

LEEDS EAST AIRPORT

Proposed Airspace Change Process for Instrument Approaches To Runways 24 and 06

Date: 26/10/16	Start: 10.00	Finish: 13.10	Location: CAA London
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Present: [REDACTED] LEA, [REDACTED] SAC.

CAA Members Present: [REDACTED]

Distribution to: [REDACTED] and CAA.

[REDACTED] opened the meeting on behalf of the CAA at 10.00 with Introductions, followed by [REDACTED] presentation until 11.00.

Subject Category	Notes	Action to be Taken
Background and Justification	<ul style="list-style-type: none"> [REDACTED] – What are your problems? [REDACTED] – CDA (Continuous descent approach) 3500ft 	Integrate with Scottish Control, LBA, Doncaster Sheffield and all local airspace users.
Objectives	<p>[REDACTED] The aim was to identify whether LEA’s application would be a full CAP 725 airspace change process or conducted in accordance with CAP 1122. Once confirmed to identify airspace users and local populations who will be effected by the re establishment of the final instrument approach tracks and new GNSS “legs” to these approaches, also the establishment of a hold at LEGNU.</p> <p>[REDACTED] - Whilst Sherburn Aero Club (SAC) will be participating in LEA’s consultation process due to the proximity of airspace they will be conducting their submission under CAP1122 process.</p> <p>[REDACTED] – Asked about the potential ATOL Operation from LEA; other proposed development was also discussed.</p>	<p>LEA required is to complete a full CAP 725 Airspace Change Process.</p> <p>LEA and SAC are to submit separate applications; LEA as a full CAP 725 process and SAC under the CAP 1122 regulations.</p> <p>[REDACTED] –Explained the plan for an ATOL operation from 2018, the ATOL operation is on hold until instrument approaches are re-established into Leeds East Airport. The plan for a small Business executive operation were discussed; the detail of which is limited as there is little or no data at this stage to corroborate the executive operation need.</p>

Impact on All Airspace users	<p>█ – There will be Consultation required for the re-establishment of final approach tracks to runway 06 and 24 as used by RAF, and the Introduction of “Y” and “T” legs for GNSS approaches and a hold at LEGNU.</p>	<p>Air Space Change Consultation required. LEA are aware of the need to conduct a full consultation with all local and national airspace users that will be potentially effected by the reestablishment of instrument approaches to Leeds East Airport (former RAF Church Fenton). The proposed instrument approaches have already been briefed to the members of the North of England Regional Airspace User Working Group (RAUWG) and a full list of contacts has been drawn up. Initial discussions with █ and █ SATCO identified the potential for both or either to provide a radar service and to integrate with Scottish Control in the local area.</p>
Proposed Airspace Change	Establish GNSS approaches to runway 06 and 24 and a hold at LEGNU.	
Design	Specifically designed to avoid large conurbations and airfields; Brighton, Burn, Full Sutton, Pocklington, Rufforth and Sherburn.	Non at this stage but may require amendment post consultation.
GNSS Runway 06	Design restriction final approach track under █ CTA therefore level segment at 2200’ inbound from IVGOB. Final approach track as RAF new intermediate approach and leg from BATLI.	LOA required between LEA and LBA.
GNSS Runway 24	Final approach track as RAF. New intermediate legs from TIFEK, IDPUS and LEGNU.	
Hold at LEGNU	For both approaches a hold at LEGNU has been established. The new hold requires addressing as part of the CAP 725 process.	
Flow into/out of Airways	Informal arrangement with █ to leave or join airways at GOLES co-ordinated with Scottish. Ad hoc arrangements with █ for traffic departing to the North on a “controller work load permitting” arrangement. LEA is in discussion with █ about the provision of 50% of a new radar position.	Formal radar provision to be established, and integrated with Scottish, Manchester, Leeds Bradford and Doncaster procedures.

The Environmental Aim/Assumptions	GNSS improves accuracy of flight paths therefore narrower lateral distribution. CDAs will be encouraged to improve vertical profiles to runway 24. [REDACTED] airspace potentially restricts CDA's on to runway 06. Designed to avoid large conurbation.	Consultation process required.
Traffic Volumes	[REDACTED] – Outlined “best guess Traffic Volumes”.	If the ATOL charter operation is to proceed in 2018 then accurate figures may be calculated, however, the executive operation is a less easy to quantify.
Runway and Taxiways	[REDACTED] – Physical characteristic of the airfield runway and Taxiway limit the size and volume of traffic.	Whilst some development may take place at LEA it is unlikely that during the next 10 years the infrastructure will be developed to increase either capacity or size of aircraft.
Operating Times	[REDACTED] – No night operations planned during the next 5 years.	
Noise	[REDACTED] – CAP 725 is the way to go using model.	Noise modelling required as part of the Air Space Change Consultation and Proposal development.
Sound Exposure Level (SEL) Footprint	[REDACTED] – Not required but useful.	
Noise Preferential Routing/Noise procedures	<p>[REDACTED] – there are other consultancies' apart from ERCD. Contours showing a 5 Year picture and Spot Point Noise levels. The amount of noise and its impact will need to be addressed; suitably modelled to give an accurate representation of the proposed reestablishment of final approach tracks and new legs/hold for the CAP725 process.</p> <p>[REDACTED] – Where will you be joining LEA?</p> <p>[REDACTED] - Whilst no formal “join” has been agreed with Radar service providers, either [REDACTED] or [REDACTED], it is likely that joins from the East, South and South West will be via GOLES, with aircraft joining from the North and West will potentially join via POL or the LBA (NDB). All planned joins would be at 4000' or higher in order to minimise noise and routed to give a Constant Descent Approach (CDA).</p> <p>[REDACTED] – What IFR Insurance cover will</p>	<p>IFR – Insurance outside controlled airspace. Operators would be made aware that operations would be with a Radar Service outside controlled airspace and have appropriate insurance in place.</p> <p>Formal arrangements with [REDACTED] and or [REDACTED] ATC are required to be established.</p>

	<p>operators require outside of controlled airspace whilst conducting GNSS approaches into LEA?</p> <p>█ – Potential operators have indicated that with radar cover and suitable risk assessment in accordance with their Companies OMA that the insurance cover in place for their operation would be suitable.</p> <p>█ – Have you considered Non Directional departures from LEA?</p>	<p>AOC and private operators using GNSS approaches into LEA will be required to have appropriate insurance cover in place.</p> <p>LEA – It was suggested that some consideration and investigate into Non directional departures prior to consultation should be undertaken, and if appropriate would be discussed as an option in the formal airspace change proposal. Equally the option of no Standard Instrument Departures (SID) should also be considered.</p>
CO2 and Local Air Quality	█ – 5 Year Plan	CAP 725 Airspace Change Consultation.
Aviation and Environmental Stakeholders/Consultees	█_ Listed in supporting handout.	<p>All County, Local and Parish Councils to be contacted along with local airspace users in the North East Region.</p> <p>Whilst LEA has an initial list of aviation and potential populous who may be effected by the airspace change LEA accepts that that additional groups or individuals may need to be included as the consultation progresses.</p>
Consultation Feedback	<p>█ – Web based questionnaire, Postal, answer phone. No Manned telephone lines.</p> <p>All responses logged in data base and categorised.</p>	
Next Steps, Comments		
Time Constraints	█ – Timescale/Timeframe is not driven by the CAA, Largely driven by the sponsors, in this case LEA is responsible for the progression of the submission.	
Conclusion		

Note: █ Presentation 11.10am – 12.15

Followed by █ presentation on CAA Guidance on the Application of the Airspace Change Process CAP 725

Subject	Notes	Action to be Taken
Current Process is in 7 Stages		
Stage 1 Framework Briefing	<p>█ - Understand all the issues that were presented by LEA and indicated to LEA what needs to be resolved. Use █ as a Focal Point.</p>	<p>LEA are required to submit a formal letter of intention to proceed with the CAP 725 Airspace Change Process for the reestablishment of final instrument approach paths and new associated hold and joining legs.</p>
Stage 2 Proposal Development		<p>LEA to develop a draft proposal for consideration.</p>
Stage 3 Preparing for Consultation	<p>█ – Clear consensus of all views and issues was not required as a prerequisite for a positive decision. █ – Noise Impacts – first consideration “DFT Air Nav Guidance” managing environmental impacts up to 7000ft. Where aircraft will Arrive and Depart to be illustrated on a map.</p>	
Stage 4 Consultation and Formal Proposal Submission	<p>█ – Review NATMAC Consultation documents to go through █ to be clear and concise. Plain language. Be sensitivity aware. █ will see all data. Formal submission of ACP by sponsor to include: 1 x Hard Copy or Electronic.</p>	
Stage 5 Regulatory Decision	<p>█ – Endeavour to get a decision in 16 weeks. The decision letter will be in form of a CAP.</p>	
Stage 6 Implementation	<p>█ – ACP at Least 5 months before effective date.</p>	
Stage 7 Operation Review		

Meeting Adjourned at 13.10