



**LEEDS EAST
AIRPORT**

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

**RNP
INSTRUMENT APPROACH PROCEDURES**

**POST IMPLEMENTATION
REVIEW**

7th May 2025

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1. Introduction

1.1 This document, Appendices and Annexes have been created by LEA (the Sponsor) in response to the request from CAA for data as part of the Post Implementation Review (PIR) of the twelve months operation of RNP IAPs approved by them in August 2023. This was detailed in CAP2389 Airspace Change Decision - Full Reasons paragraph 55 & 56. [CAP2389 Decision Document](#)

Post Implementation Review

55. In accordance with the CAA standard procedures, the implications of the change will be reviewed after one full year of operation, at which point, CAA staff will engage with interested parties to obtain feedback and data to contribute to the analysis.
56. The Sponsors will be sent a letter detailing the PIR requirements.

1.2 The format of this submission uses both qualitative statements and quantitative data to demonstrate support of the conclusions reached.

1.3 This PIR is not a review of the CAA's decision to approve the ACP nor a replay of the process leading up to it.

2. Background

2.1 LEA, formerly RAF Church Fenton, was granted a CAA Aerodrome (Ordinary) Licence in September 2016. Shortly after, the ACP process commenced under CAP725 with reference ACP-2016-013.

2.2 Finally a decision in favour was published on 15th May 2023 [Approval Statement](#) for implementation via AIRAC cycle 08/2023 on 10th August 2023. Therefore, the review period is twelve months to 10th August 2024.

2.3 A full list of documents associated with the ACP can be found on the CAA website, here [LEA GNSS RNAV approaches ACP-2016-013](#)

3. The PIR process

3.1 All successful ACPs whether conducted under CAP725 or CAP1616 have a Stage 7 PIR. In this particular case, irrespective of whether the CAA decision to approve the change was made under the previous process (set out in CAP 725), all PIRs should normally be in accordance with the process requirements of CAP1616. However, when assessing the expected impacts against the actual impacts, the methodology adopted at the time of the original CAA decision has been used.

3.2 Once LEA's PIR data submission is published on the portal (CAA Website in this case), there will be a 28-day window during which any stakeholder may provide feedback about whether any impacts of the change are those expected, 12 months on.

3.3 Before the CAA can commence the PIR of an airspace change, the change sponsor must provide the CAA with a PIR submission that includes data pre-requested by the CAA. This data would normally be stipulated within the decision document at Stage 5 although this is not the case for changes pre-2018 (CAP 725). The PIR data request form [see Appendix 1] sets out that list of data required in order for the CAA to complete the PIR assessment. If required, the CAA may request data additionally to the data that was requested within the regulatory decision.

4. Responses to individual data requests

4.1 The following paragraphs set out the required data requests by topic followed by the sponsor's response. [See Appendix 1 for the full document]

4.2 To link the responses to the PIR Data Request set out below, the relevant paragraphs from that document are shown in parentheses (). Not all the sections within the standard data request template require a response from LEA so only required responses are linked.

5. General Observations

5.1 (14) The following general observations are to enable an overview of the effectiveness of the airspace change.

5.2 (15) The change sponsor is required to submit a qualitative statement against each data request which supports the conclusion reached in each case.

5.3 (16) The CAA will review the analysis of the data submitted to ensure the anticipated impacts and benefits in the approved change were as expected.

		Required for the review?	Format of the data required.	Information of relevance in support of the request.
a)	An overview statement on whether, in the change sponsor's view, the original proposal met the intended objectives as described on the	Yes <input checked="" type="checkbox"/>	Narrative.	This ACP had a number of specific conditions attached, that require fulfilling post implementation:

	CAA's decision to approve the change.			c) The slot allocation system, as described in the documentation, must ensure that there is no possibility of aircraft being booked into EGCM and Sherburn-in-Elmet aerodrome (EGCJ) concurrently and be aligned in terms local procedures concerning visual circuit occupancy. f) Should the Sponsor see an increase (2019 figure was 76, so anything above this) in the number of CAT C aircraft types utilising the procedure over the next 5 years, they must review their safety case and inform the CAA of the outcome. m) A pilot may not make an initial airborne request for a procedure slot, unless in an emergency (update pilot brief). n) Following implementation, should the sponsor determine that the risk of a MAC while flying either procedure is heightened due to increased glider activity, then the procedure(s) are to be suspended until such time as the activity is considered not to present a heightened risk. o) The procedures for EGCM should ensure that, in the event of a missed approach, EGCJ is advised by telephone to assist in the management of potential conflicts.
b)	On overview statement on whether, in the change sponsor's view, the original proposal met any conditions described on the CAA's decision to approve the change (if applicable).	Yes <input checked="" type="checkbox"/>	Narrative.	
c)	Confirm that implementation occurred on the dates identified in the Decision Letter. If no implementation date was specified in the Decision, please state so.	NO	Narrative.	
d)	If there was a significant delay between the planned and actual implementation date, please provide an explanation.	NO	Narrative.	
e)	Identify whether any other issues of significance have occurred during the period 12 months after date of implementation ³ .	Yes <input checked="" type="checkbox"/>	Narrative.	
f)	Other than normal promulgation activity (e.g. NOTAM, AIC etc.), identify what steps were undertaken to notify local aviation stakeholders that the airspace change was about to be implemented.	Yes <input checked="" type="checkbox"/>	Narrative.	

5.4 a) One of the main drivers for change LEA identified as an objective was to offer RNP approaches when Instrument Meteorological Conditions (IMC) prevailed, to reduce landing risks. The implementation of the IAPs has seen successful landings over the first year in weather conditions that would have previously precluded such operations. Thus, the main objective has been met.

5.5 b) There were sixteen conditions attached to CAP 2389 the Decision - Full Reasons document. Five specific conditions, listed in the righthand table column above, had to be fulfilled after implementation *viz* **c, f, m, n & o**. These are reproduced below with comments indicating compliance: -

c. The slot allocation system, as described in the documentation (EGCM/EGCJ LoA), must ensure that there is no possibility of aircraft being booked into EGCM and Sherburn-in-Elmet aerodrome (EGCJ) concurrently and be aligned in terms of local procedures with EGCJ concerning visual circuit occupancy.

From the start of civil operations at LEA there has always been good communications with Sherburn Aero Club who run the adjacent Sherburn-in-Elmet aerodrome. The LoA between the two set out slot allocation procedures which includes checking with the other party before allocating a slot. This system has operated without problems for the whole period.

f. Should the Sponsor see an increase (2019 figure was 76, so anything above this) in the number of CAT C aircraft types utilising the procedure over the next 5 years, they must review their safety case and inform the CAA of the outcome.

In the first 12 months 46 CAT C aircraft landed at LEA (32 visually and 14 RNP) therefore in this reporting period no review of the safety case will be necessary.

m. A pilot may not make an initial airborne request for a procedure slot, unless in an emergency (update pilot brief accordingly).

Pilot Brief Ver 4.7 (26/7/24) states this.

n. Following implementation, should the sponsor determine that the risk of a MAC while flying either procedure is heightened due to increased glider activity, then the procedure(s) are to be suspended until such time as the activity is considered not to present a heightened risk.

Due to a number of factors including weather, gliding activity in the region has not increased significantly. There have been no safety issues associated with MAC risks raised by the gliding community. [see Annex 1 Stakeholder Feedback]

o. The procedures for EGCM should ensure that, in the event of a missed approach, EGCM is advised by telephone to assist in the management of potential conflicts.

There has been four RNP approaches that resulted in diversion all due to weather below VFR minima so SAC were not operating.

5.6 c) Instrument Approach Operations commenced on Thursday 10th August 2023 at 06.00 UTC.

5.7 d) There was no significant delay to commencement of these approaches. The first RNP slot was issued for 11.30Z on 10/8/23. Weather records show that IMC did not affect approaches until 12/8/23.

5.8 e) There have been no changes introduced as a result of issues of significance during the first 12 months.

5.9 f) In the runup to start of operations, updated information was placed on the LEA Website, A5 sized reference cards depicting the two approaches were sent, as promised, to all the local gliding clubs and GA magazines were informed. Furthermore, a briefing meeting was held with a Councillor who sits on three of the local Parish Councils who then relayed the information back to each group. A further meeting is already scheduled.

6. Safety Data

6.1 (17) The following safety data is required to enable an assessment that the new airspace design is at least as safe as the original design, if not safer.

6.2 (18) The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

6.3 (19) The CAA will review the statistics submitted concerning these events and assess whether the revised airspace design is a contributory factor in any incidents which have occurred. If there have been no reported events, the sponsor should articulate this in their PIR submission.

a)	Data concerning any recurring instances of Instrument Flight Procedures (IAPs, SIDs, STARs, Holds) not being flown correctly. ⁴	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by data (flight data).	As these procedures have been implemented in Class G airspace to reduce the risk of CFIT, it is vital that they are flown as approved.
b)	Report concerning any known Mandatory Occurrence Reports (MORs).	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative supported by copies of the original MOR Report(s).	
c)	Report concerning any known AIRPROX reports.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative supported by copies of the original AIRPROX Report(s).	
d)	Report concerning any known Air Safety Reports (ASR) ⁵ .	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative supported by copies of the original ASR Report(s).	

6.4 a) No recurring instances of IAPs being flown incorrectly recorded. However, 3 pilot feedback forms reported that descending from 3500' at EPJUG to 2200' by CMS01 in only 3.6nm was challenging.

6.5 b) There has been only one occurrence which triggered an MOR 2024 14938 issued by Leeds Bradford ATC. On the 19th May 2024 at 15.30 UTC an aircraft conducting an Instrument Rating exam flying the 06 RNP via IVGOB at 3000' infringed the Leeds Bradford zone at CTA-1 which has a base of 2500'. The Pilot Brief clearly states contact with LBA is required prior to commencing this approach. The pilot was asked to contact Leeds/Bradford ATC which he duly did. The subsequent investigation by the aircraft operator revealed poor time management by the instructor due to the late arrival of the student and hence a lack of situational awareness on return from the training sortie at Teesside Airport. To help mitigate further lapses safety information boards were placed in training establishments containing information about the RNP's at LEA. LEA personnel were made available to brief pilots making training flights.

6.6 c) Interrogation of the Airprox Board's database shows no reports associated with these approaches.

<https://www.cadnodevelopment.com/airprox/home>

6.7 d) i) On the 4th August 2024 a NetJets aircraft flying the 24 RNP was forced to climb to 2000' at the FAF due to a light aircraft flying on the centreline at the height of the final approach. It was identified as having taken off from Sherburn-in-Elmet. At the subsequent enquiry conducted jointly with SAC it was discovered that an instructor and student had been conducting Practice Forced Landings without Power and had lost situational awareness of their proximity to

the LEA RNP track. The aircraft had not contacted Fenton Radio for traffic information. The NetJets aircraft landed safely after the avoiding action.

7. Service Provision/resource issues

7.1 (20) The change sponsor will need to demonstrate that adequate resources are in place to facilitate the operation of the new airspace design, and that air traffic services are being provided as forecast in the approved change without unanticipated negative impact on other airspace users.

7.2 (21) The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

7.3 (22) The CAA will assess whether there is adequate resource in place to support the operation comparing the change sponsor's data with the approved change.

		Required for the review?	Format of the data required.	Information of relevance in support of the request.
a)	Data on refusals of service.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	This data will refer to how the 'slot system' at Leeds East Aerodrome has worked or not and the impacts on VFR operations at Leeds East Aerodrome.
b)	Data regarding air traffic delays.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	
c)	Details of additional resource allocated, considering daily and seasonal traffic patterns.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	

7.4 a) There have been no refusals of service recorded.

7.5 b) There have been no traffic delays notified.

7.6 c) No additional resources have been required during this period, one RO commented that at busy times especially at the weekend admin assistance would be welcome.

8. Traffic Figure

8.1 (29) Traffic figures over the period will give a general overview of the nature of the operation following the implementation of the change. In addition, where the change was predicated on a forecast increase in traffic numbers, the change sponsor will need to confirm whether or not the increase forecast in the approved change has been realised.

8.2 (30) The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

8.3 (31) The CAA will consider the extent of any difference between the predicted and actual traffic figures and the extent to which the impacts of the change can be explained by those differences.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Data on the actual vs predicted figures. 1) total number of aircraft movements 2) fleet mix or types of aircraft using the aerodrome	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	The sponsor stated that the IAPs would be shared with Sherburn-in-Elmet and due to the slot system there would be a limit on the usage of the IAPs.
b)	Data on the % change compared monthly before and after the change.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	
c)	Reconfirmation that there have been no factors that would cause a material change to the traffic forecasts provided in support of the original proposal, i.e. that the original forecasts are still reasonable. ⁷	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative.	

8.4 a) 1) Total for 10/8/22 to 9/8/23 = 8118 Predicted 8592
Total for 10/8/23 to 9/8/24 = 8706 (+7.25%) Predicted 9142

2) Fleet mix or types of aircraft using the aerodrome. There has been no new type of aircraft, fixed- or rotary-wing introduced into operations following the start of RNP IAPs. See Appendix 3 for the full breakdown. The number of RNPs flown by Category of approach speed A, B or C are below. See Appendix 4 for the full breakdown.

CAT A	CAT B	CAT C
183	55	14

8.5 b) The percentage change in movements monthly from 2022/23 to 2023/24 August to August is summarised below.

The following table shows the types with movement figures comparing 2022-23 with 2023-24

Type	2022/23	2023/24	%change
Piston	6338	6672	+5.3
Turbine	190	215	+13.15
Jet	124	144	16.1
Helicopter	1466	1675	14.25

8.6 c) The Formal Submission contained the Traffic Forecast as set out below. It predicted movements of 8592 for 22/23 and 9142 for 23/24 based on mid-year to mid-year. As actual figures turned out to be lower and the general mix of traffic in proportion for CAT A, B & C so there are no factors that would materially cause a reconsideration of said forecasts.

Extra Movement type corrected 05/01/22		VFR				RNP				Total		RNP per year	Excluding the existing. Actual growth %	Less than 3650 extra Movements Y/N
Year		CAT A	CAT B	CAT C	CAT D	CAT A	CAT B	CAT C	CAT D	Movements	RNP/day			
2019		4889	314	72	0	0	0	0	0	5275	0	0	0.00	
2021		6700	300	47	0	0	0	0	0	7047	0	0	0.00	
2022		7482	250	46	0	518	250	46	0	8592	2.3	814	4.34	Y
2023	*2													
2024		7932	275	46	0	568	275	46	0	9142	2.5	889	4.89	Y

9. Operational Feedback

9.1 (35) The change sponsor will have to present any feedback directly received by aviation stakeholders operating in, or affected by, the revised airspace design.

9.2 (36) The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

9.3 (37) The CAA will assess whether there have been any unforeseen or unintended operational impacts of the approved change.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Any direct feedback from airlines/ air traffic controllers. 1) Any change in the final approach path of aircraft and flight behaviour between VFR and RNP GNSS approaches within 1 nm of Runways 06 and 24 2) Any changes in the altitude of aircraft using the RNP GNSS approaches to Runways 06 and 24 3) Any changes to areas overflowed by the introduction of the RNP GNSS approaches to Runways 06 and 24	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative supported by a table showing the feed-back in relation to the change and explaining what the change sponsor has done to address the feed-back.	There is no commercial airline operating at Leeds East Aerodrome or any ATC; however, relevant feedback from the AGCS/O and relevant aerodrome personnel would be required.
b)	Any additional feedback from relevant flight operation sub-committee (sub-group of airport consultative committee).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative supported by evidence of minutes or notes of actions from meetings.	

9.4 a) 1) There have been no changes in behaviour within 1nm.
2) There have been no changes in altitude for the approaches.
3) There have been no changes in areas overflowed for the approaches.

9.5 b) Answer not required.

10. Utilisation of SIDs/STARs/IAPs

10.1 (41) Information concerning the utilisation of the various procedures implemented as part of the change. The information may highlight areas of unforeseen consequence, for example where a particular procedure is being used more than anticipated with a subsequent impact.

10.2 (42) The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

10.3 (43) The CAA will assess whether the utilisation data is other than expected.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Data on the % of flights that actually flew the procedure(s) vs the total number of flights (departing or arriving), compared for the relevant time periods before and after the change including: 1) number of RNP GNSS approaches to runways 06 and 24 2) number of RNP GNSS missed approaches to runways 06 and 24	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	This covers IAP utilisation and should be compared to the projections in the ACP.

10.4 a) See Appendices 3 & 4

1) From 10th August 2023 to 10th August 2024 there were 8706 movements recorded. In the same period 151 RNP slots were issued representing 1.73% of the total. There were also 102 training slots conducted in VMC under visual rules.

2) There were 4 recorded missed approaches resulting in diversion; 3 due to low cloud base and 1 due to Freezing Fog and surface conditions.

11. Letters of Agreement

11.1 (44) Where a Letter of Agreement detailing specific procedures was a specific condition of the CAA approval, the change sponsor will need to evidence the level of use of that agreement.

11.2 (45) The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

11.3 (46) The CAA will assess whether the LoA is being utilised and that it is working as expected.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Evidence of usage of operational agreements between ANSPs and airspace users.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative.	Any issues with utilising the IAPs and any changes progressed as a result.
b)	Data concerning the activation/ utilisation of LoA procedures.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	

11.4 a) LoAs were agreed between LEA and the following entities –

- Doncaster Airport – subsequently closed
- Elvington Aerodrome
- Garforth Airstrip
- Leeds Bradford Airport
- National Police Air Service (Carr Gate)
- Sherburn Aero Club
- Yorkshire Air Ambulance (Nostell Priory)

Recently all were written to enquiring whether they have had any issues of concerns about the workings of their agreement. All except Doncaster replied positively with no concerns nor suggestions for change.

11.5 b) See Annex 1 Stakeholder Feedback for copies of correspondence.

12. Impact on MOD operations

12.1 (53) The change sponsor will need to demonstrate that there has been no unforeseen impact on Ministry of Defence operations.

12.2 (54) The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

12.3 (55) The CAA assesses whether there has been any unforeseen impact on the Ministry of Defence that would need rectifying.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Details on any feedback from Ministry of Defence.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative.	Any relevant feedback from the MoD.

12.4 a) RAF Leeming hosts both Hawk and Tutor aircraft engaged in training exercises. As the nearest operational RAF station to LEA their Station Operations Controller is informed whenever an RNP slot is allocated. In a recent email their Duty Ops Controller confirmed that these approaches have not affected them in any way.

13. Stakeholder Feedback

13.1 (56) Feedback is needed to identify any issues from a community perspective that were not anticipated a part of the approved change; monthly data over the course of a year is needed so that seasonal traffic changes are taken into account.

13.2 (57) The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

13.3 (58) A review is made by the CAA of the change sponsors conclusions in identifying any unforeseen or unintended impacts of the change.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Feedback/complaints received by the change sponsor and CAA in the period between implementation and post-implementation review.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	Relevant stakeholder feedback.
b)	Details of location of complaints.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Ordnance Survey map identifying pinned locations.	
c)	Feedback/complaints received via an FCS 1522 Form (UK Airspace Access or Refusal of ATS Report).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Copies of the FCS 1522 Form relevant to the PIR being conducted.	

AVIATION STAKEHOLDERS

The following aviation stakeholders have been sent the consultation material. Other aviation stakeholders are also welcome to respond.

Burn Gliding Club nr Selby	RAF Leeming
Doncaster Sheffield Airport	Real Aeroplane Club at Brighton Aerodrome
Crabtree Farm (Helipad)	Rudding Park Estate (Helipad)
Elvington Airfield	Rufforth East Airfield
Full Sutton Airfield	Sherburn Aero Club (SAC) at Sherburn-in-Elmet Airfield
Garforth Airfield	York Gliding Centre at Rufforth (West)
Gilruddin Grange Airstrip	York Racecourse (Helipad)
Hazelwood Castle (Helipad)	Yorkshire Air Ambulance at Nostell Priory (Helipad)
Leeds Bradford Airport	Yorkshire Gliding Club at Sutton Bank
Middlethorpe Hall Hotel (Helipad)	Walton Wood Airfield
National Police Air Service at Carr Gate, Wakefield (Helipad)	Wentbridge House Hotel (Helipad)
National Air Traffic Management Advisory Committee (NATMAC) (all members)	Wetherby Racecourse (Helipad)
Pontefract Racecourse (Helipad)	Wolds Gliding Club at Pocklington

13.4 a) In the run up to start of RNP operations communications with some stakeholders had been established. During the initial few months of operations LEA reached out to those stakeholders who were more closely involved with day-

to-day operations. No complaints were received and feedback can be found in Annex 1 Stakeholder Feedback [Published as a separate document and redacted for upload to the portal.]

13.5 b) There have been no complaints received.

13.6 c) Answer not required.

14. Other Information of Relevance

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Slot sharing system with Sherburn-in-Elmet Aerodrome. Assurance that comms and timed deconflictions are working as planned.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative and supporting data.	
b)	Monitor and record any change to the flight behaviour of aircraft operating at Leeds Bradford Airport as a result of Leeds East Airport traffic utilising the RWY 06 IAP (IVGOB).	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative and supporting data.	
c)	Confirmation that there is no consequential change in the environmental impact of aircraft utilising other aerodromes.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative and supporting data.	

14.1 a) The email system, mobile phones and the (beta) online booking system have all been working well over the period. SAC has been very co-operative and the system works very well. Printed evidence of monthly e-bookings made on our website between EGCM and EGCJ is available.

14.2 b) Apart from the one MOR'd CAS infringement noted elsewhere ATC at Leeds Bradford Airport have not indicated any changes in flight behaviour.

14.3 c) As there has been no reports of changes to traffic at other airports as a result of the introduction of these approaches it follows there will have been no environmental impacts there either.


14.4 As can be read above in para 8. Traffic Figures (page 9) these figures have not been met due to a number of factors of which the economic downturn is but one. As a result, there has not been a consequential change in the environmental impact of aircraft utilising LEA.

15. Conclusions

15.1 The Sponsor believes that the contents of this review demonstrate that the first year of RNP IAP operations has been safely and successfully introduced and that no changes are necessary to the instrument approach procedures. However, the Pilot Brief will be reviewed and reduced in length where possible.

Appendix 1 PIR Data request document

Detailed answers to these requests are extracted to the main body of the document.

Safety and Airspace Regulation Group				
Airspace Change Process Post Implementation Review Data Request				
ACP Project Reference:	ACP-2016-13			
Title of Airspace Change:	Leeds East Aerodrome IAPs			
Change Sponsor:	Makin Enterprises Ltd			
CAA Decision Document:	CAP2389			
CAA Decision Date:	12 May 23	AIRAC Date(s):	10 Aug 23	
PIR Data Submission Requested:	Oct 23	PIR Data Submission Required by ¹ :	Nov 24	

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¹ A 28-day period to collate the data is usually requested, however an extension to the 28-day response period may be granted if sufficiently justified.

APR-AC-TP-031
Post Implementation Review Data Request Form

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CAP 1616: Airspace Change

Safety and Airspace Regulation Group

Introduction

1. The CAA's airspace change process is a seven-stage mechanism that is set out in detail in CAP 1616. Stage 7 of this process is a Post Implementation Review (PIR) that normally begins one year after implementation of the change. The PIR is an assessment of whether the anticipated impacts and benefits in the approved change and published decision are as expected and where there are differences, what steps (if any) the CAA requires to be taken.
2. Irrespective of whether the CAA decision to approve the change was made under the previous process (set out in CAP 725), all PIRs should normally be in accordance with the process requirements of CAP 1616. However, when assessing the expected impacts against the actual impacts, the methodology adopted at the time of the original CAA decision should be used.
3. Once the change sponsor's PIR data submission is published on the portal (CAA Website), there will be a 28-day window during which any stakeholder may provide any feedback when carrying out this review about whether the impacts of the change are those expected, 12 months on.

What does this activity entail?

4. Before the CAA can commence the PIR of an airspace change, the change sponsor must provide the CAA with a PIR submission that includes data pre-requested by the CAA. This data would normally be stipulated within the decision document at Stage 5 although this is not the case for changes pre-2018 (CAP 725). This PIR data request form sets out that list of data required in order for the CAA to complete the PIR assessment. If required, the CAA may request data additionally to the data that was requested within the regulatory decision.
5. This list is not exhaustive, and some requirements will not apply in every case. Where a data request is required, it will be clearly marked with a cross in the relevant 'Yes' field.

Data requests

6. Where the data illustrates impacts other than those anticipated, the change sponsor is to provide (and evidence) their analysis of why this is the case.
7. If certain data is unavailable or is disproportionately burdensome to provide, the CAA will consider any justifications explaining the reasons for not providing the data and the CAA may adjust the requirements on this basis. Additionally, the CAA reserves the right to follow up with additional requests for data throughout the review period.
8. Any other data that would provide evidence of other benefits or impacts should also be included in an appropriate format.

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Format of data

9. The format of each data request required will be stipulated below in the associated column.
10. Where data is provided to the CAA as part of the change sponsor's PIR submission, it must be in a format that is consistent with, and comparable to, data provided as part of the original consultation and formal ACP, if possible. Scaling of the data should be consistent throughout to enable a like-for-like comparison.
11. The PIR submission must be in a suitable format for publishing onto the CAA's Airspace Portal.

Instructions for the Change Sponsors

12. The change sponsor is required to commence monitoring and gathering of data on the impacts of the change as soon as the change has been implemented². On receipt of this data request form, the change sponsor should begin to collate the data required, analyse each data request (summarising the conclusions of the analysis), and submit it via email to the assigned AR Project Officer in a Post Implementation Review Submission. The date on which the CAA requires the data to be submitted is stipulated at the top of this document.
13. If for any reason, the change sponsor is unable to support this data request at the time requested by the CAA, justification as to why must be submitted to the AR Project Officer. Such requests for a delay in submitting the data must be agreed with the CAA, including an agreement of an appropriate time that this activity can take place.

General Observations

14. The following general observations are to enable an overview of the effectiveness of the airspace change.
15. The change sponsor is required to submit a qualitative statement against each data request which supports the conclusion reached in each case.
16. The CAA will review the analysis of the data submitted to ensure the anticipated impacts and benefits in the approved change were as expected.

	Required for the review?	Format of the data required.	Information of relevance in support of the request.
a) An overview statement on whether, in the change sponsor's view, the original proposal met the intended objectives as described on the	Yes <input checked="" type="checkbox"/>	Narrative.	This ACP had a number of specific conditions attached, that require fulfilling post implementation:

² Subject to the impacts of COVID-19 pandemic: [Airspace Change Proposals Post-Implementation Reviews \(PIRs\) impacted by COVID 19 - Update February 2021](#)

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	CAA's decision to approve the change.			c) The slot allocation system, as described in the documentation, must ensure that there is no possibility of aircraft being booked into EGCM and Sherburn-in-Elmet aerodrome (EGCJ) concurrently and be aligned in terms local procedures concerning visual circuit occupancy.
b)	On overview statement on whether, in the change sponsor's view, the original proposal met any conditions described on the CAA's decision to approve the change (if applicable).	Yes <input checked="" type="checkbox"/>	Narrative.	f) Should the Sponsor see an increase (2019 figure was 76, so anything above this) in the number of CAT C aircraft types utilising the procedure over the next 5 years, they must review their safety case and inform the CAA of the outcome.
c)	Confirm that implementation occurred on the dates identified in the Decision Letter. If no implementation date was specified in the Decision, please state so.	NO	Narrative.	m) A pilot may not make an initial airborne request for a procedure slot, unless in an emergency (update pilot brief).
d)	If there was a significant delay between the planned and actual implementation date, please provide an explanation.	NO	Narrative.	n) Following implementation, should the sponsor determine that the risk of a MAC while flying either procedure is heightened due to increased glider activity, then the procedure(s) are to be suspended until such time as the activity is considered not to present a heightened risk.
e)	Identify whether any other issues of significance have occurred during the period 12 months after date of implementation ³ .	Yes <input checked="" type="checkbox"/>	Narrative.	o) The procedures for EGCM should ensure that, in the event of a missed approach, EGCJ is advised by telephone to assist in the management of potential conflicts.
f)	Other than normal promulgation activity (e.g. NOTAM, AIC etc.), identify what steps were undertaken to notify local aviation stakeholders that the airspace change was about to be implemented.	Yes <input checked="" type="checkbox"/>	Narrative.	

Safety Data

17. The following safety data is required to enable an assessment that the new airspace design is at least as safe as the original design, if not safer.
18. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
19. The CAA will review the statistics submitted concerning these events and assess whether the revised airspace design is a contributory factor in any incidents which have occurred. If there have been no reported events, the sponsor should articulate this in their PIR submission.

Required for the review?	Format of the data required.	Information of relevance in support of the request.
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³ CAP 1616 Part 1 The Airspace Change Process: Paragraph 270.

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a)	Data concerning any recurring instances of Instrument Flight Procedures (IAPs, SIDs, STARs, Holds) not being flown correctly. ⁴	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by data (flight data).	As these procedures have been implemented in Class G airspace to reduce the risk of CFIT, it is vital that they are flown as approved.
b)	Report concerning any known Mandatory Occurrence Reports (MORs).	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative supported by copies of the original MOR Report(s).	
c)	Report concerning any known AIRPROX reports.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative supported by copies of the original AIRPROX Report(s).	
d)	Report concerning any known Air Safety Reports (ASR) ⁵ .	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative supported by copies of the original ASR Report(s).	

Service provision/ resource issues

20. The change sponsor will need to demonstrate that adequate resources are in place to facilitate the operation of the new airspace design, and that air traffic services are being provided as forecast in the approved change without unanticipated negative impact on other airspace users.
21. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
22. The CAA will assess whether there is adequate resource in place to support the operation comparing the change sponsor's data with the approved change.

		Required for the review?	Format of the data required.	Information of relevance in support of the request.
a)	Data on refusals of service.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	This data will refer to how the 'slot system' at Leeds East Aerodrome has worked or not and the impacts on VFR operations at Leeds East Aerodrome.
b)	Data regarding air traffic delays.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	
c)	Details of additional resource allocated, considering daily and seasonal traffic patterns.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	

Utilisation of Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO)

23. Where the original change cited improvements in CCO/CDO utilisation, the change sponsor will need to provide data to demonstrate any subsequent improvement.

⁴ Any instances of IFPs not being flown correctly must be notified to the assigned CAA Project Officer.

⁵ This may include relevant reports submitted through CHIRP.

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24. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
25. The CAA will assess whether the anticipated benefit has been delivered by comparing the change sponsor's data against the approved change.

		Required for the review?	Format of the data required.	Information of relevance in support of the request.
a)	The % of traffic achieving CCO and/or CDO, compared monthly before and after the change (e.g. comparing the month of July before and after the change).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative evidenced by supporting data (flight data).	

Infringement statistics

26. Where the revised airspace design changes the dimensions of controlled airspace, the change sponsor will need to provide an analysis of airspace infringements.
27. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
28. The CAA will assess whether the airspace design was a contributory factor in any increase in infringements⁶. Was an infringement risk identified in the approved change and has it been mitigated?

		Required for the review?	Format of the data required.	Information of relevance in support of the request.
a)	Data on the % change in infringements, compared on a monthly basis before and after the change.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative evidenced by supporting data (table format).	

Traffic figures (air transport movements)

29. Traffic figures over the period will give a general overview of the nature of the operation following the implementation of the change. In addition, where the change was predicated on a forecast increase in traffic numbers, the change sponsor will need to confirm whether or not the increase forecast in the approved change has been realised.
30. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

⁶ A review of any relevant data from the CAA's safety intelligence database will also be conducted.

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31. The CAA will consider the extent of any difference between the predicted and actual traffic figures and the extent to which the impacts of the change can be explained by those differences.

	Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a) Data on the actual vs predicted figures. 1) total number of aircraft movements 2) fleet mix or types of aircraft using the aerodrome	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	The sponsor stated that the IAPs would be shared with Sherburn-in-Elmet and due to the slot system there would be a limit on the usage of the IAPs.
b) Data on the % change compared monthly before and after the change.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	
c) Reconfirmation that there have been no factors that would cause a material change to the traffic forecasts provided in support of the original proposal, i.e. that the original forecasts are still reasonable. ⁷	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative.	

Traffic dispersion comparisons

32. It is necessary to establish whether aircraft are flying routes and/or utilising airspace forecast in the CAA's decision to approve the change. A key part of the CAA's post-implementation review will be to analyse the 'before and after' dispersal of aircraft to understand whether the new airspace design is being operated as anticipated.

33. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

34. The CAA will assess whether there have been any unforeseen or unintended operational impacts of the approved change.

	Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a) Density plots that show concentration.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative supported by heat plots showing where aircraft have concentrated within the acceptable tolerances of the procedure design.	The density plots should be overlaid on the same maps/charts as the lateral vertical plot analysis. The maps/charts should be suitable such that they can be understood by non-aviation stakeholders.

⁷ Includes the impacts of COVID-19 pandemic.

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b)	Lateral and vertical analysis.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative supported by traffic density plots, that shows aircraft dispersion along with height gained or lost for each plot.	The individual lateral plots will be governed by the data. The vertical plots can be colour coded and broken down into 1000, 2000 or 3000ft swathes depending on the procedure being considered and can be combined with the individual track plots.
c)	Weather/MET impacts.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Should be considered if there was a significant weather event	
d)	Any changes to operating fleet mix.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative evidenced by supporting data (table format).	

Operational Feedback

35. The change sponsor will have to present any feedback directly received by aviation stakeholders operating in, or affected by, the revised airspace design.
36. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
37. The CAA will assess whether there have been any unforeseen or unintended operational impacts of the approved change.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Any direct feedback from airlines/ air traffic controllers. 1) Any change in the final approach path of aircraft and flight behaviour between VFR and RNP GNSS approaches within 1 nm of Runways 06 and 24 2) Any changes in the altitude of aircraft using the RNP GNSS approaches to Runways 06 and 24 3) Any changes to areas overflown by the introduction of the RNP GNSS approaches to Runways 06 and 24	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative supported by a table showing the feed-back in relation to the change and explaining what the change sponsor has done to address the feed-back.	There is no commercial airline operating at Leeds East Aerodrome or any ATC; however, relevant feedback from the AGCS/O and relevant aerodrome personnel would be required.
b)	Any additional feedback from relevant flight operation sub-committee (sub-group of airport consultative committee).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative supported by evidence of minutes or notes of actions from meetings.	

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Denied Access

38. This links to service provision/resources mentioned above. The change sponsor should provide data on refusals of access to the revised airspace design and any underlying factors.
39. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
40. The CAA will assess whether other airspace users are being impacted other than as anticipated as a result of the change⁸.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Data concerning the refusals of access (month on month/ before and after the change).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative evidenced by logged refusals. (table format).	
b)	Reasons for individual refusals of access.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative evidenced by logged refusals. (table format).	

Utilisation of SIDs/STARs/IAPs

41. Information concerning the utilisation of the various procedures implemented as part of the change. The information may highlight areas of unforeseen consequence, for example where a particular procedure is being used more than anticipated with a subsequent impact.
42. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
43. The CAA will assess whether the utilisation data is other than expected.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Data on the % of flights that actually flew the procedure(s) vs the total number of flights (departing or arriving), compared for the relevant time periods before and after the change including: 1) number of RNP GNSS approaches to runways 06 and 24 2) number of RNP GNSS missed approaches to runways 06 and 24	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	This covers IAP utilisation and should be compared to the projections in the ACP.

⁸ A review of any relevant data from the CAA's safety intelligence database will also be conducted.

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Letters of Agreement (LoAs)

44. Where a Letter of Agreement detailing specific procedures was a specific condition of the CAA approval, the change sponsor will need to evidence the level of use of that agreement.
45. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
46. The CAA will assess whether the LoA is being utilised and that it is working as expected.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Evidence of usage of operational agreements between ANSPs and airspace users.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative.	Any issues with utilising the IAPs and any changes progressed as a result.
b)	Data concerning the activation/ utilisation of LoA procedures.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	

Impact on environmental factors (including noise)

47. Typically, change sponsors will undertake an updated assessment of the environmental impacts that informed the approved change proposal. This updated assessment will be informed by actual flight behaviours following implementation and presented in a comparable format to that used for the change proposal. All updated assessments must be consistent with those presented in the consultation and the submission to the CAA. When using data samples to represent periods of operation, sample periods after implementation must be comparable with any sample periods used before the change.

Depending on the scaling level of the change, updated assessments may include:

- Local air quality
- Noise
- Fuel and CO2 emissions
- Tranquillity
- Biodiversity

The change sponsor will have to either;

- Provide supporting evidence to confirm that the impacts presented in the approved airspace change proposal are as anticipated and the conclusions remain unchanged; or
- Undertake an updated assessment of the impacts presented in the airspace change proposal using actual data collected post-implementation.

48. Should the change sponsor be required to undertake an updated assessment and depending on the scaling level, the change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

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49. The CAA will review and assess the change sponsor's assessment and determine the extent to which the CAA agrees.

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	Required for the review?	Format of the data required.	Any information of relevance in support of the request.
Local Air Quality – required where:			
<ul style="list-style-type: none"> there is a change in aviation emissions (by volume or location) below 1,000 feet; and the location of the emissions is within or adjacent to an identified AQMA. 			
a)	Ambient air quality limit concentrations (in µg.m-3).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative describing impact on AQMA with supporting concentration data (table format).
b)	TAG Local Air Quality workbook outputs.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Workbook outputs (table format).
c)	TAG Air Quality Valuation Workbook outputs.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Workbook outputs (table format).
d)	Description of prediction model and version number.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative.
e)	Supporting input data (for example movement logs).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative evidenced by supporting data (table format).
Noise – required where:			
<ul style="list-style-type: none"> There is a change which alters lateral aircraft tracks or dispersion, or changes aircraft height, below 7,000 feet (above mean sea level) over an inhabited area (Level 1). 			
f)	N60 (night-time) / N65 (daytime) contours.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Noise contour figures overlaid on Ordnance Survey maps (or similar).
g)	Leq contours (down to 51 dB LAeq,16h / 45 dB LAeq,8h).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Noise contour figures overlaid on Ordnance Survey Maps (or similar).
h)	Leq contour population counts (in thousands), area counts (in km2) and noise sensitive area counts.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Table format.
i)	TAG Noise Workbook – Aviation outputs.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Workbook outputs (table format).
j)	Operational diagrams (for example, radar track diagrams and track density diagrams).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Operational diagrams overlaid on Ordnance Survey maps (or similar).
k)	Confirmation of CAA CAP 2091 noise modelling category.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative.
l)	Description of prediction model and version number.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative.
m)	Description of modelling assumptions, for example modal split, route utilisation and respite.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative evidenced by supporting data (table format).

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n)	Supporting input data (for example movement logs).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative evidenced by supporting data (table format).	
Fuel and CO2 emissions:				
o)	Annual fuel and CO2 usage (tCO2).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Table format.	If the anticipated impact for each data request is assessed as positive, a qualitative assessment against each of the required data requests supported by an explanation is adequate (narrative format).
p)	Per flight fuel and Co2 usage (tCO2).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Table format.	
q)	TAG Greenhouse Gases Workbook outputs.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Workbook outputs (table format).	
r)	Supporting input data	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative evidenced by supporting data (table format).	
s)	Description of prediction model and version number.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative.	
Tranquillity:				
t)	Operational diagrams clearly identifying AONBs, National Parks, designated quiet areas and noise sensitive areas identified during Stage 1 (1B Design Principles).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative and Operational diagrams overlaid on Ordnance Survey maps (or similar).	
Biodiversity:				
u)	Assessment of biodiversity factors including those identified during Stage 1 (Step 1B Design Principles).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative.	

Impact on International obligations

50. The change sponsor will need to demonstrate that any international obligations identified at the time of the change have been discharged.

51. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.

52. The CAA assesses whether the obligations have been met.

	Required for the review?	Format of the data required.	Any information of relevance in support of the request.	
a)	Details on any feedback from operators or neighbouring States.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Narrative.	

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Impact on Ministry of Defence operations

53. The change sponsor will need to demonstrate that there has been no unforeseen impact on Ministry of Defence operations.
54. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
55. The CAA assesses whether there has been any unforeseen impact on the Ministry of Defence that would need rectifying.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Details on any feedback from Ministry of Defence.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative.	Any relevant feedback from the MoD.

Stakeholder feedback

56. Feedback is needed to identify any issues from a community perspective that were not anticipated a part of the approved change; monthly data over the course of a year is needed so that seasonal traffic changes are taken into account.
57. The change sponsor must collate the data requests below, analyse and submit a qualitative statement against each data request which supports the conclusion reached in each case.
58. A review is made by the CAA of the change sponsors conclusions in identifying any unforeseen or unintended impacts of the change.

		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Feedback/complaints received by the change sponsor and CAA in the period between implementation and post-implementation review.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative evidenced by supporting data (table format).	Relevant stakeholder feedback.
b)	Details of location of complaints.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Ordnance Survey map identifying pinned locations.	
c)	Feedback/complaints received via an FCS 1522 Form (UK Airspace Access or Refusal of ATS Report).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Copies of the FCS 1522 Form relevant to the PIR being conducted.	

Other information of relevance (if appropriate)

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		Required for the review?	Format of the data required.	Any information of relevance in support of the request.
a)	Slot sharing system with Sherburn-in-Elmet Aerodrome. Assurance that comms and timed deconflictions are working as planned.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative and supporting data.	
b)	Monitor and record any change to the flight behaviour of aircraft operating at Leeds Bradford Airport as a result of Leeds East Airport traffic utilising the RWY 06 IAP (IVGOB).	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative and supporting data.	
c)	Confirmation that there is no consequential change in the environmental impact of aircraft utilising other aerodromes.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrative and supporting data.	

Airspace Regulation Project Officer

Signed: Name: 

Date: 09/10/2023

END OF DOCUMENT

Appendix 2 CAP2389 Airspace Change Decision - Conditions

Summary of the decision made

3. The CAA has decided to approve the implementation of RNP IAPs to runways 06 and 24 at EGCM.
4. CAA's decision is made subject to the following conditions being met:
 - a. Prior to implementation, all the agreed draft Letters of Agreement (LoAs) must be reviewed and accepted by the CAA.
 - b. Prior to implementation, the Sponsor must ensure that the documentation which refers to agreed procedures for air ground communication service officers (AGCS/Os) and pilots flying the procedures, is aligned with the AGCS phraseology in Chapter 4 of [CAP413](#)
 - c. The slot allocation system, as described in the documentation (EGCM/EGCJ LoA), must ensure that there is no possibility of aircraft being booked into EGCM and Sherburn-in-Elmet aerodrome (EGCJ) concurrently and be aligned in terms of local procedures with EGCJ concerning visual circuit occupancy.
 - d. Prior to implementation, the Sponsor must provide details, which will need to be accepted, to the CAA on what is meant by 'special handling' of CAT C recoveries and confirm that CAT C approaches will not be carried out for training purposes.

- e. Prior to implementation the Sponsor is to provide the CAA with details, which will need to be accepted, on the out of hours operation (OHOs) for use of the IAPs and the CAA will consider approval of the OHOs.
- f. Should the Sponsor see an increase (2019 figure was 76, so anything above this) in the number of CAT C aircraft types utilising the procedure over the next 5 years, they must review their safety case and inform the CAA of the outcome.
- g. Prior to implementation the DOC for the Fenton Radio frequency must adequately cover the geographical span of the procedures and align with the Pilot Brief (suitable communication infrastructure to be installed and tested.)
- h. Prior to implementation, any reference to Leeds East ATC or the provision of an ATS is to be removed from the relevant documentation (LoAs) prior to signature (An AGCS is not ATC).
- i. Prior to implementation, all the mitigations to the hazards in the safety case are to be accepted by the operating authority and all outstanding controls/mitigations are to be in place.
- j. Prior to implementation (at least 28 days) evidence of the completion of outstanding controls and mitigations to be supplied to the CAA.
- k. On completion of the actions required for controls or mitigations, safety hazards are to be reviewed in accordance with the units SMS (CAP760/795) to confirm post mitigation risk.
- l. Prior to implementation, evidence of the publication of updated procedures and the completion of training for AGCS/Os, must be provided to the CAA ATS Inspector.
- m. A pilot may not make an initial airborne request for a procedure slot, unless in an emergency (update pilot brief accordingly).
- n. Following implementation, should the sponsor determine that the risk of a MAC while flying either procedure is heightened due to increased glider activity, then the procedure(s) are to be suspended until such time as the activity is considered not to present a heightened risk.
- o. The procedures for EGCM should ensure that, in the event of a missed approach, EGCM is advised by telephone to assist in the management of potential conflicts.
- p. All periodic post monitoring reports, including performance against SPIs are submitted to the CAA for review.

LEA RNP Approach

7th May 2025**Appendix 3 RNP Usage statistics**

MONTH	RWY 24	RWY 06	ACTUAL DAYS RNP FLOWN	TOTAL NO. OF RNP FLOWN	TRAINING RNP	NON TRAIN	A	B	C	DIVERTED	CONV TO VFR
Aug-10	13	0	13	14	2	12	6	6	2		2
SEP	9	9	18	18	1	17	13	4	1		12
OCT	11	10	21	21	5	16	16	5	0		12
NOV	18	6	24	25	6	20	20	4	1	2 CAT A	9
DEC	12	5	17	17	4	13	10	5	2	1 CAT C	4
JAN	12	8	20	14	8	6	10	4	0	1 CAT B	6
FEB	13	3	16	18	5	13	16	0	2		7
MAR	13	9	22	27	17	10	21	5	1		12
APR	8	6	14	19	8	11	13	5	1		2
MAY	9	14	23	23	14	9	20	3	0		5
JUN	16	6	22	22	17	5	18	4	0		8
JUL	17	6	23	25	11	14	14	8	3		4
Aug-10	6	0	6	9	4	5	6	2	1		0
TOTAL	157	82	259	252	102	151	183	55	14	4	83

LEA RNP Approach

7th May 2025

A/C TYPE	PISTON SING	PISTON TWIN	TURB SING	TURB TWIN	JET SING	JET TWIN	HELI PISTON	HELI TURB SING	HELI TURB TWIN	TRI JET	TOT FLIGHTS
2022-2023											
MONTH											
Aug-22	608	0	7	8	0	0	45	2	45	0	715
Sep-22	387	5	6	2	0	11	106	33	37	0	587
Oct-22	303	3	11	3	0	3	87	4	22	0	436
Nov-22	274	11	8	6	0	7	60	0	13	0	379
Dec-22	271	19	14	1	1	8	53	3	15	0	385
Jan-23	267	21	9	0	2	9	53	0	18	0	379
Feb-23	326	20	10	0	2	7	75	9	34	0	483
Mar-23	318	29	9	1	0	7	71	1	25	0	461
Apr-23	494	25	9	3	0	5	92	3	18	0	649
May-23	595	22	11	10	6	9	103	5	20	1	782
Jun-23	686	32	21	6	4	9	108	4	29	0	899
Jul-23	854	48	12	2	5	16	98	2	39	0	1076
Aug-23	656	64	19	2	1	11	94	4	36	0	887
TOTALS	6039	299	146	44	21	102	1045	70	351	1	8118
2023-2024											
MONTH											
Aug-23	656	64	19	2	1	11	94	4	36	0	887
Sep-23	452	60	16	2	0	8	102	27	64	0	731
Oct-23	381	40	17	1	0	3	79	15	27	0	563
Nov-23	382	57	11	1	0	0	87	3	37	2	580
Dec-23	150	25	7	7	0	5	38	5	20	0	257
Jan-24	382	33	4	6	0	3	67	4	39	0	538
Feb-24	319	35	17	2	2	7	82	3	19	0	486
Mar-24	374	42	8	1	0	15	92	4	15	0	551
Apr-24	452	31	5	3	3	5	73	0	45	0	617
May-24	587	54	12	6	2	12	97	3	8	0	781
Jun-24	679	57	16	7	4	11	119	1	29	0	923
Jul-24	660	52	18	6	7	17	104	31	46	0	941
Aug-24	582	66	11	10	13	13	99	11	46	0	851
TOTALS	6056	616	161	54	32	110	1133	111	431	2	8706