

# AERONAUTICAL INFORMATION CIRCULAR Y 083/2023

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## Subject

Operational



## INTRODUCTION OF RNP IAPS: SHERBURN-IN-ELMET AERODROME (EGCJ) AND LEEDS EAST AIRPORT (EGCM)

### 1 Introduction

- 1.1 The purpose of this AIC is to highlight the introduction of Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) at Sherburn-in-Elmet (EGCJ) Aerodrome and the nearby Leeds East Airport (EGCM).
- 1.2 EGCJ published IAPs to RWY 28 and RWY 10 **on 15 June 2023**. EGCM will publish IAPs to RWY 24 and RWY 06 **on 10 August 2023**.
- 1.3 The IAPs are established in Class G airspace.
- 1.4 There is no approach control service provided for the IAPs. Execution of the IAPs is only in accordance with specific local procedures and limitations.

### 2 Procedures for using the IAP

- 2.1 Prior permission is required. Contact the aerodromes for more information and a confirmed approach time slot.
- 2.2 The trajectory of the IAPs at the EGCM and EGCJ overlap, so PPR will only be granted for an IAP at one of the aerodromes for a particular time.
- 2.3 Both aerodromes have published a pilot briefing document, which is mandatory reading for a pilot intending to fly an IAP at either location. Pilots must note the version number reviewed as this needs to be confirmed when arranging an IAP slot time. The briefing documents will be available on the aerodrome websites – [sherburnaeroclub.com](http://sherburnaeroclub.com) and [leedseastairport.co.uk](http://leedseastairport.co.uk).
- 2.4 In the case of EGCJ, the IAP is only for use when required due to local weather conditions. When the cloud base is greater than 1200 FT AGL, aircraft will be expected to follow visual joining procedures. Unofficial weather reports are available from 'Sherburn Radio' 122.610 MHz and Leeds East on 'Fenton Radio' 120.710 MHz.

### 3 Guidance for local airspace users

- 3.1 The IAPs will be indicated by the 'feather' symbol from edition 47 of the Northern England & Northern Ireland 1:500,000 VFR chart, to be published **on 18 April 2024**. Until such time the IAPs will be listed as VFR chart amendments. For more information see the NATS AIS VFR Charts page. The feather symbols will be available immediately to users of electronic VFR charting products.



- 3.2 Note that the feather symbol is not an exact replication of the lateral IAP layout, however it is indicative of the final approach track. Aircraft descend at approximately 350 FT per 1 NM when within the area of the feather.
- 3.3 For depictions of the IAP layouts on a VFR chart format, see Leeds East: <https://www.leedseastairport.co.uk/gnss-latest-information> and Sherburn-in-Elmet: <https://www.sherburnaeroclub.com/rnp>.
- 3.4 Guidance from the CAA recommends making radio contact with the aerodrome ATSU if flying within 10 NM of an aerodrome marked with such feathers, and that VFR traffic should avoid crossing the final approach track at similar altitudes to that of the approach path, unless in contact with the aerodrome.
- 3.5 Aircraft transiting in proximity to the IAPs may call either 'Sherburn Radio' 122.610 MHz or Leeds East on 'Fenton Radio' 120.710 MHz for information regarding inbound RNP traffic. Note the aerodromes only provide an Air/Ground Communication Service (AGCS) – any traffic information is based on position reports from pilots and should be regarded as advisory only.
- 3.6 VFR aircraft should normally call whichever aerodrome is closest to their intended route. Depending on the planned activity and/or route of the flight, the AGCS operator at one aerodrome may advise that aircraft freecall the other, to obtain more detailed

information.

- 3.7 Aircraft in receipt of a UK Flight Information Service from a local ATC unit may be able to obtain information on IAP activity. A squawk code of 5077 has been assigned for RNP traffic inbound to EGCM or EGCM, to enable identification by surveillance equipped ATC units.
- 3.8 Representative depiction of future chart features:



**Note:** Chart extracted from 1:250,000 Sheet 5 Central England & Wales (Edition 15) effective 10/08/2023, not to be used for operational purposes.

#### 4 Recommended RTF phraseology

- 4.1 AGCS are not able to provide an air traffic service to aircraft and will only provide traffic information based on the reports of other pilots or planned IAP activity.
- 4.2 The following is an example radiotelephony exchange for requesting traffic information from either EGCM or EGCJ:

Aircraft	"[Fenton/Sherburn] Radio, G-ABCD, re-request traffic information"
AGCS	"G-ABCD, [Fenton/Sherburn] Radio, pass your message"
Aircraft	"G-ABCD, Cessna 172 from Sandtoft to Walton Wood, position 10 miles northeast of Leeds East 1800 FT on QNH 1021"
AGCS	"G-CD, roger. Runway 24 left hand in use. Traffic is a Cherokee ([reported on]/[shortly going to commence]/[has commenced]) RNP approach [via VUSFO] Runway 24"

**Note:** Exchange is based on CAP 413, 4.154 and SUP 01/2021.