



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

**RNP
INSTRUMENT APPROACH PROCEDURES**

POST IMPLEMENTATION REVIEW

**Annex 2
RNP Feedback Forms**

7th May 2025

Document Control

Reference	Description
Document Title	Annex 2 RNP Feedback Forms
	Leeds East RNP ACP PIR
Document Ref	ACP-2016-013
Issue	Issue 1.0
Date	7 May 2025
Name	Leeds East Airport
Classification	Public (Once redacted)

Issue	Amendment	Date
Issue 1.0	Final version	7 May 2025

Approval Level	Authority	Name
Author	Merlin Aerospace Consulting Ltd	
Reviewer		

This document contains responses from pilots who have flown an RNP approach in the period after the start of operations in August 2023 for 1 year.

It has been redacted when published in the public domain.

LEA RNP Feedback Form

The RNP IAP's at LEA were introduced in Aug 2023. It is important that pilots provide us with feedback about the IAP's to help us improve the IAP's, please complete the form and email as below or hand to a member of staff.

You are also invited to speak to our Operations Manager to discuss any issues you had or feel should be addressed. Make such a request also via the email below.

ops@leedseastairport.co.uk

Date 10/8/23

Comments/Feedback

G-CTCL WAS THE FIRST AIRCRAFT TO FLY THE OFFICIAL RNP. EVERYTHING WENT AS PLANNED TO TERMINATE IN A SUCCESSFUL LANDING.

CAN SIGN COMMODOL OF NAVIGATION FEE TOO HIGH FOR SMALL SINGLE ENGINE. £18.00 WOULD BE MORE IN LINE WITH OTHER AIRPORTS.

Some questions you may wish to answer.

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

Do you have any comments about the pilot brief?	IAF ETA NEEDED FOR AIR TRAFFIC PPR# TO LONG NEED SHORTENING NO YES FINAL APPROACH TRACK EST. MISSING
What version of the pilot brief did you use?	4.4
Did you fly the full approach to a landing?	YES
Did you Go Missed at the DH?	NO
Was the unofficial weather accurate?	YES
If you did not fly the full approach why?	N/A
Did you have any difficulties flying the approach, if yes please explain?	30 miles DISTANCE REPORT TOO FAR RADIO STRENGTH 1 20 MILE MORE ACCEPTABLE
Did you receive the support you expected from the LEA Staff, if not please explain?	YES STAFF MORE THAN HELPFUL AND PROCEDURES WRT EASILY UNDERSTOOD
Any other comments	FINAL TRACK ESTABLISHED MISSING FROM BRIEF (PILOTS), IAF ETA

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ops@leedseairport.co.uk

Date.....11/8/23.....

Comments/Feedback

Brief (4.4) very detailed and easy to follow. ALG comes as expected and helpful. Descent from IAF (VUSPO) to IF requires $>500ft/min$, but manageable.

Some questions you may wish to answer.

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

Do you have any comments about the pilot brief?	No.
What version of the pilot brief did you use?	4.4
Did you fly the full approach to a landing?	Yes
Did you Go Missed at the DH?	No
Was the unofficial weather accurate?	Yes
If you did not fly the full approach why?	n/a
Did you have any difficulties flying the approach, if yes please explain?	No
Did you receive the support you expected from the LEA Staff, if not please explain?	Yes
Any other comments	No.

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Date.....11/8/23.....

Comments/Feedback

CONGRATULATIONS ON GETTING THE APPROACH
APPROVED, IT IS A GAME-CHANGER FOR RETURNING
FROM A TRIP, ESPECIALLY WHEN ARRIVING
IFR.

Some questions you may wish to answer.

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

Do you have any comments about the pilot brief?	POSSIBLY TOO MUCH PRE-AMBLE AND BACKGROUND. MORE CONCISE WOULD BE EASIER TO DIGEST.
What version of the pilot brief did you use?	U4-4
Did you fly the full approach to a landing?	YES
Did you Go Missed at the DH?	No
Was the unofficial weather accurate?	YES
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	NONE, ITS JUST LIKE ANY OTHER RNP APPROACH ACROSS EUROPE
Did you receive the support you expected from the LEA Staff, if not please explain?	YES
Any other comments	

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ops@leedseairport.co.uk

Date...11/08/2023: 11:52L.

Comments/Feedback

[REDACTED] contacted [REDACTED] to ask if everything was working ok.
[REDACTED] replied - yes they were getting the emails and he had no negative feedback.
[REDACTED]
Chief Flying Instructor
York Gliding Centre.
[REDACTED]

Some questions you may wish to answer.

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

Do you have any comments about the pilot brief?	
What version of the pilot brief did you use?	
Did you fly the full approach to a landing?	
Did you Go Missed at the DH?	
Was the unofficial weather accurate?	
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	
Did you receive the support you expected from the LEA Staff, if not please explain?	
Any other comments	<p>also said not to ring on a Monday morning as they aren't open, they will email us on a Sunday evening with the weekly activity.</p>

Staff

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ops@leedseastairport.co.uk

Date 10/08/23

Comments/Feedback

Very busy day, workload very high for AGCO but once atz was sterilised, the approach went well.

A/c understanding and accomodating of sterilisation.

Some questions you may wish to answer.

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

Do you have any comments about the pilot brief?	No
What version of the pilot brief did you use?	N/a
Did you fly the full approach to a landing?	N/a
Did you Go Missed at the DH?	N/a
Was the unofficial weather accurate?	N/a
If you did not fly the full approach why?	N/a
Did you have any difficulties flying the approach, if yes please explain?	N/a
Did you receive the support you expected from the LEA Staff, if not please explain?	N/a
Any other comments	

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ops@leedseastairport.co.uk

Date 12/08/23

Comments/Feedback










Quieter day, no traffic to effect -
RNP approach went well. Converted to
VFR on missed approach.

Workload managed well for one person
but would still need an admin person
for busier days. Especially weekends.

WX: 12302 220/17 10K VCSH BKN024 +20/+14 100%

Some questions you may wish to answer.

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

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

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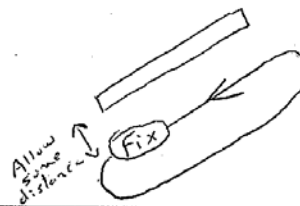
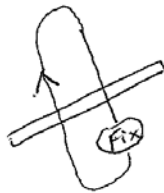
You are also invited to speak to our Operations Manager to discuss any issues you had or feel should be addressed. Make such a request also via the email below.

ops@leedseastairport.co.uk

Date 12/08/23

Comments/Feedback

→ Please consider a holding fix, a GPS fix, above the A/D. I respect the issues regarding stakeholders nearby. I have suggested a couple of ideas below.

Some questions you may wish to answer.

Did you find booking a slot easy?	Yes, via Aeros.
Did you find the pilot brief covered what you needed to know?	Yes, read PDF, it has all info.

Do you have any comments about the pilot brief?	N/A.
What version of the pilot brief did you use?	Current - 4.4
Did you fly the full approach to a landing?	Yes, R24 via IDDAH
Did you Go Missed at the DH?	Yes, but then visual for circuits
Was the unofficial weather accurate?	Yes.
If you did not fly the full approach why?	N/A
Did you have any difficulties flying the approach, if yes please explain?	N/A
Did you receive the support you expected from the LEA Staff, if not please explain?	Yes, no issues.
Any other comments	Please consider improving signage on roads to locate A/D. Thank you.

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ops@leedseairport.co.uk

Date 19-08-2023

Comments/Feedback

excellent / straightfwd from East

Helpful to EGEM radio gave
ample wx info.

Some questions you may wish to answer.

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

Do you have any comments about the pilot brief?	
What version of the pilot brief did you use?	4.143
Did you fly the full approach to a landing?	Yes
Did you Go Missed at the DH?	No
Was the unofficial weather accurate?	Yes
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	
Did you receive the support you expected from the LEA Staff, if not please explain?	Yes 5*
Any other comments	

Date... 23/08/2023.....



- Globeair

Comments/Feedback

Some questions you may wish to answer.

Did you find booking a slot easy?	N/A
Did you find the pilot brief covered what you needed to know?	YES
Do you have any comments about the pilot brief?	NO
What version of the pilot brief did you use?	4.4
Did you fly the full approach to a landing?	YES

Did you Go Missed at the DH?	NO
Was the unofficial weather accurate?	VERY ACCURATE AND EXHAUSTIVE
If you did not fly the full approach why?	N/A
Did you have any difficulties flying the approach, if yes please explain?	SCOTTISH CONTROL LET US CONTACT FENTON RADIO A BIT LATE, WHEN ALREADY OVERHEAD THE IAF.
Did you receive the support you expected from the LEA Staff, if not please explain?	YES
Any other comments	THANKS FOR THE WORK ON THE RMP AD

END

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ops@leedseastairport.co.uk

Date... 2/9/23

Comments/Feedback

All good. Really helpful. Thank you Nigel.
Apologies for ~~behaving~~ to be told to put in squawk.

Some questions you may wish to answer.

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

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ops@leedseastairport.co.uk

Date 6 September 2023

Comments/

Firstly a big thanks and well done for getting the RNP delivered. It is a huge operational improvement for us and will provide a much safer and strategic way to operate our aircraft (AW139).

Regarding the first use of the approach (Rwy 06) the system worked exactly as expected. The aircraft FMS and presentation of the data was standard.

We had no difficulty with ATC or conflict with other aircraft throughout the procedure. LBA requested us to remain beneath Controlled Airspace which was easy to achieve with the design of the approach.

Some questions you may wish to answer.

Did you find booking a slot easy?	Yes.
Did you find the pilot brief covered what you needed to know?	Yes, it is thorough (at 17 pages maybe a little too thorough)

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Date 13/09/23

Comments/Feedback

PRACTICE APPROACHES REQUESTED BY PHONE IN THE MORNING:
1 X RNP FOLLOWED BY MISSED APP X ANOTHER RNP. APPROVED
OVER THE PHONE X IFR FPL FILED FOR G-LAMM WITH 11.15Z
ETA. WHEN RELEASED BY SCOTTISH CONTACTED LEEDS RADAR
FOR CLEARANCE VIA IVGOB. CLEARANCE RECEIVED IVGOB @
3000 FT X RADAR CONTROL SERVICE. @ IVGOB NO DESCENT OR
APPROACH CLEARANCE GIVEN. ALSO TOLD ONLY 1 APPROACH
WAS ALLOWED. WE ELECTED TO REQUEST A RETURN TO
IVGOB TO REPOSITION AS WE WERE UNABLE TO ACHIEVE
CMB 61 @ 2200 FT. REPOSITIONED AND FLEW APPROACH TO LAND.
DISCUSSED ISSUES EXPERIENCED WITH TOWER X OPS MGR.

Some questions you may wish to answer.

Did you find booking a slot easy?	YES, HOWEVER LEEDS RADAR DID NOT APPROVE/ALLOW US.
Did you find the pilot brief covered what you needed to know?	NO PILOT BRIEF AVAILABLE ON JEPPESEN CHARTS.

Do you have any comments about the pilot brief?	SEE OTHER SIDE
What version of the pilot brief did you use?	4.4
Did you fly the full approach to a landing?	YES
Did you Go Missed at the DH?	NO
Was the unofficial weather accurate?	-
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	YES SEE COMMENTS EARLIER
Did you receive the support you expected from the LEA Staff, if not please explain?	YES, VERY FRIENDLY
Any other comments	

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ops@leedseastairport.co.uk

Date 16/09/23

Comments/Feedback

REMEMBERING TO REPORT AT VARIOUS POINTS
VS PROMPTS IS DIFFERENT - NO ISSUES - GOOD JOB
😊

Some questions you may wish to answer.

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

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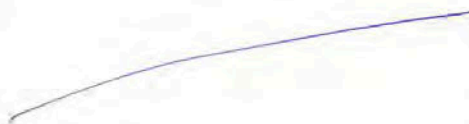
Date 17/9/2023

Comments/Feedback

- Great to have the RNP approaches at EGCM! Helped today when the cloud base was forecast around 700-900ft AGL
- Slot system cumbersome and potentially inflexible, especially when ETA needs to change due to weather.
- Initial descent from ERJUG (min 3'500 ft) to CMSØ1 (mandatory 2'200 ft) rather steep for 3-6 NM, due to traffic I ended requesting staying ~~at~~ at 3,500 ft for longer and a CTA transit with LBA approach)
- Otherwise great development for more GNSS approaches in the UK!
- Pilot brief with procedures rather long! ^{if the info} More should be included on the approach plate ~~is~~ and AIP text.

Some questions you may wish to answer.

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

Do you have any comments about the pilot brief?	<u>Long pilot brief!</u>
What version of the pilot brief did you use?	v4.4 23/07/23
Did you fly the full approach to a landing?	Yes
Did you Go Missed at the DH?	No
Was the unofficial weather accurate?	Base was at 1100 ft instead of 900 ft
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	Traffic crossing the initial approach leg at 2,700 ft
Did you receive the support you expected from the LEA Staff, if not please explain?	Yes!
Any other comments	

Nikki Evans

From: LEA Operations
Sent: 17 September 2023 08:43
To: [REDACTED]
Subject: FW: RNP 06 - Feedback

Morning,

Here's another RNP Feedback for you. I will bring the other one's down on Monday 😊

Best Regards,

[REDACTED]
Leeds East Operations
Leeds East Airport
[REDACTED]



**LEEDS EAST
AIRPORT**

From: [REDACTED]<[REDACTED]@hotmail.com>
Sent: Saturday, September 16, 2023 9:38 PM
To: LEA Operations <ops@leedseastairport.co.uk>
Subject: RNP 06 - Feedback

Dear [REDACTED] & [REDACTED]

Further to the request in the LEA Pilot Brief, please find below comments based on my experience of using the RNP for RW06 today:

The briefing note was comprehensive and very useful; certainly, essential when commencing a first RNP at LEA.

I found the whole procedure from booking a slot to flying the procedure a professional and seamless experience.

I called 30 nm out to confirm the RW in use at LEA then transferred to LBA for a radar service whilst keeping a listening watch with Fenton Radio on box 2.

LBA radar were very accommodating giving a traffic service when in range and calling out relevant traffic; they handed me back to Fenton radio on the final approach track.

Did you find booking a slot easy?

Yes, and Ops were very helpful in being able to move the slot forward at short notice.

Did you find the pilot brief covered what you needed to know?

Comprehensive and a great reference for future flights.

Do you have any comments about the pilot brief?

1

Not that easy to find on the website, it would be useful to be a more prominent part of the pilot information page, but this states GNSS underdevelopment so perhaps needs to be updated.

What version of the pilot brief did you use?

Version 4.4 230723

Did you fly the full approach to a landing

Yes

Did you Go Missed at the DH?

No

Was the unofficial weather accurate?

Yes

If you did not fly the full approach why?

N/A

Did you have any difficulties flying the approach, if yes please explain?

No, the whole procedure is well explained, coupled with a comprehensive approach plate.

I did make a mistake by flying at the procedure altitude at the IAF, but to descend from 3500 feet to 2200 feet in 3.5 nm would require a very steep descent.

I will ensure I fully comply next time.

Did you receive the support you expected from the LEA Staff, if not please explain?

Yes, full support in all respects.

Having been using LEA regularly for a few years, the addition of the RNP is a major boost in terms of safety and airport accessibility.

My thanks to all involved in what must have been, at times, a stressful and challenging experience to gain approval.

Hope this is helpful.

Best regards,



Date..... 23/09/2023

Comments/Feedback

Thank you for allowing the use of your RNP approach for training.

I flew the RNP to Rwy 24 arriving via VUSFO. My only observation is that the Pilot Brief suggests that Humberside Approach is the primary option to get a service for this arrival. I followed that guidance, however, Humberside were unable to provide anything other than a basic service, I presume due to my range from their facility. With a cloudbase at an altitude of 2300ft I elected to remain VMC at 2000ft and fly this non-standard altitude prior to the IAF and onwards to the IF.

I spoke to Leeds Radar on the way back to Carr Gate and asked if they would have been happy to provide a traffic service to me and they said that they would have been.

I accept that Leeds are not a LARS provider, whereas Humberside is, and that we at NPAS Carr Gate probably have a much closer working relationship with them than the average GA airspace user, but I thought that this was an observation worth sharing.

If flying this again in similar or worse conditions I would opt to take a traffic service from Leeds and fly compliant altitudes, rather than use the basic service from Humberside.

Some questions you may wish to answer.

Did you find booking a slot easy?	Yes
Did you find the pilot brief covered what you needed to know?	Yes
Do you have any comments about the pilot brief?	See above comments
What version of the pilot brief did you use?	Ver 4.4 23/07/2023
Did you fly the full approach to a landing?	No, go around at MApt and proceed VFR to depart

Did you Go Missed at the DH?	Yes, see above
Was the unofficial weather accurate?	Yes
If you did not fly the full approach why?	Non-standard altitudes, see comments box
Did you have any difficulties flying the approach, if yes please explain?	Laterally no, but see comments box for altitude comments
Did you receive the support you expected from the LEA Staff, if not please explain?	Yes indeed, a very 'can do' approach, excellent service
Any other comments	Excellent service from [REDACTED] in the Tower and from [REDACTED] thank you

END

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ops@leedseastairport.co.uk

Date 10/10/23

Comments/Feedback

I contacted Leeds Approach as suggested in the brief for arrival from the west but Leeds passed me on to Leeming as there was traffic in their area. Cleared to call Fenton Radio with 10nm to run to IDDAH; Fenton gave me an unofficial weather report and I made the various calls requested at IDDAH, the intermediate and final approach fixes and at two miles. All very straightforward.

Some questions you may wish to answer.

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

Do you have any comments about the pilot brief?	Possibly could be shortened. - some elements of duplication
What version of the pilot brief did you use?	v. 4.4 dated 23/07/23
Did you fly the full approach to a landing?	Yes
Did you Go Missed at the DH?	No
Was the unofficial weather accurate?	Yes
If you did not fly the full approach why?	N/A applicable.
Did you have any difficulties flying the approach, if yes please explain?	No
Did you receive the support you expected from the LEA Staff, if not please explain?	Yes
Any other comments	A welcome facility for pilot/haul weather conditions although weather in the day I flew the approach was good.

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ops@leedseairport.co.uk

Date.....20 Oct

Comments/Feedback

Rnp worked well
 Staff very helpful.
 Leeds had a go around so I had
 to be vectored back toward the
 Faf.


Some questions you may wish to answer.

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

Do you have any comments about the pilot brief?	NO
What version of the pilot brief did you use?	4.4.
Did you fly the full approach to a landing?	from 1Vgob.
Did you Go Missed at the DH?	NO
Was the unofficial weather accurate?	Yes.
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	NO Very Easy.
Did you receive the support you expected from the LEA Staff, if not please explain?	Yes.
Any other comments	Had it not been for the RNP I would not have got in

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ops@leedseastairport.co.uk

Date 3/10/23

Comments/Feedback

EPJUG SEEMS EASIER AS AN IAP.
LIAISING WITH ~~WHIT~~ EGNM STRAIGHT FORWARD
SAY ADD. LIGHTS AT MINS (550')

Some questions you may wish to answer.

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

Nikki Evans

From: LEA Operations
Sent: 16 January 2024 08:03
To: FBO
Subject: Fw: RNP 06 on 27th October 2023 D-ELAO



Best Regards,

Leeds East Operations
Leeds East Airport
01937 534197



From: [REDACTED]@flatmail.de>
Sent: Monday, January 15, 2024 8:04 PM
To: LEA Operations <ops@leedseastairport.co.uk>
Subject: RNP 06 on 27th October 2023 D-ELAO

Hello!

I apologize for the late reply to your feedback form.

Just a few remarks to the RNP approach which helped us find our way to your beautiful airfield in late October.

We used LEA pilot brief version 4.4 23-07-23.

The Pilot brief covered everything I needed to know. I found it a bit more complicated than usual. Therefore I read it twice.

Booking a slot was easy after getting acquainted with the right addresses.

I received every kind of help needed.

After two unsuccessful attempts at filling out the General Aviation reporting form I was helped by friendly staff.

Weather that morning was dense fog, not permitting any approach, but for the early afternoon the fog was forecast to lift, allowing for a serious attempt helped by the RNP approach.

We departed in time from Mönchengladbach EDLN allowing enough time to arrive within our time window for the approach.

I also prepared approaches into Leeds Bradford, Humberside, and even Manchester. Just in case.

In 30 minute intervals, I checked satellite weather and noted intermittent changes to ceiling and visibility in our target area. Humberside changed from good to bad within short time. Leeds Bradford in very low IFR weather offering no better alternative to a seemingly stable weather situation in Leeds east.

In order to descend, we had to stay in constant negotiations with Scottish which only allowed descend in small increments. Therefore, we were unable to contact Fenton on the second Radio, by constantly asking for further

descent.

We approached the airfield from the south east and finally arrived at our target altitude. Flying the approach via EPJUG did not work out with the software we have installed in our aircraft (Garmin charts). Therefore, I requested IVGOB, which ultimately worked. When released from Bradford we received Fenton radio and heard the unofficial weather report. This unofficial weather report was accurate within 100 feet.

We flew the full approach to a landing without any difficulties.

Again, I would like to thank everybody at Fenton for their help with our arrival and later departure.

We thoroughly enjoyed this weekend, celebrating a reunion with friends, walking beaches and admiring ammonites and enjoying the beautiful landscape of the area where you live.

We shall return.

Best wishes!

[Redacted signature]

[Redacted signature]

LEA Aero Club RNP Feedback Form

The RNP IAP's at LEA were introduced in August 2023. It is important that pilots provide us with feedback about the IAP's to help us improve the IAP's, please complete the form and email as below.

You are also invited to speak to our Operations Manager to discuss any issues you had or feel should be addressed. Make such a request also via the email below.

ops@leedseastairport.co.uk

5 April 2024

Date.....

Comments/Feedback

This instrument approach has three significant benefits:

- a) Ability to descend to 500/650 feet AGL compared to 1000 feet AGL before becoming VFR (1500m clear of cloud)
- b) Flying a 3D path that has been thoroughly scrutinised and checked as safe
- c) Ability to fly the approach including glide slope using an autopilot

The major disadvantages are

- a) The requirement to book a slot in advance, even when IFR and not for training.
- b) The requirement to stick to the schedule within 15 minutes, rather than being able to delay as for a flight plan.
- c) Single pilot workload is increased if required to communicate with Fenton Radio when also in receipt of a service from LBA (for Runway 06).

Some questions you may wish to answer.

Did you find booking a slot easy?	Fairly easy by telephone, although there is no obvious option on the telephone menu. The call was answered by someone knowledgeable who could take my booking
Did you find the pilot brief covered what you needed to know?	Not completely. There is nothing that permits changing to a visual approach or cancelling IFR if the weather/cloudbase is better than forecast. It is unclear if a later approach time can be negotiated when airborne.
Do you have any comments about the pilot brief?	Document is full of duplication & irrelevant warnings which obfuscate more important elements.

What version of the pilot brief did you use?	V4.4. Difficult to locate with no link on LEA website Note: V4.0 is published on the CAA Website and comes up top on Google Search
Did you fly the full approach to a landing?	Yes
Did you Go Missed at the DH?	No
Was the unofficial weather accurate?	Yes
If you did not fly the full approach why?	
Did you have any difficulties flying the approach, if yes please explain?	No
Did you receive the support you expected from the LEA Staff, if not please explain?	Yes
Any other comments	This was a very straightforward approach to fly. The tight constraints on time are very limiting - we were delayed on departure by 10 mins due to heavy traffic and could easily have been late for our slot time. The PPR system is too complex and restrictive. I don't agree with closing the circuit during approaches

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RNP Approach Briefing V4.4

1) Page 7 Point 5: While this makes it clear that an initial slot booking cannot be made when airborne, it does not clarify if a slot booking can be amended in-flight - e.g. if arriving early or late for a slot for any reason. It would be very helpful if this was possible and if so should be made clear.

2) Page 7 Point 12: It is unclear when an approach slot can be booked. I telephoned the day before and easily made a booking. The document indicates that slots are assigned only at the start of each day, which would make it difficult to plan to depart promptly for a morning flight.

3) Page 7 Point 14: It was implied to me that slots can only be booked to start "on the hour", e.g. it is not possible to schedule an arrival for 15:40. I now suspect that isn't the case, and should be stated explicitly if so. Random times would reduce the number of approaches (VFR or IFR) that could be accommodated per day, but I sense that on IFR days the number of users is actually quite low.

4) Page 6 Point 11: Confirmation was by phone. I would much have preferred an email which provides a clear record of the time/date booked.

5) Page 7 Point 7: I don't see any benefit from a "PPR number". It does seem redundant when Fenton Radio is already aware of my callsign and slot booking, and adds extra workload when airborne prior to commencing the approach. I would suggest removing that requirement - it just further adds to pilot workload at a busy time and performs no useful purpose.

6) Page 7 Point 9: I don't believe it is reasonable to require to make the choice of runway selection at the time of booking, since weather conditions can change.