

Sherburn Aero Club RNP Feedback Form



The RNP IAP's at Sherburn were introduced in June 2023. It is important that pilots give us feedback about the IAP's to help us improve them, please complete, and return the form.

You are also invited to speak to our Head of Training to discuss any issues you had or feel should be addressed.

Some questions you may wish to answer

- 1) Did you find booking an RNP slot easy? Yes/~~No~~
- 2) What version of the Pilot Brief did you use? 1.62
- 3) Did you find the Pilot Brief covered what you needed to know? Yes/~~No~~
- 4) Did you fly the full approach to a landing? Yes/~~No~~
If not, why? Wanted to execute Missed Approach Procedure.
- 5) Did you Go Missed at the Decision Altitude? Yes/~~No~~
- 6) Did you have any difficulties flying the approach? Yes/~~No~~
If yes, please explain.
- 7) Was the unofficial weather report accurate? Yes/~~No~~
- 8) Did you receive the support you expected from the Sherburn Staff? Yes/~~No~~
If not, please explain.

Any other comments or feedback regarding the RNP approach or Pilot Brief?

Sherburn staff were incredibly helpful.
Brief was thorough and exhaustive.
LBA was accommodating and aware of the procedure, including squawk 5077.

Name (optional):

Date: 30 / 04 / 2024

Please return this form to the Flightdesk or send a copy over email to:

flightdesk@sherburnaeroclub.com

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Some questions you may wish to answer

- 1) Did you find booking an RNP slot easy? ☒ Yes/☐ No
- 2) What version of the Pilot Brief did you use? LATEST 1:62
- 3) Did you find the Pilot Brief covered what you needed to know? ☒ Yes/☐ No
- 4) Did you fly the full approach to a landing? ☒ Yes/☐ No
If not, why?
- 5) Did you Go Missed at the Decision Altitude? ☐ Yes/☒ No
- 6) Did you have any difficulties flying the approach? ☐ Yes/☒ No
If yes, please explain.
- 7) Was the unofficial weather report accurate? ☒ Yes/☐ No
- 8) Did you receive the support you expected from the Sherburn Staff? ☒ Yes/☐ No
If not, please explain.

Any other comments or feedback regarding the RNP approach or Pilot Brief?

EXCELLENT , PROFESSIONAL - VERY GOOD W/ BRIEF

Name (optional): .. [REDACTED]

Date: 8-4-24

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- 2) What version of the Pilot Brief did you use? J-1-62
- 3) Did you find the Pilot Brief covered what you needed to know? Yes/No
- 4) Did you fly the full approach to a landing? Yes/No
If not, why?
- 5) Did you Go Missed at the Decision Altitude? Yes/No
- 6) Did you have any difficulties flying the approach? Yes/No
If yes, please explain.
- 7) Was the unofficial weather report accurate? Yes/No
- 8) Did you receive the support you expected from the Sherburn Staff? Yes/No
If not, please explain.

Any other comments or feedback regarding the RNP approach or Pilot Brief?

Name (optional): [REDACTED]

Date: 31-3-24

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- 3) Did you find the Pilot Brief covered what you needed to know? ☒ Yes/☐ No
- 4) Did you fly the full approach to a landing? ☒ Yes/☐ No
If not, why?
- 5) Did you Go Missed at the Decision Altitude? Yes/☒ No
- 6) Did you have any difficulties flying the approach? Yes/☒ No
If yes, please explain.
- 7) Was the unofficial weather report accurate? ☒ Yes/☐ No
- 8) Did you receive the support you expected from the Sherburn Staff? ☒ Yes/☐ No
If not, please explain.

Any other comments or feedback regarding the RNP approach or Pilot Brief?

AMAZING RESOURCE FOR SHERBURN.

Name (optional):

Date: 27-3-24

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Some questions you may wish to answer

- 1) Did you find booking an RNP slot easy? ☒ Yes/☐ No
- 2) What version of the Pilot Brief did you use?1:61.....
- 3) Did you find the Pilot Brief covered what you needed to know? ☒ Yes/☐ No
- 4) Did you fly the full approach to a landing? ☒ Yes/☐ No
If not, why?
- 5) Did you Go Missed at the Decision Altitude? Yes/☒ No
- 6) Did you have any difficulties flying the approach? Yes/☒ No
If yes, please explain.
- 7) Was the unofficial weather report accurate? ☒ Yes/☐ No
- 8) Did you receive the support you expected from the Sherburn Staff? ☒ Yes/☐ No
If not, please explain.

Any other comments or feedback regarding the RNP approach or Pilot Brief?

Exceptional Support from the Flight desk

Name (optional):

Date: 21/3/24

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Date.....5 3 2024.....

Comments/Feedback

Used R10 RNP. The training flight in good weather seemed to work well alongside the VFR operation - there was no conflict
A/G man service was good - very efficient

flightdesk@sherburnaeroclub.com

Some questions you may wish to answer.

Did you find booking a slot easy?	YES
Did you find the pilot brief covered what you needed to know?	YES

Do you have any comments about the pilot brief?	No comment
What version of the pilot brief did you use?	1.61 I think - I was the 1.61 version
Did you fly the full approach to a landing?	NO
Did you Go Missed at the DH?	YES
Was the unofficial weather accurate?	YES
If you did not fly the full approach why?	planned go-around / missed procedure as part of my line procedure
Did you have any difficulties flying the approach, if yes please explain?	Lack of familiarity with entering approach & missed procedure on my GRS
Did you receive the support you expected from the Sherburn Staff, if not please explain?	YES
Any other comments	

END

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Date...15-2-24...

Comments/Feedback

Really enjoyed the experience but found the pilot brief over complicated and repetitive.

flightdesk@sherburnaeroclub.com

Some questions you may wish to answer.

Did you find booking a slot easy?	Yes -
Did you find the pilot brief covered what you needed to know?	Yes but too much info ..

Do you have any comments about the pilot brief?	repetitive + confusing - too much info.
What version of the pilot brief did you use?	V1.61.
Did you fly the full approach to a landing?	No.
Did you Go Missed at the DH?	YES.
Was the unofficial weather accurate?	YES.
If you did not fly the full approach why?	/
Did you have any difficulties flying the approach, if yes please explain?	No.
Did you receive the support you expected from the Sherburn Staff, if not please explain?	YES
Any other comments	/

END

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Date 28/07/2023


Comments/Feedback

I FLEW WITH ED BISHOP ON 21/07/2023 TO GET CHECKED OUT ON THE RNP APPROACH. THE JOINING, EXECUTION AND MISSED APPROACH PROCEDURES ARE ALL STRAIGHTFORWARD.

flightdesk@sherburnaeroclub.com

Some questions you may wish to answer.

Did you find booking a slot easy?	YES, I SENT AN EMAIL REQUEST TO FLIGHT DESK A FEW DAYS BEFORE. ALL ACKNOWLEDGED OK.
Did you find the pilot brief covered what you needed to know?	YES.

Do you have any comments about the pilot brief?	COMPREHENSIVE, FIT FOR PURPOSE.
What version of the pilot brief did you use?	WEBSITE
Did you fly the full approach to a landing?	NO, DUE TO CBT TRAFFIC.
Did you Go Missed at the DH?	YES
Was the unofficial weather accurate?	YES
If you did not fly the full approach why?	N/A
Did you have any difficulties flying the approach, if yes please explain?	NO.
Did you receive the support you expected from the Sherburn Staff, if not please explain?	YES, EXCELLENT.
Any other comments	IT SEEMS TO REQUIRE FLT DESK TO PERFORM LOTS OF CO-ORDINATION ACTIVITY. NO SUGGESTIONS ON HOW TO IMPROVE THIS. 

END

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Date 26/7/23

Comments/Feedback

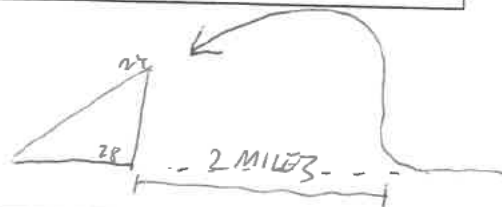
I FLOW AS FAR SOUTH AS
DUNSTON AIRPORT TO START THE APPROACH
FROM RUDD.

THERE WERE NO DIFFICULTIES AFTER
I COMMENCED SHERBURN RADIO AT 3 MILES
FROM RUDD.

MAKING I AM DOING THE APPROACH
WITH A LOW CLOUDS BUT TODAY'S WIND,
I WOULD HAVE MANOEUVRES TO THE 24
APPROACH BY "CIRCLING" AT 600 feet.
THERE IS NO PROVISION FOR THIS IN THE
"PILOT BRIEF" DOCUMENTS. I WOULD HAVE

flightdesk@sherburnaeroclub.com ROUTED -

Some questions you may wish to answer.



Did you find booking a slot easy?	YES
Did you find the pilot brief covered what you needed to know?	YES, BUT NOTHING ABOUT "CIRCLING" TO APPROACH RUNWAY.

Do you have any comments about the pilot brief?	IT MAKES THE COMPLICATION TIME SWE PRODUCE QUITE CLEAR!
What version of the pilot brief did you use?	1.6
Did you fly the full approach to a landing?	NO
Did you Go Missed at the DH?	YES
Was the unofficial weather accurate?	YES
If you did not fly the full approach why?	TO PRACTISE MISSED APPROACH PROCEDURE
Did you have any difficulties flying the approach, if yes please explain?	NO. SPEED CONTROL IS IMPORTANT AT AN EARLY STAGE FROM RUDVD THERE IS PLenty OF DISTANCE FOR DESCENT FROM THE F.A.F.
Did you receive the support you expected from the Sherburn Staff, if not please explain?	NO PROBLEMS WITH SHERBURN STAFF.
Any other comments	MUMBERSIDE ROAD SEEMING UNWINDING OF THE PROCEDURE! THE REQUIRED TRANSPONDER CODE SHOULD BE ON THE APPROACH PLATE

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Date 23/6/23

Comments/Feedback

RE. RNP 10.
Leeds, yet to become familiar with the IAP. Unable to state if traffic on IAP - however stated no traffic between us and Sherburn.

Short legs - on a training curve - need to depart at least 15 NM before turning inbound to configure.

Needs to emphasise in training brief - short legs - configure early.

flightdesk@sherburnaeroclub.com

Some questions you may wish to answer.

Did you find booking a slot easy?	N/A
Did you find the pilot brief covered what you needed to know?	Yes -

Do you have any comments about the pilot brief?	too long, repetitive, unnecessary information - important info buried.
What version of the pilot brief did you use?	
Did you fly the full approach to a landing?	No
Did you Go Missed at the DH?	Yes
Was the unofficial weather accurate?	Yes
If you did not fly the full approach why?	No .
Did you have any difficulties flying the approach, if yes please explain?	short legs - need to configure early.
Did you receive the support you expected from the Sherburn Staff, if not please explain?	
Any other comments	circuit traffic controlled by IAP approach to "non-active" runway.

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Date 27/6/23

Comments/Feedback

All good

turn to IF on GNS 470 did not prompt turn until after passing IF.

flightdesk@sherburnaeroclub.com

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?	see previous feedback

Do you have any comments about the pilot brief?	n ————— h
What version of the pilot brief did you use?	
Did you fly the full approach to a landing?	No
Did you Go Missed at the DH?	Yes
Was the unofficial weather accurate?	Yes
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	See comment re IF turn prompt
Did you receive the support you expected from the Sherburn Staff, if not please explain?	
Any other comments	

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Date 23/6/2023

Comments/Feedback

Found the PPR number to be quite long for the radio call.

flightdesk@sherburnaeroclub.com

Some questions you may wish to answer.

Did you find booking a slot easy?	yes
Did you find the pilot brief covered what you needed to know?	yes

Do you have any comments about the pilot brief?	N/A
What version of the pilot brief did you use?	1.60
Did you fly the full approach to a landing?	no, practise go-around and MAP
Did you Go Missed at the DH?	yes
Was the unofficial weather accurate?	yes
If you did not fly the full approach why?	to practise MAP
Did you have any difficulties flying the approach, if yes please explain?	NO
Did you receive the support you expected from the Sherburn Staff, if not please explain?	yes
Any other comments	N/A

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Date 15/06/23

Comments/Feedback

- When calling crosswind after a missed approach, make it clear it isn't "normal" crosswind and that it's RNP crosswind.
- Need a direct line / button to Leeds East Airport.
- When a missed approach is carried out, it was a lot to handle when calling Leeds East, Barn and giving airfield information to other aircraft joining / departing.
- G-GORD asked traffic situation in the circuit.

flightdesk@sherburnaeroclub.com

Some questions you may wish to answer.

Did you find booking a slot easy?	N/A
Did you find the pilot brief covered what you needed to know?	N/A

Do you have any comments about the pilot brief?	N/A
What version of the pilot brief did you use?	N/A
Did you fly the full approach to a landing?	N/A
Did you Go Missed at the DH?	N/A
Was the unofficial weather accurate?	N/A
If you did not fly the full approach why?	N/A
Did you have any difficulties flying the approach, if yes please explain?	N/A
Did you receive the support you expected from the Sherburn Staff, if not please explain?	N/A
Any other comments	N/A

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Date... 15/6/23

Comments/Feedback

RNP 10. APP 2 MISSED APP WENT WELL,
A COUPLE OF MINOR TEETHING PROBLEMS GPS
RELATED. NO PROBLEMS WITH LBA OR CCT TRAFFIC.
GO RND CARRIED OUT AT MINIMUMS.

flightdesk@sherburnaeroclub.com

Some questions you may wish to answer.

Did you find booking a slot easy?	YES.
Did you find the pilot brief covered what you needed to know?	YES

Do you have any comments about the pilot brief?	WORTH A REVIEW AFTER A FEW APPROACHES ON 10 + 28.
What version of the pilot brief did you use?	1-59
Did you fly the full approach to a landing?	FULL APPROACH + MISSED APP. TO A VFR LANDING FROM OVERHEAD
Did you Go Missed at the DH?	YES
Was the unofficial weather accurate?	YES
If you did not fly the full approach why?	N/A
Did you have any difficulties flying the approach, if yes please explain?	NO
Did you receive the support you expected from the Sherburn Staff, if not please explain?	YES
Any other comments	VERY HAPPY WITH THE A/P FOR THE FIRST ONE

END