

RNP Training, All Pilot & Safety Pilot Responsibilities



**Leeds East Airport
Church Fenton
LS24 9SE**

Tel: 01937 534194

RNP Training, All Pilot & Safety Pilot Responsibilities, and Instructions

- 1) *It is important to note and understand that in accepting and performing the responsibilities of a RNP Approach Pilot or Safety pilot you have a legal duty of care to persons using the Procedure as well as Passengers, other aircraft, Instructors, Operations Staff, Airside staff, and third-party organisations or persons.*
- 2) To comply with the Instructions from the CAA. Pilots and safety pilots must be **a)** approved **b)** to have been briefed and completed and signed the training form. The form can be requested from LEA tower or Airport manager.
- 3) This training document should be read in-conjunction with the EGCM RNP Approach plates, EGCM AIP entry, and the Latest version of the LEA RNP Pilot Brief.
- 4) **All training pilots** must have **approval** and be briefed from the Accountable Manager or his delegate to act as Instructor or Safety pilot for the LEA RNP approach training. Primarily this briefing will cement knowledge concerning flying the RNP approach in class 'G' and uncontrolled airspace.
 - 4.1) Any Pilots using the RNP at LEA associated with any training **MUST** adhere to the Safety Pilot Responsibilities.
 - 4.2) It is imperative that any training flight must have one pilot on board who has been briefed and completed the associated paperwork.
- 5) The RNP approach at LEA is strictly controlled to avoid more than one aircraft being on the procedure at any one time. Only one aircraft can be on the RNP at Leeds East (LEA) or at Sherburn (SAC) at any one time.
- 6) The number of aircraft is controlled by issuing slot times. The slots are one hour, around an estimated arrival time at the IAF.
- 7) Training for the RNP approach can be undertaken in VFR, subject to weather conditions, and co-ordination with the AGCS.
- 8) A slot time must be requested for RNP training.
- 9) It must be understood that our RNP approach operates without Air traffic Control, and there is no separation of aircraft. During training you must operate good see and avoid skills.
- 10) The Instructor or Safety Pilot must have read the Latest Version of the Pilot brief.
- 11) All training must be approved and co-ordinated with AGCS in accordance with the rules.
- 12) There should be no solo students in the circuit during any type of RNP Approach.
- 13) Where position reports are required by the aerodrome operator for the safe conduct of the procedure(s), pilots will be required to broadcast such position reports at pre-determined points as published for that specific procedure in the AIP.

LEA RNP Instructor or Safety Pilot Certificate

Name :.....

Contact No.

Email address (please write clearly)

This is to certify that you can act as a Leeds East Airport RNP Instructor or RNP Safety Pilot. This certification will lapse 12 months from the date it was signed by the delegated personnel and MUST be reissued by the delegated personnel before further RNP Instruction/RNP Safety Pilot activity.

Certification lapse date: / /

I..... Understand and acknowledge the responsibilities and the legal duty of care associated with the role of RNP Safety Pilot/ RNP Instructor. I will ensure that I am briefed on any day I am carrying out RNP Instruction or acting as Safety Pilot by the delegated personnel before any RNP procedures are flown.

Signed by Instructor/Safety Pilot

Copy to

- a) Instructor/Safety Pilot
- b) LEA File

Tick

<input type="checkbox"/>
<input type="checkbox"/>

SIGNED BY

Name:

Delegated Personnel, Leeds East Airport.

Date: / /