

CAA PIR Review Report

Airspace Change Proposal Title	GNSS Instrument Approach Procedures at Sherburn in Elmet
Airspace Change Proposal Reference	ACP-2015-04
Change Sponsor(s)	Sherburn Aero Club Ltd
CAA Decision Date	15 March 2023
Implementation Date	15 June 2023
ACP Level	Level 1
<p><i>Instructions</i></p> <p>In providing a response to each question and/or status, the following colour coding should be used:</p> <ul style="list-style-type: none"> HAS RESULTED IN THE EXPECTED IMPACTS AND/OR OUTCOMES HAS NOT RESULTED IN THE EXPECTED IMPACTS AND/OR OUTCOMES See Part B.2 POINTS TO NOTE/ISSUE TO HIGHLIGHT See Part B.3 if required 	
Executive Summary	
<p>CAA Decision</p> <ul style="list-style-type: none"> <i>This Post Implementation Review (PIR) report is the final stage (7) of the CAP 1616 process for ACP-2015-04</i> <i>The objective of this proposal was to introduce Required Navigation Performance (RNP) Global Navigation Satellite System (GNSS) Instrument Approach Procedures (IAPs) to runways 10 and 28 at Sherburn-in-Elmet Aerodrome (EGCJ) for Sherburn Aero Club Ltd (SAC). The CAA decided to approve the implementation of the RNP IAPs at EGJC subject to the following conditions being met:</i> <ul style="list-style-type: none"> <i>Prior to implementation, all the draft Letters of Agreement (LoAs), must be reviewed and accepted by the CAA.</i> <i>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.</i> 	

- *The slot allocation system, as described in the documentation, must ensure that there is no possibility of aircraft being booked into EGJ and Leeds East aerodrome (EGCM) concurrently and be aligned in terms local procedures concerning visual circuit occupancy.*
- *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.*
- *Actions and instructions, proposed as mitigations in the safety case, must be completed and submitted for review at least 28 days prior to implementation of the change.*
- *On completion of the actions and instructions in condition [above], a further review of the hazards in the units SMS is to be completed.*
- *Prior to implementation, the designated operational coverage (DOC) for the Sherburn 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.)*
- *Prior to implementation, the Frequency for EGNM is to be corrected (to 134.580) in the pilot brief (v1.53, published May 22).*
- *Prior to implementation, the PAPIs are to be set in accordance with the GP of the approved procedures.*
- *Following implementation, if the LoA with EGNM is withdrawn or amended, the impacts on the safety case are to be reviewed. The IAPs are to be suspended pending this review (NOTAM). If the EGCN airspace, as currently published, is re-notified the procedures are also to be suspending, pending a CAA review (NOTAM).*
- *Following implementation, the sponsor must ensure that they inform all pilots utilising the IAP to RWY 28 at EGJ when they are aware of gliders operating from Burn GC. Should the sponsor determine that the risk of a mid-air collision (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.*
- *A pilot may not make an initial airborne request for a procedure slot, unless in an emergency (update pilot brief).*
- *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.*
- *Prior to implementation, procedures for EGJ should ensure that, in the event of a missed approach, EGCM is advised by telephone to assist in the management of potential conflicts.*
- *All periodic post monitoring reports, including performance against SPIs are submitted to the CAA for review*

PIR chronology

- [Decision document](#) (CAA change approval) and [Decision log](#) dated March 2023

- Implementation AIRAC 06/2023 on 15 June 2023
- [PIR Report](#), [Annex 1](#) and [Annex 2](#) submitted to CAA by Sponsor on 28 May 2025
- Public Feedback Window opened on 28 May 2025
- Public Feedback Window closed on 25 June 2025
- As this is a CAP725 ACP PIR, there is no PIR information on the Portal, however, the PIR report and Annexes are on the Webpage for the ACP.

PIR conclusion





- Only write this conclusion once you have written the rest of the document.
 - The CAA has confirmed that the implemented airspace change satisfactorily resulted in the expected impacts and outcomes (within acceptable tolerance limits) and the airspace change is confirmed.

Post implementation review data that the CAA has considered in reaching its PIR conclusions

A.1	Safety Data	
A.1.1	<p><i>There is no information or data to suggest that the introduction of these new procedures implemented for SAC flight operations in Class G airspace have compromised the safety of any other airspace user. Additionally, there have been no safety attributed incidents linked to either MAC or CFIT related concerns. Adherence to all the conditions attached to the CAA Decision listed above in the Executive Summary, has helped ensure that safety of all aviation activities in the Sherburn area have not been compromised.</i></p> <p><i>The sponsor was reminded by the CAA ATS Inspector that there is requirement to ensure that the ANO Article 183(b) exemption had to keep up to date, as required</i></p>	
A.2	Service provision/resource	
A.2.1	<i>The adequate resource in place to facilitate the operation of the new procedures in Class G airspace has resulted in no refusals of service recorded and no notified traffic delays.</i>	
A.3	Utilisation of continuous climb operations and continuous descent operations	

A.3.1	<i>There are no CCO or CDO procedures associated with this airspace change</i>	
A.4	Infringements because of the change	
A.4.1	<i>There are no CAS elements linked to this airspace change. The relatively low numbers of new RNP procedures being flown and the robust conditions applied by the CAA in its approval, has resulted in no recorded infringements associated with the introduction of these new procedures.</i>	
A.5	Traffic figures (air transport movements)	
A.5.1	<i>The traffic figures for the period covered by this report show that due to the consequential and ongoing impact of COVID, the figures have not recovered to those levels that originally anticipated. However, the limited increase in movements does not include an existing commitment for 200 annual IMC training movements that currently take place under VFR and are coordinated with LEA to ensure that the airspace sharing arrangement is maintained.</i>	
A.6	Traffic dispersion comparisons	
A.6.1	<i>The new RNAV procedures that are established outside of controlled airspace are being operated as expected and within acceptable tolerance limits.</i>	
A.7	Operational Feedback	
A.7.1	<i>There have been no unforeseen or unintended operational impacts.</i>	
A.8	Denied access	
A.8.1	<i>There have been no reports of any denied access to any other airspace user.</i>	
A.9	Utilisation of standard instrument departures/standard instrument arrivals/instrument flight procedures	
A.9.1	<i>From the implementation date, the figure for total movements at Sherburn in Elmet airfield for 2023 and 2024 combined, is 21872. with a total of only 30 RNP slots issued for the new RNP procedures. This figure is significantly less than 1% of additional RNP movements. Another factor that needs to be considered, is that Leeds East Aerodrome has similar RNP procedures that were implemented in the same region, and their slots must be coordinated and deconflicted from those for SAC, therefore</i>	

	<i>establishing and observing a safe and equitable airspace sharing arrangement.</i>	
A.10	Letters of agreement	
A.10.1	<i>There are several LoAs in place to satisfy the SAC daily operation and the requirements of other airspace users in the region. These are working well. However, the initial complex working relationship with Burn Gliding Club meant that the fundamental detail that was to be included in the LoA to ensure that Burn's requirements and operations were not compromised, was developed with direction and support from the CAA ATS Inspector. This helped to ensure that coordinated procedures and safety of flight, paramount to any operations, would be maintained. The collaboration between the units and the agreed operation of notified procedures detailed in the LoA, now satisfies the activities at both airfields within acceptable tolerance limits.</i>	
A.11	Environmental factors	
A.11.1	<i>The introduction of the new RNP procedures for SAC has had no recognised environmental impact due to the very low numbers being flown and that there have been no reports of changes to traffic at any of the other airports in the area.</i>	
A.12	International obligations	
A.5.1	<i>There are no international obligations associated with this airspace change.</i>	
A.13	Ministry of Defence operations	
A.13.1	<i>Royal Air Force Leeming has provided comment (DSATCO) and indicated that they are informed whenever an RNP slot for SAC is allocated. To date, the SAC RNP procedures have not had an adverse impact on Leeming operations.</i>	
A.14	Stakeholder feedback	
A.14.1	<i>In the main, stakeholder feedback that has been received supports the introduction of the new procedures. However, SAC need to ensure that any additional VFR RNP training slots are fully coordinated with all the other airfields.</i>	

PART B – CAA Confirmation of the Airspace Change Proposal			
B.1	Taking the above information into account, has the airspace change resulted in the expected impacts and outcomes?		YES
B.1.1	Although the numbers of RNP flights flown are low, the SAC operation has shown to be safe, flexible and is appreciated by local pilots, without having an adverse impact on other airspace users. SAC must however ensure that their ANO Article 183(b) exemption is kept up to date.		YES
B.2	Regulator's Signature		
Technical Regulator			11/12/2025
B.3	Airspace Regulation Principal - PIR approver: On 11 th December 2025, I had a brief from the technical regulator regarding this PIR. I concur that this ACP has met its objectives as approved and the airspace change is confirmed.		
Airspace Regulation Principal			11/12/2025