within Leeds Bradford (LBA) CAS, a clearance from LBA ATC is required to enter the LBA CAS. Pilots shall have a plan to route to the 06 IAWP1 whilst remaining clear of LBA CAS, or divert, if a clearance to enter LBA CAS is not possible.

j) The 06 IAF IAWP1 is below LBA CAS, however some of the LBA IAP's descend out of the LBA CAS, it is there for a mandatory requirement that pilots shall contact Leeds radar before arrival at IAWP1

k) Should there be a failure of the LBA radar the 06 IAP will not be available. Pilots can plan to use runway 24 with a circle to land, or divert

l) Pilots shall always have an alternate plan to make the approach without a CAS transit, and understand the increased risks associated when flying in IMC without Radar surveillance.

m) Pilots shall note the proximity of Sherburn Aero Club (SAC) EGCJ to the south southwest of the LEA ATZ where circuit traffic may operate below the IAP in VMC.

n) Flight plans should include addresses to Leeds ATC, EGNMZTZX and Doncaster ATC EGCNZPZX.

o) When in VMC conditions pilots shall operate effective see and avoid principles during the approach. LEA is in Class G airspace with gliders and other aircraft known to operate in the area.

p) Unless on the notified IAP track, pilots are recommended not overfly any local airfields.

q) VFR and circuit operations at LEA are suspended during the start of the approach period in which an RNP approach is taking place

r) In the event of any visual manoeuvring within the aerodrome environment (e.g. circle to land) pilots must follow the published circling minima.

s) LEA does not have Customs or Port Health; the allocation of a slot time does not remove the responsibility of the pilot to follow the normal Customs and Immigration procedures

t) Contact details

LEA Tel	+44 (0) 1937 534 197
A/GCS Mobile	+44 (0) 7541 226 316
Operating hours	0830 – 1700 Local winter, 0830 – 1800 local summer
Fenton Radio	126.505
email	agcs@leedseastairport.co.uk

PPR and Slot Requests

1) The pilot must download the latest version of the Pilot Brief from the LEA website, (www.leedseastairport.co.uk). The Pilot Brief is Mandatory reading and shall be read before requesting PPR and an RNP Approach slot time.
2) LEA and SAC co-ordinate their respective RNP Approaches to ensure there is only one aircraft on any one of the LEA or SAC RNP Approaches at the any one time.
3) An RNP Approach slot time shall be obtained from LEA prior to flight, airborne requests will NOT normally be accepted.
4) RNP Approach - Slot times are an important part of the IAP; they are intended to help prevent more than one aircraft using the IAPs at the same, or similar, times.
5) Once an RNP Approach slot time is allocated a “PPR number” will be given.
6) When flying the RNP approaches no clearance to commence the procedure will be given, aircraft arriving within the allocated slot time may commence the IAP, if they are in communications with Fenton Radio 126.505, using box 2 if in contact with LBA approach on the 06 IAP’s
7) It is preferred that the PPR request is made when the pilot has a reasonable idea of the forecasted weather at the intended time of arrival. This will assist the pilot to plan which IAF will be the best option.
8) If a pilot no longer requires the use of the allocated IAP slot they should contact LEA to cancel it.
9) Deliberate booking of multiple slots will not normally be permitted, unless special circumstances requiring flexibility are agreed with LEA Operations in advance.
10) Slots are assigned from the commencement of opening hours. One slot per hour is available.
11) Please note, slot times need to be co-ordinated with SAC, therefore LEA will re-contact the pilot to provide the PPR once the co-ordination is completed
12) When an aircraft requests a slot time for a RNP Approach, they will be asked to nominate an estimated time of arrival (ETA) at the relevant initial approach fix (IAF). The slot time consists of an arrival time tolerance of -/+ 15 minutes around the ETA at the IAF. Following the expiry of this period (ie 15 minutes after the planned ETA), there is a further 15-minute period during which the approach may be completed. By the end of this period (30 mins after the ETA at the IAF), the aircraft should have landed, diverted, or changed to a VFR approach.
13) There shall not be an allocation of a subsequent arrival until 1 hour after the ETA at the IAF. This is to ensure a minimum buffer of 15 minutes between the latest time one aircraft could still be on the IAP, and the earliest time the next arriving aircraft could be at the IAF, see Figure 1

Example

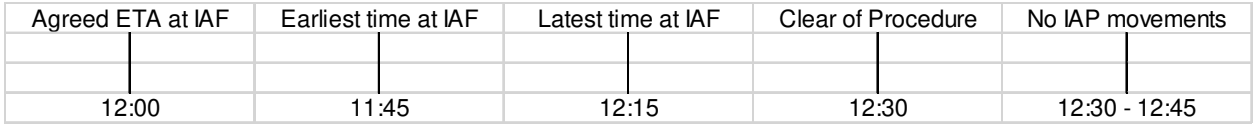


Figure 1

14) The overall rate of aircraft planned to use an IAP, at either Sherburn or LEA, is no more than one per hour.
15) Pilots that anticipate being more than 15 minutes late at the IAF may request LEA to establish whether there is a subsequent arrival slot available. If there is no further slot available, the aircraft shall either divert or convert to VFR if conditions allow.
16) In general, pilots should plan to arrive close to the start of the slot time, since if they are early it is easier to reduce en-route speed, or increase track mileage, prior to joining the IAP than it is to make up time if running late.
17) Filing a Flight plan does not constitute obtaining an RNP Approach slot time.

Delays or changes of time

1) If, prior to departure for LEA, a pilot anticipates arriving at the IAF earlier or later than ETA +/- 15 minutes, they shall contact LEA operations and request a new slot. NOTE: due to the coordination between LEA and SAC a slot cannot be granted immediately, LEA will need to co-ordinate with SAC before granting another slot time.
2) In the case of a late aircraft conflicting with one in the next time slot, the late aircraft shall
   a) Convert to VFR if possible

   or

   b) Divert remaining clear of the IAP tracks and CAS.

Flying the IAP

1) Aircraft arriving from the airways system should note pilots are responsible for negotiating a departure from airways that allows them to safely transit to the relevant IAF. Aircraft commanders are encouraged to request a 'hand-over' to one of the ATSU's listed in Figure 2.
2) Pilots are responsible for determining which approach direction is most appropriate, given the prevailing conditions and traffic situation at LEA
3) Unless allocated another code a/c shall squawk C5077 for conspicuity 30 mile prior to the intended IAF.
4) Pilots are responsible for their own navigation to the IAF from which they wish to commence the approach, **negotiating any transits of CAS as required and avoiding conflict with other traffic**. Do not enter CAS without a clearance.

5) Prior to the arrival at the IAF it is recommended pilots contact one of the local ATSU's to obtain UKFIS and/or transits of the local CAS if required. Table 2 provides the suggested options. The ATSU's do not sequence aircraft on to the LEA IAP's and the service provided is subject to the ATSU workload.

Table 2

Runway in use	Intended IAF	Suggested ATSU	VHF Frequency	Alternate ATSU	VHF Frequency
06	IAWP1	Leeds Approach	134.580	-	-
	IAWP2	Leeds Approach	134.580	-	-
24	IAWP3	Leeds Approach	134.580	-	-
	IAWP4	Doncaster Approach	126.225	Leeds Approach	134.580

Figure 2

6) Pilots shall have alternative plans to approach IAP's should Doncaster Approach or Leeds Approach be unable to provide a transit of CAS.

7) Should an aircraft suffer radio failure during an approach the standard procedure as set out in the UK AIP ENR 1.1 para 3.4.2.2 Failure of Two-way Radio Communications Equipment **shall be followed.**

8) Pilots shall Fenton Radio on 126.505 **BEFORE** arrival at the IAF and provide the following information
    a) Call sign of aircraft
    b) Position & Intended IAF
    c) PPR number
    d) Altitude
9) Fenton Radio, on first contact will provide
    a) Unofficial weather observation
    b) Confirm the runway in use
    c) Advise of any known safety information
    d) NOTE Fenton Radio cannot clear an aircraft to commence the procedure. If the aircraft is within the allocated slot time provided it is at the pilot's discretion to commence the procedure.
10) Pilots are required to make mandatory position reports at
    a) IAF
    b) IF
    c) FAF
    d) 2nm final
    e) When vacating the runway
    f) Commencing a MAP
    g) Diverting

Multiple approaches and missed approaches

1) Should an aircraft carry out a MAP, re- commencement of the IAP is not permitted if the aircraft MAP results in the aircraft arriving back at the IAF after the original ETA +15mins. Under such circumstances the aircraft must divert, continue VFR, or request the next slot time available from LEA.
2) Since there is no approach control service, pilots must be able to plan an IFR diversion remaining outside CAS and then negotiate any transits of CAS for their diversion aerodrome as required
3) Pilots are requested to provide feedback following their experiences of using the IAP. Please email the feedback to ops@leedseastairprt.co.uk address for FBO Manager.

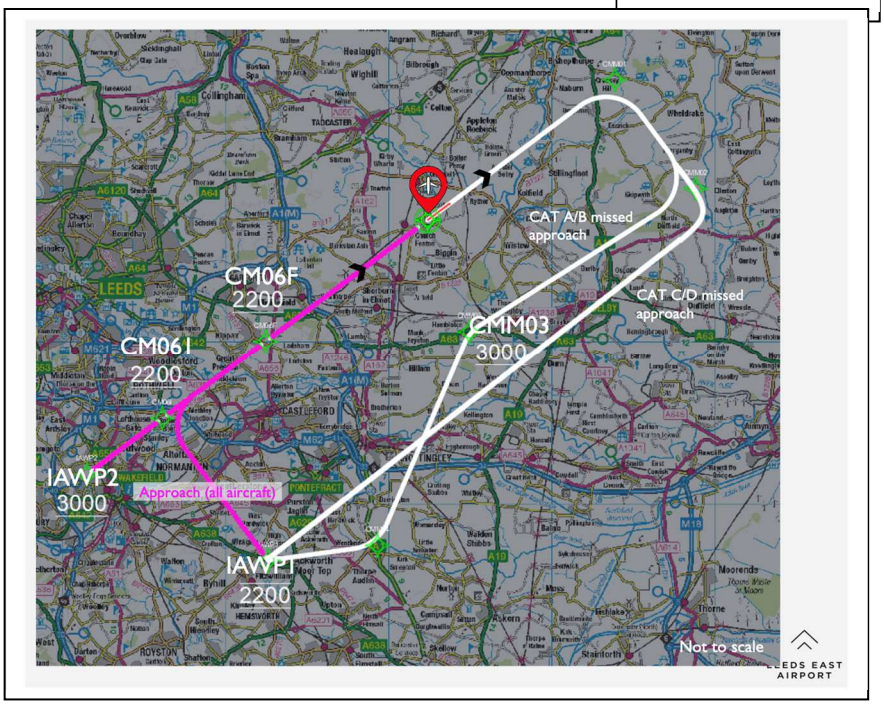
VFR Training

1) VFR Training Aircraft. LEA aircraft conducting RNP Approach training may use the IAP, subject to the normal slot arrangements. This will be coordinated internally at LEA. Aircraft will fly the trajectory of the IAP for training, **ONLY** with a LEA approved RNP instructors and/or LEA approved safety pilots, keeping a good lookout for other VFR traffic to ensure there is no conflict. Pilots shall be prepared to co-ordinate using RT, and to visually manoeuvre as required, breaking off the approach, if necessary, to avoid a conflict and always integrating into the visual traffic pattern if it is active.
2) Training flights conduct by CAT A&B onl. CAT C & D training is not permitted
3) The VFR training aircraft must still make the mandatory position calls at
    a) IAF
    b) IF
    c) FAF
    d) 2nm final
    e) When vacating the runway
    f) Commencing a MAP
    g) Diverting

4) A specific daily training briefing, PPR and slot time is required for all RNP approach training at LEA.

Tracks on Aeronautical Maps MAPS to be updated

IAP 06 Tracks



IAP 24 Tracks

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