



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

**RNP
INSTRUMENT APPROACH PROCEDURES**

POST IMPLEMENTATION REVIEW

Annex 1 Stakeholder Feedback

7th May 2025

Document Control

Reference	Description
Document Title	Annex 1 Monthly Reviews
	Leeds East RNP ACP PIR
Document Ref	ACP-2016-013
Issue	Issue 1.0
Date	7 May 025
Name	Leeds East Airport
Classification	Public (Once redacted)

Issue	Amendment	Date
Issue 1.0	First version	7 May 2025

Approval Level	Authority	Name
Author	Merlin Aerospace Consulting Ltd	
Reviewer		

This document contains records of communications with Stakeholders in the period after the start of RNP approach operations in August 2023 for 1 year.

It has been redacted when published in the public domain.

[REDACTED]

From: [REDACTED]
Sent: 17 August 2023 13:03
To: [REDACTED]
Subject: [REDACTED]

Kind Regards
FBO Supervisor
[REDACTED]

Tel: 01937 534347
www.leedseastairport.co.uk

-----Original Message-----

From: [REDACTED]<[REDACTED]@btinternet.com>
Sent: Thursday, August 17, 2023 12:52 PM
To: [REDACTED]<[REDACTED]@leedseastairport.co.uk>
Subject: [REDACTED]

Hi [REDACTED]

Unfortunately I won't be able to get to the RNP stakeholders' meeting today as the aircraft I was going to use is unserviceable.

As far as we are concerned, we have encountered no problems with the approaches.

Please convey my apologies.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED]@btinternet.com>
Sent: 18 August 2023 12:03
To: [REDACTED] LEA Operations
Cc: [REDACTED]office@wolds-gliding.com; [REDACTED]
Subject: RE: Ref Leeds East GNSS

[REDACTED]

We did briefly discuss your request (below) at yesterday's meeting at LEA, where I indicated that Wolds Gliding Club (WGC) did not believe that this was an appropriate way to proceed. The request has been considered internally within the club, as well as with representatives from the other Yorkshire GCs. Our concerns are:

- WGC, whilst a large GC, is essentially a volunteer run organisation and only has a staffed office on Wednesdays (10 – 3) and at the weekend (10 – 4, both days)
- Having a nominated SPOC (single point of contact) is not an effective means of ensuring communication, given the possibility of that person's unavailability for a variety of reasons
- UK weather is now so uncertain that forecasting our flying activities on a Monday for later in the week can be problematical
- Our nominated flying days are Wednesday, Saturday & Sundays, **but** we do roster a Duty Instructor and Duty Pilot on the other days and, if it is flyable, then we will be operating
- **Accordingly**, you should assume, unless the weather is so poor as to be not appropriate (e.g. heavy rain, strong winds etc), that **we will be flying**
- We have set up a single email address (rnp@wolds-gliding.com) for all Instructors and other relevant personnel to ensure that the daily Duty Instructor is aware of any RNP movements and can relay them at our 9.30 briefing. This email address can be used by both LEA & SAC for informing us of your activities. **N.B.** We have noted that LEA has issued updates to proposed RNP activities later in the day. Please do not assume that the Duty Instructor will pick up such updates given the very busy nature of that role, as he/she is unlikely to be looking at emails!
- More specific enquiries can be directed to the CFI or Office as above
- I have bcc'd this information to the other Yorkshire GCs

Forwarded FYI.

Regards,

[REDACTED]

[REDACTED]

*Coordinator, Yorks, Derbyshire, Lancashire & Nottinghamshire
RSAG (Regional Soaring Airspace Group)*

[REDACTED]

From: [REDACTED]@btinternet.com>
Sent: 13 August 2023 20:42
To: [REDACTED]@leedseairport.co.uk>
Subject: FW: Ref Leeds East GNSS

[REDACTED]

Your request as below has been passed to me for action. I suspect you have made similar requests to the other Yorkshire GCs. Accordingly, I'm seeking the views of Burn, Rufforth and Sutton Bank as well, so we can have a coordinated response. I will respond again in due course.

Regards,

[REDACTED]

[REDACTED]

*Coordinator, Yorks, Derbyshire, Lancashire & Nottinghamshire
RSAG (Regional Soaring Airspace Group)*

[REDACTED]

From: Wolds Gliding Club <office@wolds-gliding.com>

Sent: Wednesday, August 9, 2023 3:07:54 pm

[REDACTED]

Subject: Ref Leeds East GNSS

Hi [REDACTED]

To reiterate, Leeds East rang to say they'd like to be able to contact a nominated club member every Monday morning to find out what flying operations we have planned for the week.

Leeds East contact is Nicky on: 01937 534194

You said you'd like to find out Burn's position before advising us how to proceed.

Cheers, [REDACTED]

**Wolds Gliding Club
The Airfield
Pocklington
East Yorkshire
YO42 1NP**

OFFICE HOURS:

Wednesday: 10AM – 3PM

Saturday: 9AM – 5PM

Sunday: 9.30AM – 5.30PM

[REDACTED]

<https://www.wolds-gliding.com/>

[REDACTED]

From: LEA Operations
Sent: 20 August 2023 14:37
To: [REDACTED]
Subject: FW: Rufforth West activity wc 22.8.23

Best Regards,

Leeds East Operations
Leeds East Airport
01937 534197



From: office@yorkglidingcentre.co.uk <office@yorkglidingcentre.co.uk>
Sent: Sunday, August 20, 2023 1:36 PM
To: LEA Operations <ops@leedseastairport.co.uk>
Subject: Rufforth West activity wc 22.8.23

Hi

We are gliding on Wednesday, Saturday & Sunday next week, weather permitting.

We are expecting powered aircraft landing for the duration of York Races Wednesday 23 Aug – Sat 23 Aug.

Visiting pilots who have requested PPR are sent information which includes requesting them to contact Leeds East on approach.

Kind Regards

[REDACTED]

Office
York Gliding Centre
Rufforth Airfield

[REDACTED]

From: [REDACTED]@yaa.org.uk>
Sent: 23 January 2024 22:50
To: [REDACTED]
Subject: Re: Sherburn & Leeds East RNP feedback request

Hi [REDACTED]

I've not had chance to use it since the initial attempt. Nor have I made it to Leeds East yet.

So no problems encountered this end.

We use Airbox Plates for our Approach Plates but they don't seem to have published EGCM or EGCJ as yet so we're reliant on the AIP ones.

Regards,

[REDACTED]
[REDACTED]
YAA Senior Pilot (Nostell Air Base)
M: [REDACTED]
T: 01422 237900 (YAA Head Office)
[REDACTED]@yaa.org.uk

From: [REDACTED]@spc-group.com>
Sent: 22 January 2024 11:17
To: [REDACTED]@leedseairport.co.uk>
Subject: Sherburn & Leeds East RNP feedback request

Good morning

Both the Sherburn and Leeds East RNP's have been operational for just over 6 months, could I ask you the following:-

- a. Have you had any operational issues in the last 3 months due to the RNP's at either Sherburn or Leeds East?
- b. Have you had reason to have any safety concerns in the last 3 months due to the RNP's at either Sherburn or Leeds East?

Any other comments/feedback would be greatly appreciated.

[REDACTED]
[REDACTED]
Director

[REDACTED]

From: [REDACTED]@spc-group.com>
Sent: 14 September 2023 07:56
To: [REDACTED]
Cc: [REDACTED]@lba.co.uk; [REDACTED]
[REDACTED]npas.pnn.police.uk); [REDACTED]
Subject: Re: Leeds East RNP- 1 month review

Thank you [REDACTED]

May I remind you—Re joining, please be aware LEA is Air Ground, we cannot control how aircraft join. A straight in approach is not unusual. During your preflight planning a look at the AIP and also on our web site has the following:

- a. The only signals are light signals.
- b. Pilots are to join and depart via the aerodrome VRPs, joining the visual circuit from the crosswind, downwind, base or finals. No deadside or overhead joins due to the conjoined ATZ with Sherburn in Elmet airfield to the south.

From the web site

Circuit Joining Procedures - "Fenton Radio" A/G 120.71 AVOID ALL VILLAGES IN THE FENTON LOCAL AREA Initiate join at 1500' to enter the fixed-wing circuit at 1000' or as appropriate on final.

So you can see straight in is an option.

Both aircraft were VFR so operating see and avoid, the other pilot reports seeing you so it would appear that worked.

There was no RNP active at the time so A/G were not in the same mode as they would have been had an RNP been in progress.

The a/g training is a live process and I can see a need here for some phraseology that would have been better for you, so we will have a look at this.

I hope you have had a great summer gliding, and wish you the best of health.

S

[REDACTED]

From: [REDACTED]@btinternet.com>
Sent: 29 January 2024 16:52
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Sherburn & Leeds East RNP feedback request

Importance: High

[REDACTED]

Your request for info has been circulated to the CFI, Chairman and Airspace Officer of Wolds Gliding Club (WGC). Given my previous involvement with both RNPs, I have been asked to respond on behalf of the club, as I'm now a member of WGC.

The most obvious point to make is that the extremely poor weather of the last few months has severely restricted the amount of gliding activity which has occurred in the area. Consequently, there have been a limited number of occasions when the RNP operations may have come into conflict with WGC's flying days. Accordingly, there is nothing to report at this time. However, our CFI (Tony Kendall) makes the point that "the alert emails from Church Fenton don't follow a consistent pro-forma. Class 'C' aircraft are separated out. Sherburn's pro-forma is consistent." Perhaps this is a matter you could address?

WGC remains concerned over your previous response to the points we raised over flying RNPs during WGC's annual Two Seat Competition (TSC). FYI, a busy day during this competition could involve anywhere between 120 -150 movements, with all the gliders setting off on cross- country tasks. The direction of the tasks each day will be determined during the early morning dependent on the weather and soaring conditions. Tasks that head west or north of Pocklington will be particularly relevant to your RNPs. I'm sure any GA pilot on an RNP will become rather disconcerted to come across upwards of 30 two seat gliders and half a dozen tug aircraft in the area! The obviously heightened risk of an Air Prox or MAC will obviously equally concern you as well as us? Accordingly, we would anticipate that both LEA and SAC will wish to coordinate with WGC during the TSC to manage the safety aspects of this major gliding competition.

N.B. Two Seater Competition 2024 - (SUNDAY 18TH AUGUST - SUNDAY 25TH AUGUST 2024)

Finally, the next six months will be very 'interesting' in regards to potential RNP safety issues, as the info that both LEA & SAC have GNSS approaches is now out there in the GA community and we anticipate their usage will significantly increase, particularly if we have better flying weather this year. Both factors will heighten the possibility of overflights at Pocklington (and the other Yorkshire GCs) and, unfortunately, potential Air Prox incidents & MACs, not just over the airfield but on the RNP tracks. WGC and the other Yorkshire clubs will be monitoring developments closely, as I'm sure you will.

Forwarded on behalf of WGC FYI,

[REDACTED]

[REDACTED]
*Coordinator, Yorks, Derbyshire, Lancashire & Nottinghamshire
RSAG (Regional Soaring Airspace Group)*

From: [REDACTED]@spc-group.com>
Sent: 22 January 2024 11:17

[REDACTED]

From: [REDACTED]@lba.co.uk>
Sent: 26 January 2024 16:50
To: [REDACTED]
Subject: RE: Sherburn & Leeds East RNP feedback request

Hi [REDACTED]

The only issue of note is that we've had a couple of instances where Aeros have been training and called for a Traffic Service whilst flying around the IAPs. Our understanding was that an aircraft on the IAPs would be on either CM or CJ frequency.

Apart from that, we're all good.

Thanks

[REDACTED]
Head of Air Traffic Services



I support flexible working. My emails are sent to you during the hours that I work and I understand that you will respond during the hours that you work.

From: [REDACTED]@spc-group.com>
Sent: Monday, January 22, 2024 11:17 AM
To: [REDACTED]@leedseastairport.co.uk>
Subject: Sherburn & Leeds East RNP feedback request

Please be aware. This email originated from outside Leeds Bradford Airport. Do not click on links or open attachments unless you recognise the sender or know the content is safe.

Good morning

Both the Sherburn and Leeds East RNP's have been operational for just over 6 months, could I ask you the following:-

[REDACTED]

From: [REDACTED]@btinternet.com>
Sent: 23 January 2024 15:18
To: [REDACTED]
Cc:
Subject: Re: Sherburn & Leeds East RNP feedback request

Hi [REDACTED]

We have experienced no matters of concern since you rebriefed your radio operators. The service from them is consistently good.

It would, perhaps, be more helpful for users of the RNP approaches to book further in advance. There are many occasions when none are booked first thing (we pass on this information at a 09:30 briefing) only to learn of bookings later in the day.

○ don't suppose this can be eliminated but some encouragement to book early would be helpful.

[REDACTED]
York Gliding Centre

Sent from my iPhone

On 22 Jan 2024, at 12:17, [REDACTED]@spc-group.com> wrote:

Good morning

Both the Sherburn and Leeds East RNP's have been operational for just over 6 months, could I ask you the following:-

○

1. Have you had any operational issues in the last 3 months due to the RNP's at either Sherburn or Leeds East?
2. Have you had reason to have any safety concerns in the last 3 months due to the RNP's at either Sherburn or Leeds East?

Any other comments/feedback would be greatly appreciated.

[REDACTED]
Director

[REDACTED]

From: [REDACTED]@spc-group.com>
Sent: 12 September 2023 22:35
To: [REDACTED]
Subject: Fwd: Leeds East RNP- 1 month review

FYI

ip

[REDACTED]
Director



Begin forwarded message:

From: [REDACTED]@btinternet.com>
Date: 12 September 2023 at 22:02:34 BST
To: [REDACTED]@spc-group.com>

[REDACTED]

Subject: Re: Leeds East RNP- 1 month review

Hi [REDACTED]

Our general observation is that the systems in place to facilitate RNP approaches are working quite well. We receive daily notifications and radio announcements. The number of movements is still relatively low. On a day to day basis, most of our pilots have noticed little difference although we have given them a thorough briefing and daily notifications.

However, on 02 September we did experience one occurrence of concern. I was flying as TMG instructor in our Venture motorglider with a student pilot on his first navigational exercise. We had agreed that he would fly to York Racecourse and climb to 2000ft amsl and then call Leeds East for traffic information before setting off South towards Goole, crossing the "feathers" for the RNP approach to EGCM r/w24. The student used the exact words requested by LEA in the document LEA

promulgated before the the RNP approaches were initiated starting with "Fenton Radio, G-BTWD requesting traffic information".

It was immediately apparent that the radio operator had not been briefed about the possibility of this request even though such requests are common practice elsewhere . We had expected to be asked to pass our details and for the radio operator then to tell us about any aircraft on or about to start an RNP approach and also about any traffic in the circuit within the ATZ.

Instead, the operator said that he could not provide traffic information as he was not "radar equipped". At this point I intervened and pointed out that our request was being made in line with the instructions/guidance issued by Leeds East prior to introduction of RNP approaches. Reluctantly to radio operator said that he was not aware of any traffic but I had to press him to confirm that LeedsEast had no RNP traffic at that time.

Consequently, my student pilot set off at 2000ft towards Goole. Shortly afterwards, I had to take control away from him and turn our aircraft sharply through 180 degrees because of a DA42 (possibly DA 62) on a long VISUAL final to Leeds East's runway 24, following the same flight path as the RNP approach. It was on a converging path with us both laterally and vertically.

I was on the alert to the possible conflict with a DA42 (a light twin) because, just as my student changed to Fenton radio, I heard the commander of the DA 42 indicate that he would like to start a long final from overhead Elvington. My inexperienced student pilot had not picked this up.

After safely turning away, I complained to the radio operator that he had not warned us about the DA42. He said that he could not give us information about aircraft outside the ATZ.

In fairness, he later came back and apologised for not giving us traffic information in the first place but insisted that he would not have been able to give us information about the DA42 as it was not in the ATZ.

This raises four serious issues that need to be addressed:

- I believe that the operator had a duty of care even if he was not required by regulations to tell us about traffic outside the ATZ. He knew that the DA42 pilot had declared an intention to make a long approach to rw24 but chose not to tell us.

- It was clear that the radio operator had not been briefed adequately about the guidance given to local airspace users vis a vis requests for traffic information. This needs to be rectified.

- Having told us, when pressed, that there was no RNP traffic, it should have been obvious that we could assume that no-one was likely to be on approach outside the ATZ. Luckily I didn't but my student pilot , quite understandably, did. In this case our TEM brief about lookout paid off . The potential for confusion needs to be addressed by LEA. If this student had been on his first solo nav ex, the outcome could have been different.

- The joining instructions on LEAs website say that inbound aircraft should proceed to one of the VRPs at 1500ft and then call for join. Indeed, while we were on frequency, a number of visiting aircraft did just that. We have advised all our pilots about that procedure so that they can be extra-vigilant near the VRPs (or avoid them at 1500ft) We question, then, why this DA42 was permitted to enter the ATZ using a long final join. The DA42 is perfectly capable of a base leg join . We would respectfully suggest that long final joins are booked in advance and advised in the same way as RNP approaches so that they can be reported in traffic information responses and notified in advance. We recognise that some faster aircraft may require such an approach even under VMC. A DA 42 should not.

We hope that this assists your deliberations. It would be good to receive a progress report.

Glider Activity - GNSS

Date of Booking:	27 th August 2023
Gliding Activity:	Annual Two Seat Competition – 26 entries – Launch 2,000ft vicinity of Pocklington
Gliding Competitions:	20 th – 27 th August 2023
NOTAM:	Y
Weather, METAR/TAF:	Heavy showers forecast both synoptic and forecast from local TAFS around time of RNP Approach
Time of Weather:	0800am Local 1200pm Local
Comment	The duty manager reviewed the information and weather etc and decided there was no cause to suspend. Dialogue with the aircraft resulted in one of them converting to VFR, the other made the approach with a good lookout. No issues to report.
Safe to go ahead GNSS:	Y
Name:	██████████ Airport Manager
Sign:	██████████