



LEEDS EAST AIRPORT
& CHURCH FENTON
ONE LANDMARK LOCATION

PILOT BRIEF



Mandatory RNP. For aircraft in speed category C it is now mandatory to fly the RNP Approach into Leeds East Airport. We cannot accept visual approaches. Please ensure that you have followed the booking procedure prior to arrival. A flight plan with an RNP approach attached does not constitute a booking.

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PILOT BRIEF FOR LEEDS EAST AIRPORT RNP IAP VER 4.9

The following Pilot briefing shall be available to all pilots wishing to fly the Leeds East Airport (LEA) IAP. It will be referenced in Leeds East AIP entry as being mandatory reading prior to requesting PPR to fly the procedure. When booking PPR slots Pilots will be asked what version number they have read. The latest version of the document can be downloaded from the Leeds East Airport (LEA) website www.leedseastairport.co.uk.

SECTION 1 ABBREVIATIONS AND ACRONYMS

1. 2. A/GCS – Air Ground Communication Service (often seen as A/G)

AGL – Above Ground Level

3. AIP – Aeronautical Information Publication

4. ATC – Air Traffic Control

5. ATS – Air Traffic Service

6. ATZ – Air Traffic Zone

7. ATSU – Air Traffic Service Unit

8. CAA – Civil Aviation Authority

9. CAS – Controlled Airspace

10. FAF – Final Approach Fix

11. GA – General Aviation

12. IAF – Initial Approach Fix

13. IAP – Instrument Approach Procedure

14. IF – Intermediate Fix

15. IFR – Instrument Flight Rules

16. IMC – Instrument Meteorological Conditions

17. IR – Instrument Rating

18. IR (R) – Instrument Rating Restricted (UK IMC Rating)

19. LEA – Leeds East Airport

20. LBA – Leeds Bradford Airport

21. LPV – Localiser Performance with Vertical Guidance

22. MAP – Missed Approach Procedure

23. NM – nautical mile

24. PPR – Prior Permission Required

25. RNP – Required Navigational Performance

26. SAC – Sherburn Aero Club (EGCJ)

27. VFR – Visual Flight Rules

28. UK FIS – UK Flight Information Services (Basic, Traffic, Deconfliction) – see caa.co.uk/CAP774

SECTION 2 INTRODUCTION

2.1 The Leeds East IAP is available to IR or IR (R) qualified pilots with aircraft approved for RNAV (RNP) instrument approach procedures. Pilots must ensure that the equipment and its installation in the aircraft to be flown meet the airworthiness requirements of flying an RNP approach.

2.2 The IAPs at Leeds East are established in Class G airspace. There is no approach control, or any form of air traffic control, at LEA – it is therefore imperative that pilots understand and abide by the special limitations and procedures associated with this IAP.

2.3 Pilots must understand the increased risks of flying in IMC without a surveillance services.

2.4 It must be understood Leeds Bradford Radar, does NOT provide sequencing or separation for the Leeds East IAP.

2.5 Pilots must note the proximity of Burn, Pocklington and Rufforth gliding site. Which are all located in the approach areas of the RNP. Maintain a good look out in Class G airspace.

2.6 SAC and LEA co-ordinate their respective RNP approaches to ensure there is only one IFR aircraft on any one of the SAC or LEA instrument approaches at the same time.

2.7 Standard radio failure procedures apply – UK AIP ENR section 1.1 refers.

2.8 See RNP approach charts for required tracks.

2.9 All RNP Approaches must be flown on the designated runway in use at Leeds East. Coordination with other agencies does not allow opposite runway RNP with circle to land. Please adhere to LEA rules and regulations regarding RNP approaches. The safety case is paramount.

Section 2A IFR Arrivals

2.1 Contact Fenton Radio 15 minutes or earlier before top of decent. Obtain weather and runway in use.

Give estimate for initial approach fix.

2.2 If possible, maintain contact with Fenton Radio on Box 2.

2.3 Contact Leeds Radar 15 minutes prior to initial approach fix.

2.4 Before IAF, when released squawk 5077.

2.5 If runway 06 in use contact Leeds Radar with estimate for IVGOB/EPJUG, for entry clearance into Leeds CTA.

2.6 Departures: Do not enter Leeds control zone unless cleared.

2.7 Obtain briefing from Fenton visual room before start-up.

SECTION 3 PPR AND ARRIVAL TIMES

Mandatory RNP.

For aircraft in speed category C it is now mandatory to fly the RNP Approach into Leeds East Airport. We cannot accept visual approaches. Please ensure that you have followed the booking procedure prior to arrival. A flight plan with an RNP approach attached does not constitute a booking.

The IAP is PPR through LEA operations on 01937 534197, and by email ops@leedseastsairport.co.uk

3.1 Filing of an IFR flight plan does not grant PPR to use the procedure.

3.2 Airborne requests for the IAP's will NOT normally be accepted.

3.3 Prior to requesting PPR, pilots must review the latest Pilots Briefing in full and confirm they have done so before an approach slot will be given.

3.4 If a pilot no longer requires the use of the IAP they should contact LEA to cancel it.

3.5 Slots are assigned from the commencement of opening hours (refer to AIP or contact LEA to confirm). One slot per hour is available, shared with SAC.

3.6 When a pilot obtains PPR they will 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 (i.e. 15 minutes after the planned ETA), there is a further 15-minute period during which for the approach may be completed. By the end of this period (30 mins after the EAT at the IAF), the aircraft should have landed, diverted, or changed to a VFR approach.

3.7 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.

3.8 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 enroute speed, or increase track mileage, prior to joining the IAP than it is to make up time if running late.

3.9 The allocation of a slot time does not remove the responsibility of the pilot to follow the normal Customs and immigration procedures.

DELAYS OR CHANGES OF TIME

3.10 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.

3.11 LEA recognise that it is not always possible to calculate a precise arrival time. Sometimes flights are delayed or make better time enroute than anticipated, particularly on long flights from Europe when ATC routings are not always predictable. Aircraft that arrive early should delay commencement of the approach, unless they have confirmed with 'Fenton radio' that the IAP is available.

SECTION 4 FLYING THE IAF

Prior to the IAF

4.1 Aircraft should squawk C5077 when within 25 miles of the IAF, unless given a squawk by Leeds or Humberside ATC. When in contact with Fenton Radio and flying the IAF, return the Squawk C5077.

4.2 Prior to arrival at the chosen IAF, aircraft commanders should contact either Leeds Bradford Radar (134.580) or Humberside LARS (119.130) to request an appropriate air traffic service outside of controlled airspace (UK FIS), and (if required) a transit of controlled airspace to the intended IAF. NOTE neither Leeds or Humberside ATC's will sequence RNP traffic.

4.3 Provided a slot has been allocated, the approach may be commenced upon arrival at the IAF - only if within the slot time given, and when in radio contact with Leeds East A/GCS.

4.4 If runway 06 RNP in use it is mandatory to contact Leeds Radar remain clear of control airspace at all times. Prior to arriving at IVGOB contact Fenton Radio with your estimate for the final approach fix (If able monitor Fenton Radio on box two) Maintain two-way contact with Leeds Radar at all times until released. If transition EPJUG is to be used contact Leeds Radar prior to arrival to inform them of your intentions Squawk C5077. Adhere to the vertical element of this transition to remain clear of controlled airspace.

4.5 Pilots should note that the procedural approach for LBA IAF for RW32 descends aircraft out of LBA CAS in the vicinity of the RW06 RNP IAF waypoint IVGOB. Please ensure contact is made with Leeds Radar prior to approaching controlled airspace.

4.6 If LBA ATC Radar is out of service, the RW06 RNP approach using IVGOB will be suspended. Aircraft should consider using EPJUG transition or convert to VFR.

4.7 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 remaining clear of CAS at all times unless a clearance has been obtained.

4.8 Where LBA ATC cannot accept the airways traffic, LBA will agree with Scottish ATC to position and descend LEA RNP aircraft to the East of LBA CAS. Scottish ATC will not sequence LEA RNP aircraft to the IAF. Pilots should expect own navigation to the chosen IAF, remaining clear of CAS at all times.

4.9 Before the joining the IAF, aircraft shall be in contact with Fenton Radio, stating their position and intentions. The Fenton QNH should be checked and set no later than this point.

4.10 When on frequency with 'Fenton Radio', specific position calls are mandatory. Calls must be made as follows.

4.11 Prior to IAF aircraft should report:

- altitude, intended IAF
- position in relation to the intended IAF.
- PPR number (if requested)

4.12 'Fenton Radio' will confirm:

- the airfield status (IAP Active/Not Active, VFR, Airfield Closed)
- runway in use.
- the unofficial weather

4.13 IAP aircraft must make the following mandatory RT calls:

- At the IAF, Pilots should report – “[callsign] at the name of IAF, & altitude”
- IF (Final approach track established) pilots should report – “[callsign] Intermediate Fix”
- FAF pilots should report – “[callsign] Final Approach Fix”
- If going around pilots should report – “[callsign] Going around”
- When in the go around, pilots should report “[callsign] Going around”

Multiple approaches and missed approaches.

4.16 Should an aircraft carry out a MAP, re- commencement of the IAP is not permitted if the aircraft MAP results in the aircraft arriving at the IAF after the original ETA +15mins.

4.17 Note that approaches must not be commenced after the planned ETA +15mins

4.18 There is no published holding pattern associated with the IAPs at LEA

4.19 When flying the MAP in IMC, pilots should call Leeds ATC and request an appropriate air traffic service (UK FIS).

4.20 Aircraft performing a go-around following a missed approach on Runway 24 are to be aware of the potential for airborne conflict with traffic departing from SAC Runway 28. Pilots can monitor on box 2 122.610 Mhz to listen out for movements at SAC.

4.21 Pilots are requested to provide feedback following their experiences of using the IAP. Please email the feedback to ops@leedseastairport.co.uk.

SECTION 5 RNP TRAINING FLIGHTS UNDER VFR

5.1 ONLY LEA approved Instructors or LEA approved Safety Pilots may conduct RNAV (RNP) approach training. Training flights are subject to the normal slot arrangements.

5.2 Aircraft will fly the trajectory of the IAP for training, with LEA approved RNP Instructors and/or LEA approved Safety Pilots, who shall keep a good lookout for other VFR traffic and gliders to ensure there is no conflict.

5.3 The mandatory position calls as detailed in paragraph in 4.14 above must be strictly adhered to.

5.4 Instructors and Safety Pilots must receive a 12 monthly (maximum) briefing from the LEA airfield management or designated personnel.

ENDS

