

**LEEDS EAST
AIRPORT**

**AIRSPACE CHANGE PROPOSAL
ACP-2016-013**

**RNP
INSTRUMENT APPROACH PROCEDURES**

Addendum for minor change to aircraft approach classification
to

FORMAL SUBMISSION DOCUMENT

25th August 2022

Document Control

Reference	Description
Document Title	Addendum to Formal Submission Document
	Leeds East RNP ACP
Document Ref	ACP-2016-013-FSD
Issue	Issue 1.0
Date	25 August 2022
Name	Leeds East Airport
Classification	Public

Issue	Amendment	Date
Issue 1.0		25 August 2022
Issue 2.0	Comments received	13 September 2022

Approval Level	Authority	Name
Author	████████████████████	██████████
Reviewer		

CONTENTS

- 1 Introduction**
- 2 Background**
- 3 What has changed**
- 4 What is the effect**
- 5 Conclusion**

Supporting Maps, Charts and Diagrams

1. Introduction

1.1 This paper should be read in conjunction with the formal submission document.

1.2 Its purpose is to explain minor changes to the instrument approach procedures (IAPs) adopted as a result of feedback gathered from aviation stakeholders after the formal consultation period ended.

1.3 For reasons that will be explained, LEA believes the nature of these changes improve the situation for all these stakeholders satisfactorily and therefore the Sponsor does not propose to reconsult.

2. Background

2.1 From the outset LEA envisaged being able to offer IAPs to all categories of aircraft capable of landing on the main runway. Paragraph 3.3 in the Formal Submission detailed the 4 categories showing the differing speeds each group flew on final approach. CAT C & D, aircraft being generally larger and heavier, fly faster which means during a missed approach their radius of turn is consequently wider.

2.2 These CAT C & D tracks drew comment from two gliding sites proximate to the missed approach routes; York Gliding Centre at Rufforth West in relation to runway 24 and Burn Gliding Club near Selby in relation to runway 06.

2.3 Following a meeting of all involved stakeholders at the CAA Head Office in London on 31st March 2022, LEA agreed to re-examine these missed approach tracks with their Approved Procedure Designer. As a result, CAT D aircraft will no longer be accommodated and CAT C aircraft will be restricted to reduced speeds and use the CAT A & B RNP's.

3. What has changed?

3.1 In the consulted designs (Figs 2 & 3) aircraft in CAT C & D followed a different larger flightpath if, in the unlikely event, a missed approach became necessary. In revised Figs 3 & 4 there is now only one smaller flightpath route that all aircraft will follow on a missed approach.

3.2 Therefore, on a Runway 06 missed approach ALL aircraft route to the Sherburn Aero Club ATZ, thus keeping clear of Burn. Aircraft are required to reach an altitude of 3000 feet before turning southwest at waypoint CMM02.

3.3 The APDO also advised inserting a new Initial Approach Fix (IAF) along that route at 3000 feet to help aircrew manage their vertical flightpath. From this new waypoint now designated as EPJUG aircraft will descend to an altitude of 2200 feet at the waypoint previously designated BATLI now CMS01 for another approach.

3.4 Similarly in respect of Runway 24, ALL aircraft must reach an altitude of 2500 feet by waypoint CMM09 before turning well short of the Rufforth West gliding site and onto a south-easterly heading as they position to VUSFO for another approach.

4. What is the effect?

4.1 By modifying these designs to constrain aircraft to the shorter routes and setting limits below which they cannot fly in the vicinity, in the rare event of an aircraft flying a missed approach it will not pass close or overhead each launch site.

4.2 As it was the CAT C & D missed approach paths that produced the most adverse comment, their removal will be better for the objecting stakeholders by increasing the distances from gliders flying at each airfield.

4.3 The proposed CAT A, B, & C routes use existing tracks which were detailed in the Consultation so nothing new has been added or pre-existing changed.

5. Conclusion

5.1 The Sponsor believes that the gliding community's concerns were legitimate and that the removal from the designs of larger aircraft and the separate tracks associated with them during a missed approach all objections have been met.

Supporting Maps, Charts and Diagrams

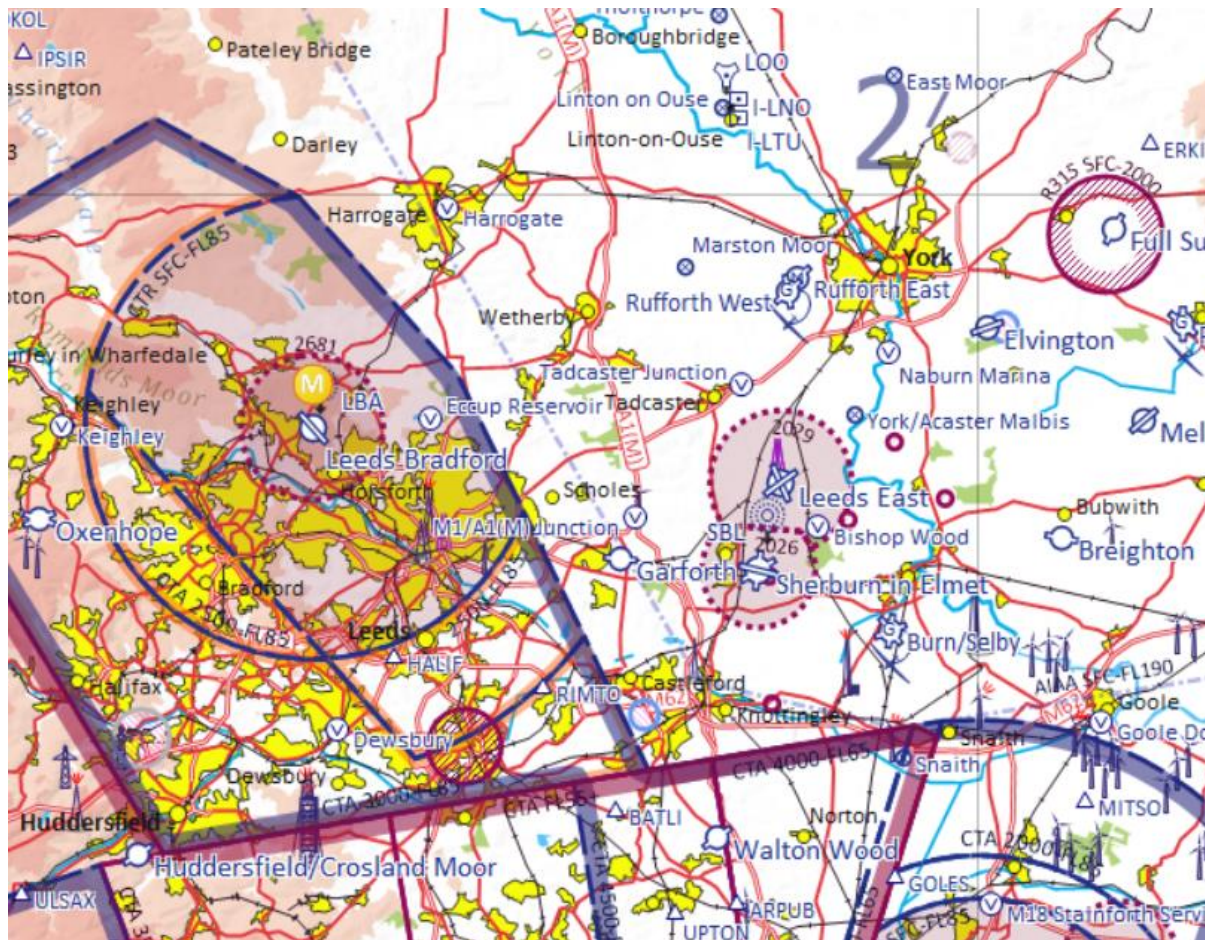


Figure 1. – Sky Demon 1:500 000 Chart showing existing airspace

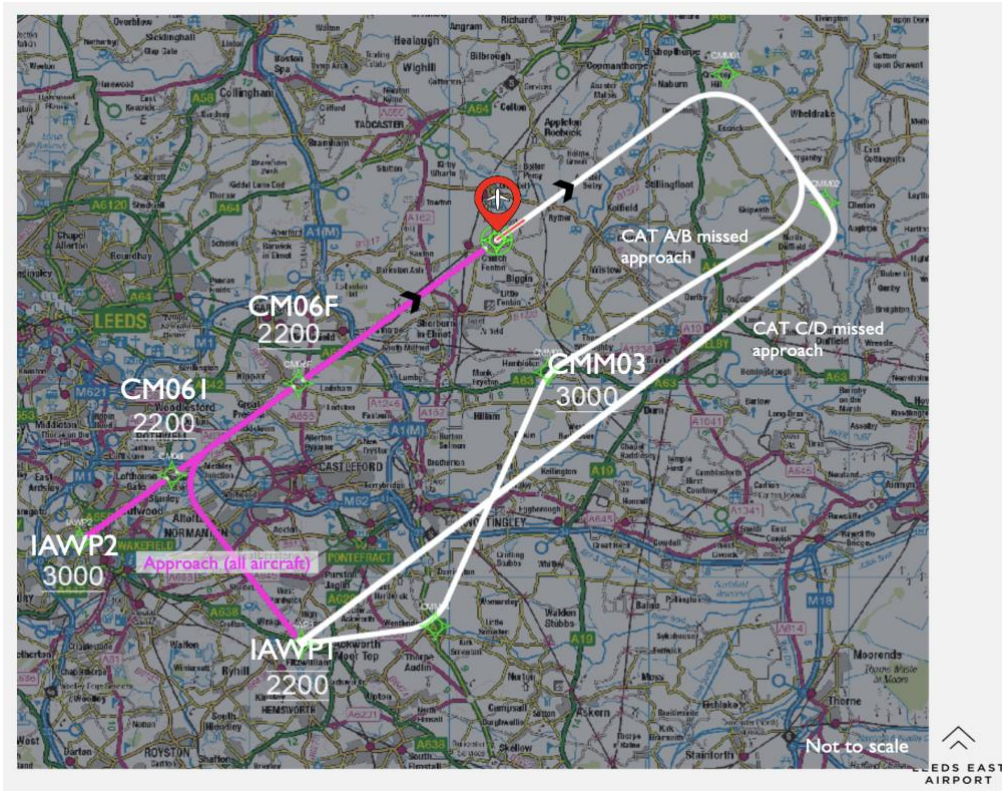


Figure 2. – Chart showing previous procedure route for Runway 06



Figure 3. – Chart showing previous procedure route for Runway 24

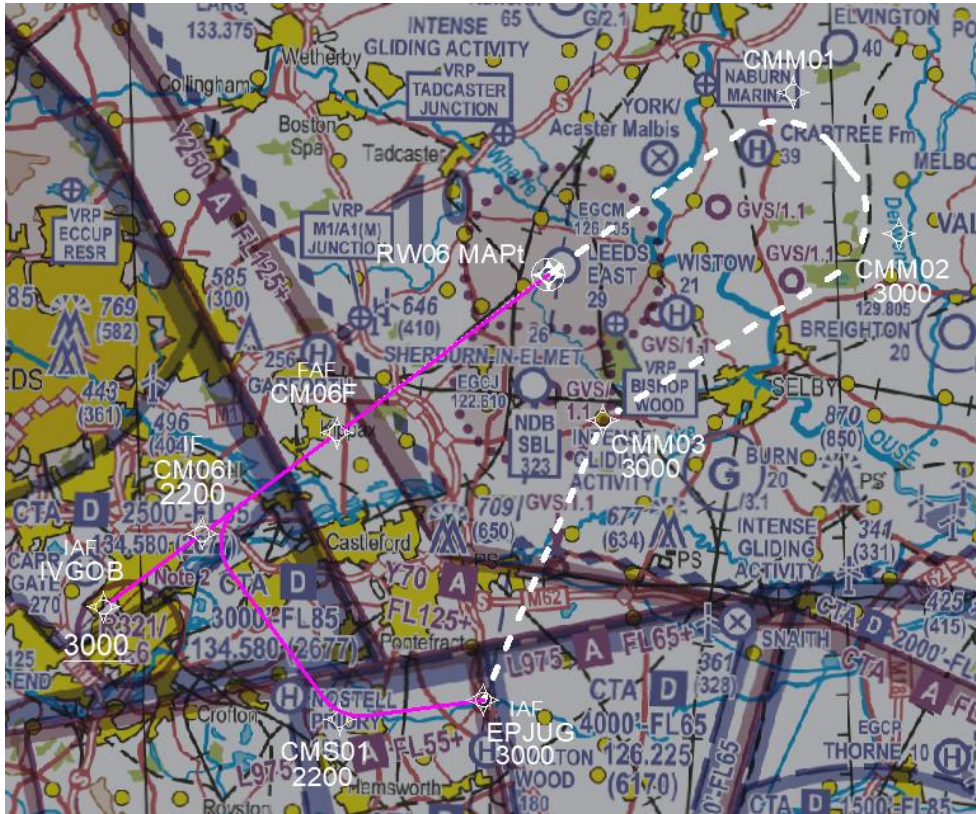


Figure 4. – Chart showing revised procedure route for Runway 06

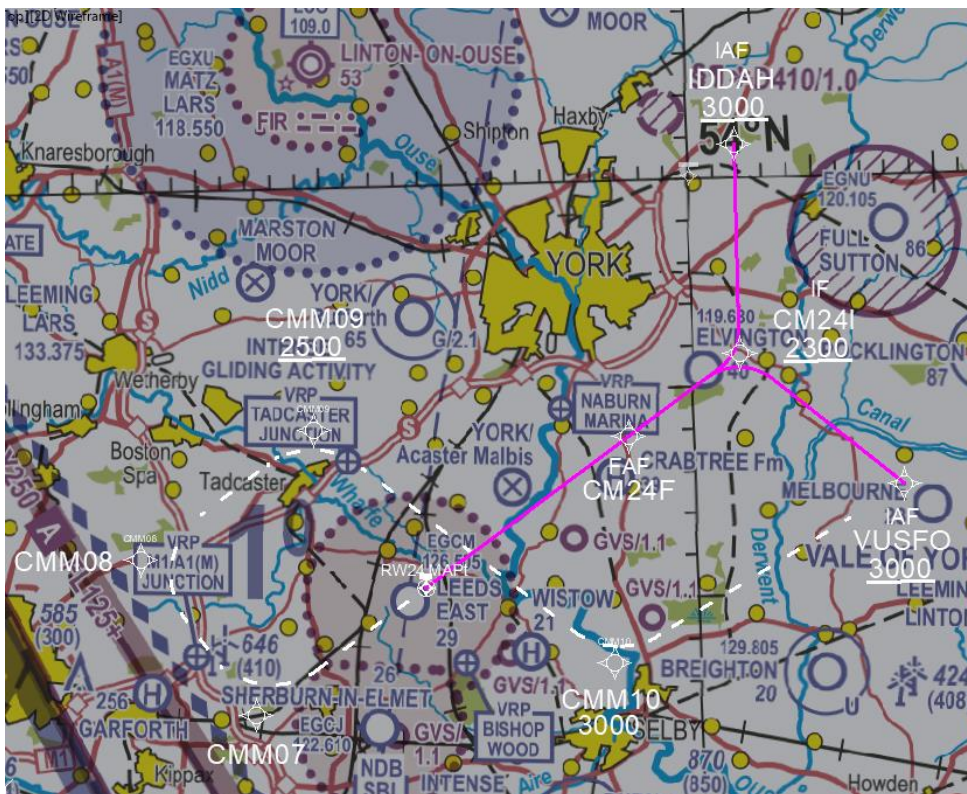


Figure 5. – Chart showing revised procedure route for Runway 24

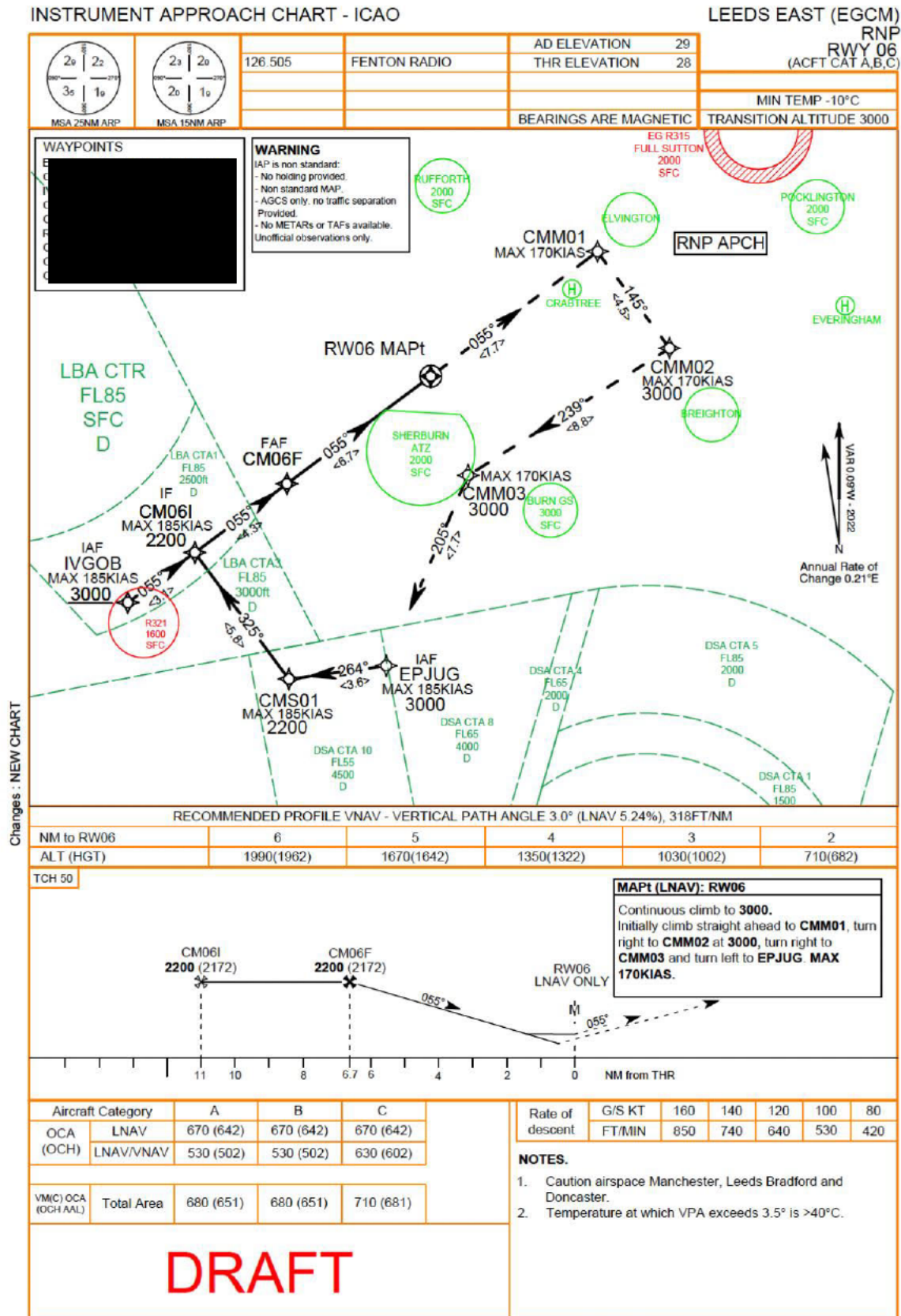
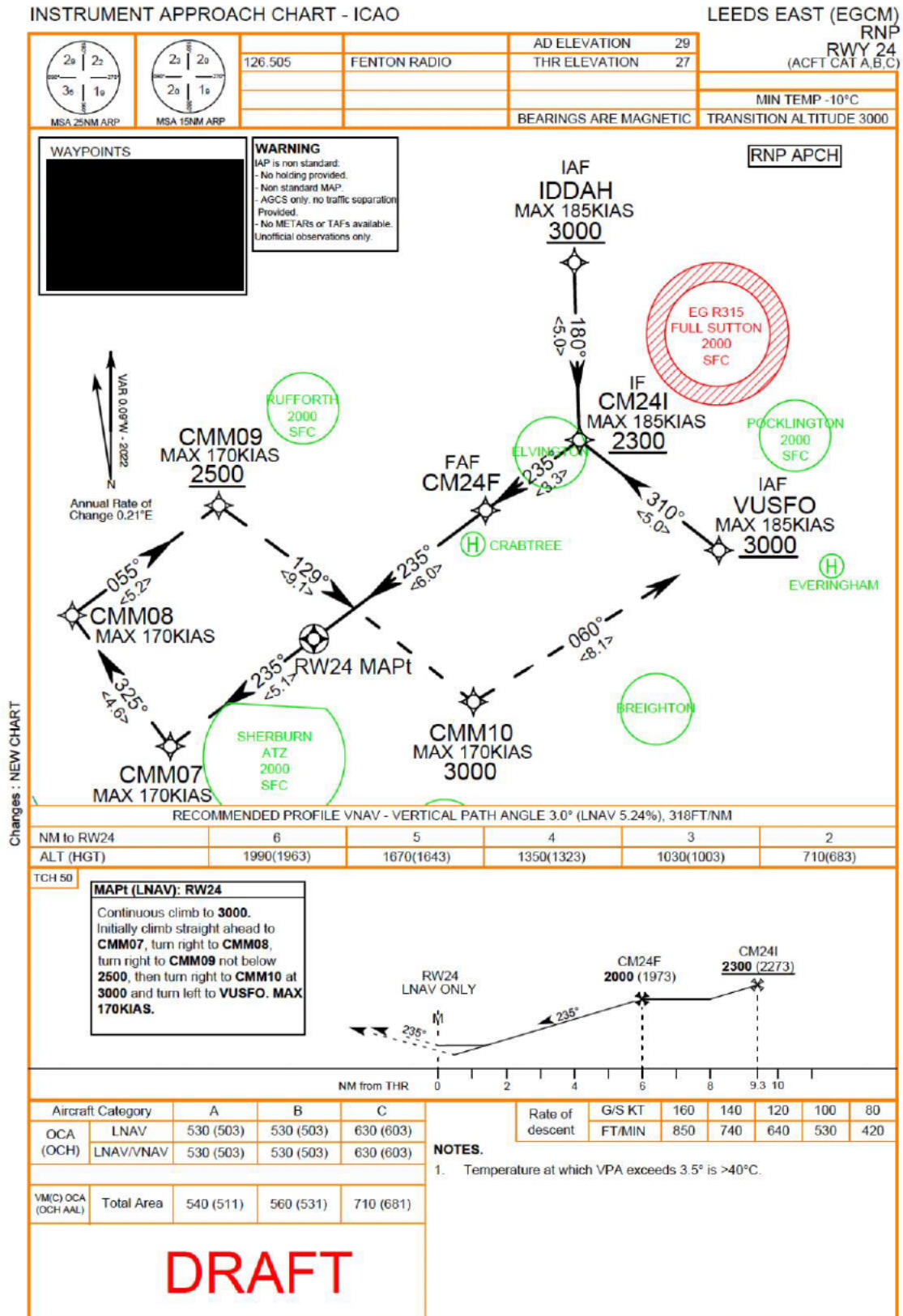


Figure 6. – Procedure Chart showing revised route for Runway 06



Changes : NEW CHART

Figure 7. – Procedure Chart showing revised route for Runway 24