

Pilot Brief for Leeds East Airport RNP Approach



LEEDS EAST AIRPORT



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.

It is important, and a mandatory requirement, that Commanders of aircraft intending to use the RNP approach into LEA read the latest Pilot Brief BEFORE requesting a slot time.

ICAO Code: EGCM

IATA Code; QKM

Table of Contents

Table of Contents.....	2
Abbreviations and Acronyms.....	3
Distribution List.....	4
General Information	4
PPR and Slot Requests	7
Delays or changes of time.....	8
Chart 1	Error! Bookmark not defined.
Flying the IAP's -general	10
Flying the 06 RNP.....	11
Flying the 24 RNP.....	12
Multiple approaches and missed approaches.....	13
Tracks on Aeronautical Maps	Error! Bookmark not defined.
Sherburn Airfield conflicts	14
LEA Aero Club RNP Feedback Form	15

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. EC – Electronic Conspicuity
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 – Leeds East Airport
22. LBA - Leeds Bradford Airport
23. LNAV – Localiser Performance without Vertical Guidance
24. MAP – Missed Approach Procedure
25. METAR – Meteorological Terminal Aerodrome Report
26. NM – nautical mile
27. PBN – Performance Based Navigation
28. PPR – Prior Permission Required
29. RNP – Required Navigation Performance
30. RNAV – aRea NAVigation also RNP – Required Navigation Performance
31. SAC – Sherburn Aero Club
32. TAA – Terminal Arrival Altitude
33. TAF – Terminal Aerodrome Forecast
34. VFR – Visual Flight Rule
35. VMC – Visual Meteorological Conditions

Distribution List

Organisation	Dept / Position / Location	Document Reference No:
Leeds East Airport	Managing Director	Pilot brief ver 4.4 230723
Leeds East Airport	FBO Manager	Pilot brief ver 4.4 230723
Leeds East Airport	AGCS Operators	Pilot brief ver 4.4 230723
Sherburn Aero Club	Chairman	Pilot brief ver 4.4 230723
Sherburn Aero Club	Head of Training	Pilot brief ver 4.4 230723
Leeds Bradford Airport	Air Traffic Services Manager	Pilot brief ver 4.4 230723
CAA SARG	Head of Aerodromes, Airspace and ATM	Pilot brief ver 4.4 230723

General Information

LEA operates RNP approaches to Runways 06 and 24. The aerodrome is in Class G airspace with close proximity to Class D CAS.

Importantly, there is no approach control for the RNP procedures. The procedures are PPR, and require a slot time issued by LEA. It is therefore essential aircraft commanders understand the special arrangements for these RNP approaches.

It should be noted that there are no Hold procedures within the RNP IAP's.

It is a mandatory requirement that aircraft commanders obtain and read the latest Pilot Brief. PPR will not be granted unless commanders confirm the latest pilot Briefing has been read. Note the version number you have read, you will be asked for this when you book a slot time. The Pilot Brief can be downloaded from

www.leedseairport.co.uk

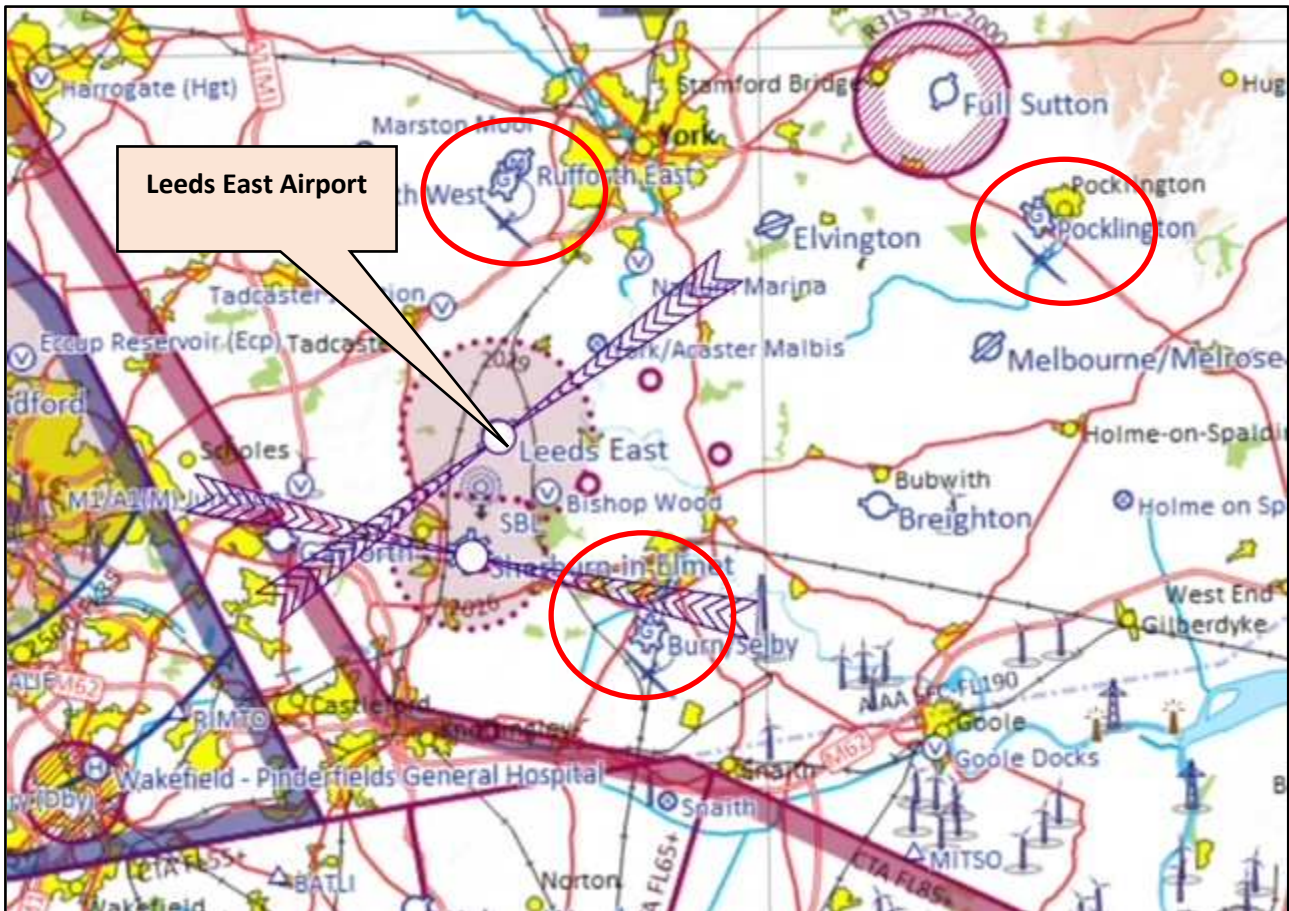
or

On request from LEA Tel +44 (0) 1937 534 197

AGCS Mobile +44 (0) 7541 226 316

Operating hours 0830 – 1700 Local winter, 0830 – 1800 local summer, out of hours is on request.

Aeronautical map of the local area



There are several General Aviation and Gliding bases (Marked ○) in the vicinity, a good lookout should be operated by commanders when in VMC.

Normal UK FIS will be provided by local ATSU's; Leeds Bradford (134.580) 17NM to the West of LEA & Humberside LARS (119.130) 34NM to South East of LEA, subject to the units workload.

It is important to note that:

1. LEA is situated in Class G airspace, with no ATC.
2. Pilots must understand the increased risks of flying in IMC without surveillance services.
3. A Conspicuity squawk of 5077 should be used when within 30NM of the intended IAF, unless working a local ATSU with an allocated squawk. Once in contact with Fenton Radio the 5077 squawk should be re-selected.
4. Chart 1 Shows the RNP tracks on an aeronautical chart.
5. Pilots shall note the proximity of Sherburn Aero Club (SAC) EGCI 3NM South Southwest of the LEA ATZ where circuit traffic may operate in VMC, see chart 1 below.
6. Pilots should note the proximity of the Leeds Bradford Class D CAS 8NM to the west of LEA.
7. Good airmanship requires a good lookout when in VMC.
8. Aircraft on the RNP does not have a right of way, normal rules of the air apply.

9. Gliding takes place at Rufforth, Pocklington, and Burn , and in the general area, see Chart 1.
10. Aerobatics takes place in the Brighton overhead, and immediately to the north of Brighton airfield.
11. The Procedures at LEA are PPR and require an allocated Slot time, slot requests/PPR must be requested prior to departure. Contact details are:
 - i) LEA Ops +44 (0) 1937 534 194
 - ii) A/GCS tel +44 (0) 1937534 197
 - iii) A/GCS Mobile +44 (0) 7541 226 316
 - iv) Fenton Radio 120.710
 - v) email ops@leedseastairport.co.uk
12. A pilot will not be granted an initial PPR when airborne, unless in an emergency. PPR and slot times should always be obtained prior to departure.
13. Each RNP PPR will be provide with a slot time, see *PPR and Slot Requests* below.
14. It is a mandatory requirement that commanders wishing to use this RNP approach can confirm they have read the latest Pilot Brief **before** requesting an approach slot time, note the Pilot Brief version number as you will be asked for this.
15. LEA does not have Customs or Port Health; the allocation of a slot time does not remove the responsibility of the Commander to follow the normal UK Customs and Immigration procedures.
16. Flight plans should include addresses to Leeds Bradford ATC, EGNMZTX.
17. When in VMC conditions Commanders shall operate effective see and avoid at all times.
18. LEA is in Class G airspace with gliders and other aircraft known to operate in the area.
19. Unless on the notified IAP tracks, Pilots are recommended not overfly any local airfields.
20. VFR and circuit operations at LEA are suspended during an RNP approach.
21. In the event of any visual manoeuvring within the aerodrome environment (e.g. circle to land) Pilots must follow the published circling minima.
22. There are no TAFs or METARs issued for LEA. Local weather can be obtained from TAFs and METARs for
 - i) Leeds Bradford (EGNM)
 - ii) London VOLMET North 126.600
23. LEA will provide unofficial weather observations for the airport on first contact with Fenton Radio.
24. The LEA IAPs are not controlled by local ATSU's. Leeds Approach does **NOT** provide sequencing or separation for the LEA IAP.
25. When workload permits Leeds Approach will provide transit clearances for their Class D CAS (LBA CAS) or provide other air traffic services outside LBA CAS (UKFIS).
26. Humberside Approach, subject to workload, will provide a LARS service from the East thru East South East. See table 2.
27. Commanders 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.
28. The use of on-board EC is recommended.

PPR and Slot Requests

- 1) The Pilot Brief is Mandatory reading and shall be read before requesting PPR and an RNP Approach slot time.
- 2) Both Leeds East Airport (LEA) and Sherburn Aero Club (SAC) operate RNP approaches.
- 3) The respective ATZ's of LEA and SAC are adjacent each other.
- 4) 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.
- 5) A LEA RNP Approach slot time shall be obtained from LEA prior to flight, an initial PPR/slot request when airborne will NOT be accepted unless in an emergency.
- 6) 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.
- 7) Once an RNP Approach slot time is allocated a "PPR number" will be given.
- 8) 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 120.710.
- 9) It is preferred that the PPR request is made when the Commander has a reasonable idea of the forecasted weather at the intended time of arrival. This will assist the Commander to plan which IAF will be the best option.
- 10) If a Pilot no longer requires the use of the allocated IAP slot they should contact LEA to cancel it.
- 11) Deliberate booking of multiple slots will not normally be permitted, unless special circumstances requiring flexibility are agreed with LEA Operations in advance.
- 12) Slots are assigned from the commencement of opening hours. One slot per hour is available, shared with SAC.
- 13) Please note, slot times need to be co-ordinated with SAC, therefore LEA may need re-contact the Pilot to provide the PPR once the co-ordination is completed.
- 14) 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.
- 15) 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

Agreed ETA at IAF	Earliest time at IAF	Latest time at IAF	Clear of Procedure	No IAP movements
12:00	11:45	12:15	12:30	12:30 - 12:45

Figure 1

- 16) The overall rate of aircraft planned to use an IAP, at either Sherburn or LEA, is no more than one per hour.

- 17) Commanders 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.
- 18) In general, Commanders 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.
- 19) 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 commander 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 coordinate 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.

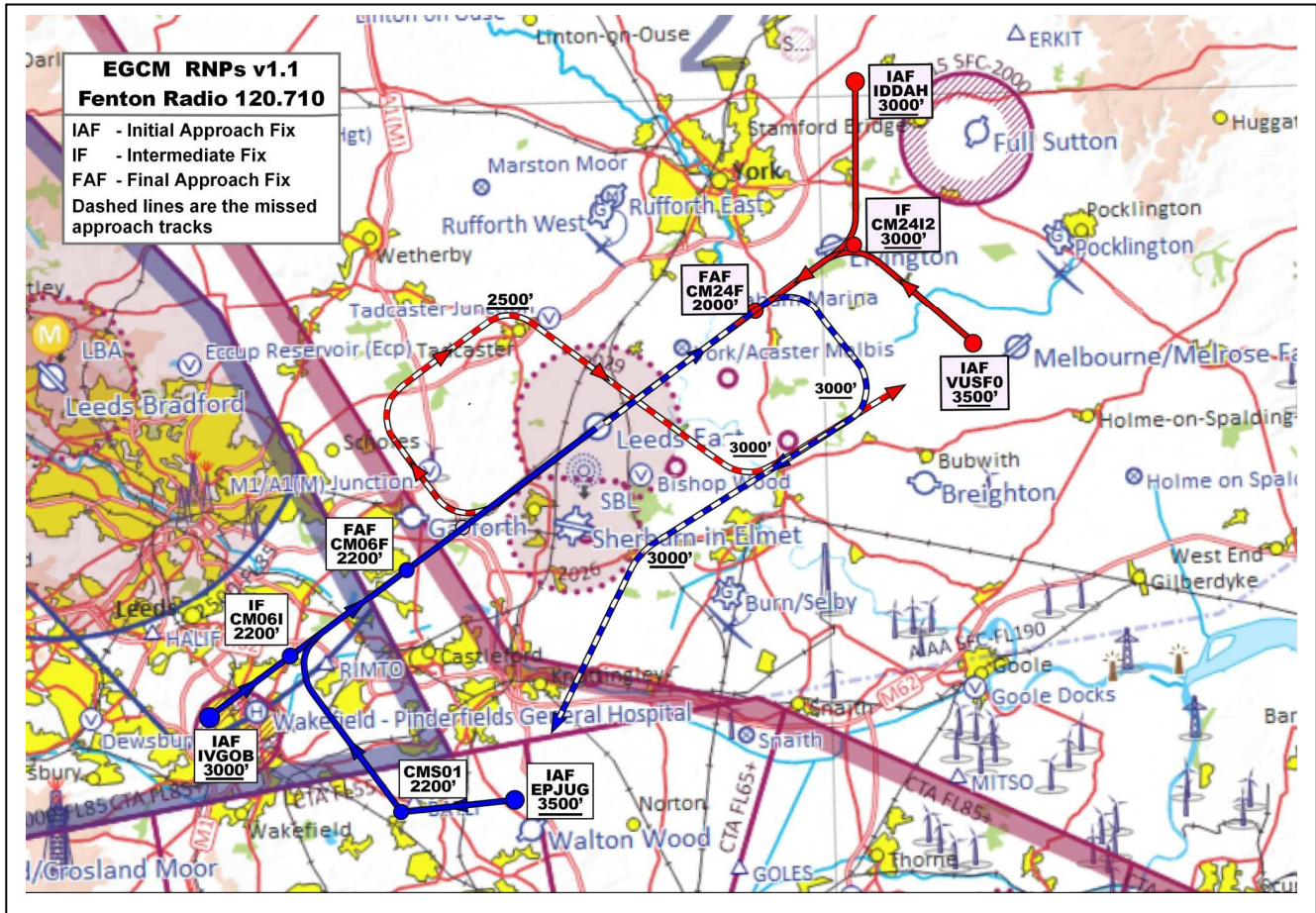
or

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

When within 30 miles of the intended IAF, and outside of CAS, aircraft shall squawk 5077

LEA RNP Tracks on Aeronautical Map

CHART 1



Flying the IAP's -general

- 1) Commanders are reminded LEA is in class G airspace a good lookout should be maintained.
- 2) Aircraft should have their strobes and landing/conspicuity lights switched on prior to the IAF, for improved conspicuity.
- 3) Aircraft arriving from the airways system should note Commanders are responsible for negotiating a departure from airways that allows them to safely transit to the relevant IAF remaining clear of CAS unless a clearance is received. Aircraft commanders are encouraged to request a 'hand-over' to one of the ATSU's listed in Table 2.
- 4) Commanders are responsible for determining which approach direction is most appropriate, given the prevailing conditions and traffic situation at LEA. Contact LEA A/GCS for the runway in use.
- 5) Unless allocated another code aircraft shall squawk 5077 for Conspicuity 30 mile prior to the intended IAF.
- 6) Commanders 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.
- 7) Prior to the arrival at the IAF it is recommended Commanders 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	IVGOB	Leeds Approach	134.580	-	-
	EPJUG	Leeds Approach	134.580	-	-
24	IDDAH	Leeds Approach	134.580	-	-
	VUSFO	Humberside LARS	119.130	Leeds Approach	134.580

Table 2

- 8) Where LBA ATC cannot accept traffic from the airways, LBA ATC will agree with Scottish Control to position traffic for runway 24 to the East of LBA CAS. Pilots in the airways can also request Scottish Control to descend them within the airways transferring Humberside Radar to descend to VUSFO.
- 9) Commanders shall have alternative plans to approach IAP's should LBA ATC be unable to provide a transit of CAS.

- 10) IAF EPJUG. Commanders should contact LBA ATC when using the IAF EPJUG for RNP on to 06. LBA ATC will decide the level of service required based upon the traffic environment and ATC workload.
- 11) The LBA 34 procedural approach descends aircraft out of LBA CAS in the vicinity of the 06 RNP waypoint CM06I. If necessary, LBA ATC is responsible for co-ordinating their 34 procedural traffic and traffic on the LEA RNP 06. Aircraft approaching LEA from the Northwest, West for Runway 24 that require a service from LBA shall call LBA before entering LBA CAS.
- 12) If Leeds ATC have a failure of their radar, the RW06 RNP may be suspended, inbound aircraft should consider converting to VFR, using the LEA RNP 24 and circling to land, or diverting.
- 13) Aircraft commanders should obtain a radar service and/or transit of controlled airspace where required. In the event of a service not being available from LBA ATC, aircraft commanders should monitor Leeds Radar and squawk 5077, or as directed by Leeds Radar.
- 14) If not able to provide a radar service, LBA ATC will endeavour to provide a Basic Service. Aircraft operating in the vicinity of LBA are encouraged to listen out on the Leeds Radar frequency. It is the responsibility of aircraft commanders to act on the information provided in accordance with the LEA IAP procedures.
- 15) If an aircraft has initiated a RW06 Missed Approach (MAP) the commander should contact LBA ATC prior to EPJUG on box 2 maintaining RTF contact with Fenton Radio.
- 16) 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.**
- 17) Commanders shall contact Fenton Radio on 120.710 **BEFORE** arrival at the chosen IAF and provide the following information
 - a) Call sign of aircraft
 - b) Position & Intended IAF
 - c) PPR number
 - d) Altitude
- 18) 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 and in RT contact with Fenton Radio, it is at the Commander's discretion to commence the procedure.
- 19) 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

Fenton Radio may ask for position calls if the position calls are not made.

Flying the 06 RNP

1. 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.

2. The 06 IF (CM06I) is below LBA CAS, however some of the LBA IAP's descend out of the LBA CAS, it is therefore a mandatory requirement that aircraft shall squawk 5077, and contact Leeds radar a minimum of 10NM before arrival at EPJUG (maintaining RTF with Fenton Radio), stating their intention to execute the LEA IAP 06 at EPJUG, and request an air traffic service (Basic, Traffic, or Deconfliction).
3. The 06 IAF IVGOB is within LBA CAS, a clearance from LBA ATC is required to enter the LBA CAS. Pilots shall have a plan to route to the 06 EPJUG IAF, whilst remaining clear of LBA CAS, or divert, if a clearance to enter LBA CAS is not possible.
4. Commanders are reminded LEA provides an AGCS (Fenton Radio 120.710) therefore aircraft will not receive any clearances from Fenton radio. It will be at the Commander's discretion to
 - i) arrive at the IAF within the allocated slot time
 - ii) commence the approach if within the time slot allocated, **and** in radio contact with Fenton Radio (on box 2 if communicating with Leeds Bradford or other ATSU's)
 - ii) land
 - iii) commence the MAP
 - iv) divert
5. Any service provided by LBA ATC will aim to be terminated, and effective transfer of all communications will take place to LEA AGCS no later than the intended FAF, earlier if possible.
6. Should there be a failure of the LBA radar the 06 IAP may be suspended. Pilots can plan to use runway 24 with a circle to land, divert or transfer to VFR.
7. 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.

Flying the 24 RNP

8. There is no approach control, or any form of ATC at LEA – it is therefore imperative that Commanders understand and abide by the special limitations and procedures associated with this RNP Approach.
9. The 24 IAF IDDAH & VUSFO are in Class G airspace. Aircraft shall squawk 5077 when within 30nm of intended IAF, unless allocated a squawk by an ATSU, and keep a good look out at all times.
10. Pilots may contact local ATSU's for traffic services see table 2 for details
11. Commanders are reminded LEA provides an AGCS (Fenton Radio 120.710) therefore aircraft will not receive any clearances from Fenton radio. It will be at the Commander's discretion to
 - i) arrive at the IAF within the allocated slot time
 - ii) commence the approach if within the time slot allocated, and in radio contact with Fenton Radio
 - ii) land
 - iii) commence the MAP
 - iv) divert
12. Any service provided by ATSU's will aim to be terminated before arrival at the intended IAF. No sequencing of traffic will be provided.
13. 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.

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) There is no approach control service, Commanders 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) Commanders are requested to provide feedback following their experiences of using the IAP. Please email the feedback to ops@leedseastairport.co.uk address for FBO Manager.

VFR Training

- 1) VFR Training Aircraft. 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 pilot, keeping a good lookout for other VFR traffic to ensure there is no conflict. Commanders 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. Training aircraft will not normally contact LBA ATC when initiating a MAP on RW 24, but must contact LBA ATC as detailed in “Flying the RNP 06” above.
- 2) Training flights are conduct by CAT A&B only. CAT C 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. The briefing will be carried out by the duty the AGCS operative.

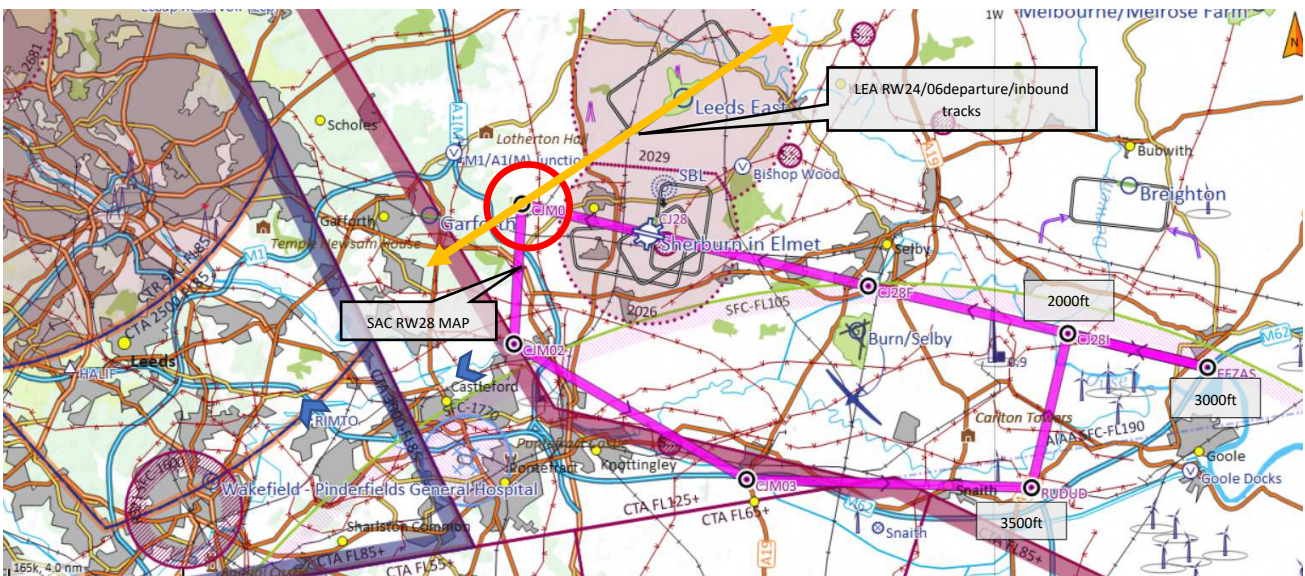
Sherburn Airfield conflicts

Aircraft departing/arriving from/to the south west of the LEA ATZ may conflict with RNP instrument traffic or VFR traffic at SAC:

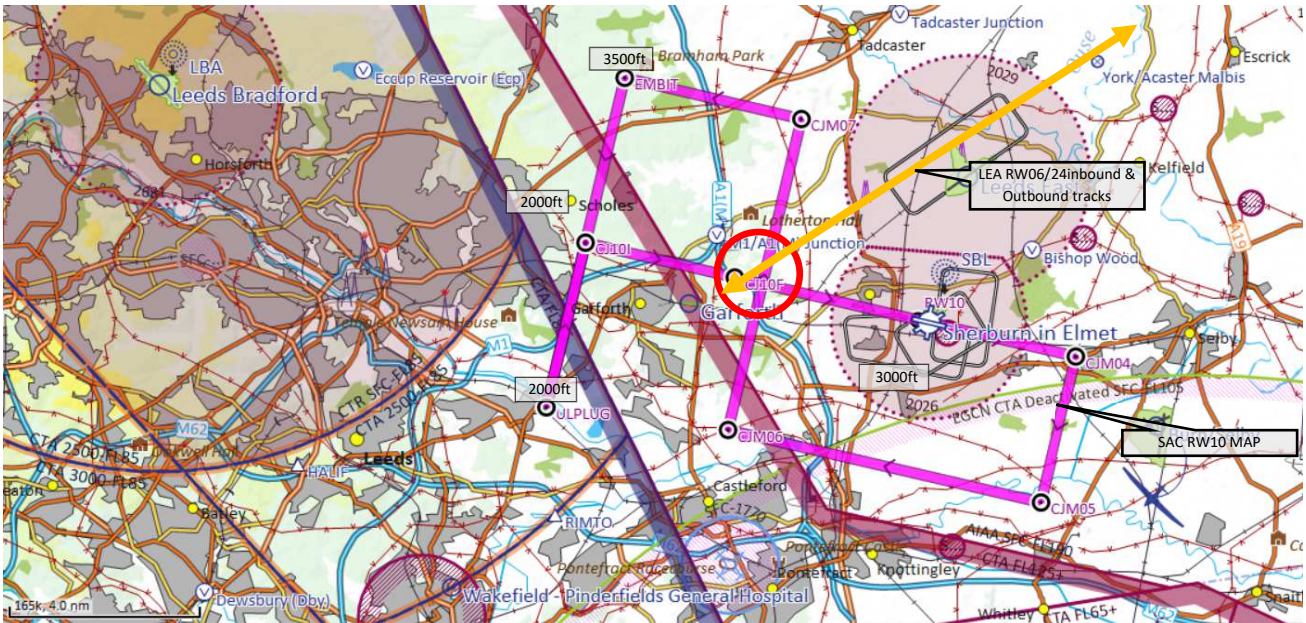
- Making an approach to RW10; or
- Executing a missed approach from RW28.
- Departing RW28

Note the RNP approach at SAC may be used in all conditions and IFR/VFR traffic may be operating on the approach or missed approach even in good VMC. SAC known traffic can be requested from LEA AGCS pre-departure on 120.71 and after departure from Sherburn Radio on 122.610 a listening watch on LEA 120.710 if in the LEA ATZ.

When SAC are using RW28



When LEA are using RW06



LEA Aero Club RNP Feedback Form



The RNP IAP's at LEA were introduced in August 2023. It is important that pilots provide us with feedback about the IAP's to help us improve the IAP's, please complete the form and email as below.

You are also invited to speak to our Operations Manager to discuss any issues you had or feel should be addressed. Make such a request also via the email below.

Date.....

Comments/Feedback

Some questions you may wish to answer.

Did you find booking a slot easy?	
Did you find the pilot brief covered what you needed to know?	
Do you have any comments about the pilot brief?	
What version of the pilot brief did you use?	
Did you fly the full approach to a landing?	

Did you Go Missed at the DH?	
Was the unofficial weather accurate?	
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	
Did you receive the support you expected form the LEA Staff, if not please explain?	
Any other comments	

END