

PROPOSAL FOR CAP 1122 IAP

SHERBURN AERO CLUB

Date: 26/10/16	Start: 10.00	Finish: 13.10	Location: CAA London
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Present: ██████████ SAC, ██████████ LEA, ██████████ LEA

CAA Members Present: ██████████, ██████████, ██████████, ██████████, ██████████, ██████████ and ██████████.

Distribution to: SAC and CAA.

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

Followed by ██████████ presentation 11.10 – 12.15

Subject Category	Notes	Action to be Taken
General	██████████ presented a summary of the Sherburn Aero Club Review document	
	<p>The review document covered</p> <ul style="list-style-type: none"> • Background • Facilities • The local Area • Reason for this Proposal • The LPV Approach • Airspace Change Proposal • Runway 28 Environmental Impact • Runway 10 Environmental Impact • Review procedure • Annexe • Annexe 1 Pilot Briefing • Annexe 2 Flying Order Book inserts • Annexe 3 Sherburn GNSS Operational Guide • Annexe 4 LOA's 	
COMMENTS DURING PRESENTATION		
	██████████ suggested that the ground tracks were shown on OS maps	██████████ to place the tracks on OS based maps and replace the maps in the review document
	██████████ requested that we expand on how the procedures have minimised flight over villages	██████████ to demonstrate within review that the tracks avoid flight over villages wherever possible

	<p>█ pointed out the 28 MAP track would not be used in training, and would be a rare event</p>	
	<p>█ asked about the arrangements with Burn. █ replied the Burn only fly on specific days, we can co-ordinate by telephone. Discussions with Burn have been instigated.</p>	<p>LOA to address potential conflicts</p>
<p>Environmental Impact Runway 28</p>	<p>It was agreed the environmental impact was minimised and very low. SAC had also commenced consultation with local airspace users █ - Check 500ft, turn earlier on missed approach 28?</p>	<p>█ to check with gCAP, procedure designers, if there can be a turn on the 28 MAP.</p>
<p>Environmental Impact Runway 10</p>	<p>It was agreed the environmental impact was minimised and very low. SAC had also commenced consultation with local airspace users TAA 3000ft. █ explained the reasoning about the missed approach on Runway 10. UPLUG</p>	<p>█ suggested a)we looked at a stable height for the procedure b)we evaluated a shorter MAP track It was agreed the MAP text needed to be clarified</p>
<p>Annex 1 Local Airspace</p>	<p>Controlled Airspace. No simultaneous approaches with LEA – No Conflict Advanced discussion with Leeds Bradford and Doncaster. Both could not see any conflict with their operations</p>	<p>SAC to ratify LOA's with Leeds east, Leeds, Doncaster, Burn and Brighton, for IFR airspace procedures.</p>
	<p>█ asked what further level of work needs to be done?</p>	<p>█ - CAP 1122 process to be progressed with AAA. Finalise LOA's The Review document with some modifications is an acceptable document No large requirements.</p>
	<p>█ -</p>	<p>█ - Finalise impact assessment document, Use standard maps (OS) not aeronautical.</p>
	<p>NATMAC (National Air Traffic Advisory Committee)</p>	<p>Sherburn Proposal will be circulated to NATMAC</p>

Meeting Adjourned at 13:10.