

Leeds East Airport



AIRSPACE CHANGE PROPOSAL IN
SUPPORT OF A GNSS BASED APPROACH

Introduction

Leeds East Airport (LEA) is seeking to introduce a Global Navigation Satellite System (GNSS) based approach to two of its runways. These changes are compatible with CAA policies regarding Performance Based Navigation (PBN) the design of Instrument Flight Procedures and the management of the airspace surrounding LEA.

As we are proposing a change to the way that the airspace around us is currently used we have to follow a laid down procedure as mandated by the UK's Civil Aviation Authority

It is also to support the development of the airport into a Business and Executive Aviation hub for North Yorkshire as we continue to transition the airport from military to civil operation.

What this is not about...

So, this consultation is not about:

- The future growth of Leeds East Airport
- Restricting the use of airspace for other users by the establishment of more controlled airspace
- Increasing the number of flights into Leeds East
- Turning Leeds East into a new Leeds Bradford or Doncaster Sheffield type of airport.

Update on progress

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We originally consulted stakeholders about this proposal in 2017 following which we made changes to the original design.

Because of this we have decided to repeat the consultation in-order to update stakeholders regarding those changes.

How you can express your views

You can respond to the consultation by email or by traditional post.

To respond by email :-

The dedicated email address for responses is airspace@leedseastairport.co.uk or follow the links from www.leedseastairport.co.uk and the 'Pilot Information' drop down menu.

Please indicate in the subject line that this is your response to the consultation . It would be extremely helpful if you could highlight the response as follows:

- SUPPORT – you are in favour of the proposal
- NO COMMENT – This lets us know that you have read the document and have nothing to add (this still is valuable feedback as it gives us a measure of how many stakeholders we have reached)
- NO OBJECTION – Neither in favour or not in favour
- OBJECT – Not in favour. Please add your reasoning so we are able to group all objections for analytical purposes.

How you can express your views cont..

By Traditional Mail:-

If you are unable to submit your response by email you can also respond through the traditional mail service by writing to us at eth following address;

**Airspace Consultation
Hangar 3
Leeds East Airport
Busk Lane
CHURCH FENTON
North Yorkshire
LS24 9SE**

If responding by post then please use the same methodology as described in the previous slide to highlight the nature of your response.

(This information is repeated at the end of this presentation)

Acknowledgements and Feedback

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Electronic submissions will be acknowledged by automatic response; traditional mail responses will not be acknowledged.

Following the consultation all the responses that are received within the timeframe will be reviewed, analysed and, if required, responded to. All issues raised, if appropriate, will be responded to in the final consultation document.

If you have a query regarding the information presented in this presentation then please contact us at the previous email or traditional postal address with **QUERY** in the subject bar. We will respond to your query as quickly as possible.

How long will the consultation process last and what happens next?

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This consultation process will last for 14 weeks from:

Friday 21st December 2018 until Wednesday 27th March 2019

After this we will analyse all feedback and compile a submission document for the CAA. We expect to have this document ready for submission in June 2019. The CAA will then scrutinise our submission, along with your feedback, and we would expect a regulatory decision, whether the proposal has approval or not, to be reached by November 2019. The decision will be published on the CAA website (on their dedicated airspace change portal) and on the Leeds East Airport website too.

Following that there will be an introductory period which will include staff & stakeholder training along with promulgation in the relevant aeronautical information publications before full roll out.

Around 12 months after roll out we will have a formal post implementation review of the procedure; the findings of which will also be published .

Who does this proposal affect?

Hopefully, not that many people. This is because the approach path will only be used once per hour and follows flightpaths that are already utilised by aircraft coming and going from the airport. What we are doing is formalising a type of approach that can be flown with reference to the aircraft instruments only. As modern GPS derived instruments are more accurate than the previous generation of analogue instruments we expect the approaches to be flown more accurately and therefore more efficiently.

We do not intend to accept any training flights so the pilots and aircraft should perform to a higher level of accuracy than is currently the case.

The maps that follow depict the aircraft's flightpath over the ground. At 10 miles from the airport we would expect the aircraft to be at 2,200 feet above mean sea level

So who and how are you consulting?



A full list of consultees is available separately, but it includes, in no particular order, Parish councils of villages under the proposed aircraft track, other airspace users and other aviation facilities.

As well as uploading information onto our website we will hold a series of briefing sessions, either at Leeds East or in the community, dependant on demand, to provide stakeholders the opportunity of discuss and seek clarification on the proposals. Details of these sessions will be published on our website at www.leedseastairport.co.uk/pilot-information

Confidentiality

The CAA requires that all consultation material, including copies of responses from the consultation, is included in any formal submission to the CAA.

It is our undertaking that apart from the necessary submission of material to the CAA and essential use by us for analysis purposes, we will not disclose any personal details of content of individual responses to any third parties. The CAA however, will publish all consultation material including responses (but redacted) on their website.

We will treat all responses with due care and sensitivity as we are bound by the General Data Protection Regulation. If you do not want your personal details to be forwarded to the CAA please let us know as the CAA are also bound by the freedom of Information Act.

Terminology explained?

The Global Navigation Satellite System (GNSS) based approach can be compared to the Sat Nav system available in most road vehicles and mobile phones today. The exception being that the GNSS for Leeds East will also give some vertical guidance as-well-as the more normal left/right navigational information. It also means that there is no requirement for any ground based equipment to support the approach. The satellite system is known as the European Geostationary Navigational Overlay System or EGNOS for short. This system has been approved for Safety of Life (SoL) service. This means that it is approved for aircraft to use for navigation purposes.

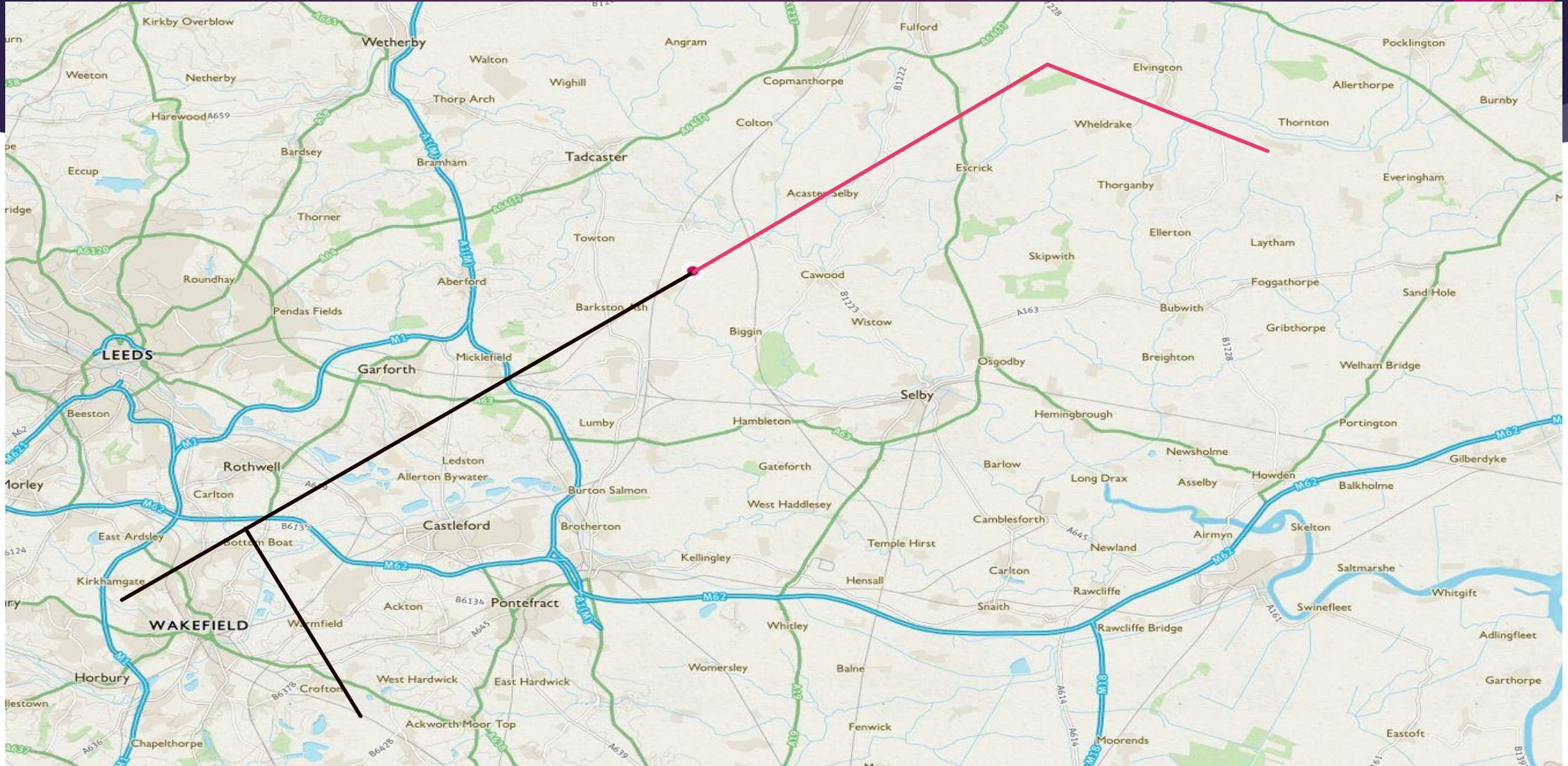
The approach has been designed to international standards and will be subject to a rigorous testing regime and scrutiny before introduction.

An GNSS Instrument approach is a predetermined set of manoeuvres to allow an orderly transfer of an aircraft that is flying under instrument flying rules to a point from which a landing may be made visually.

Approaches to Runway 06

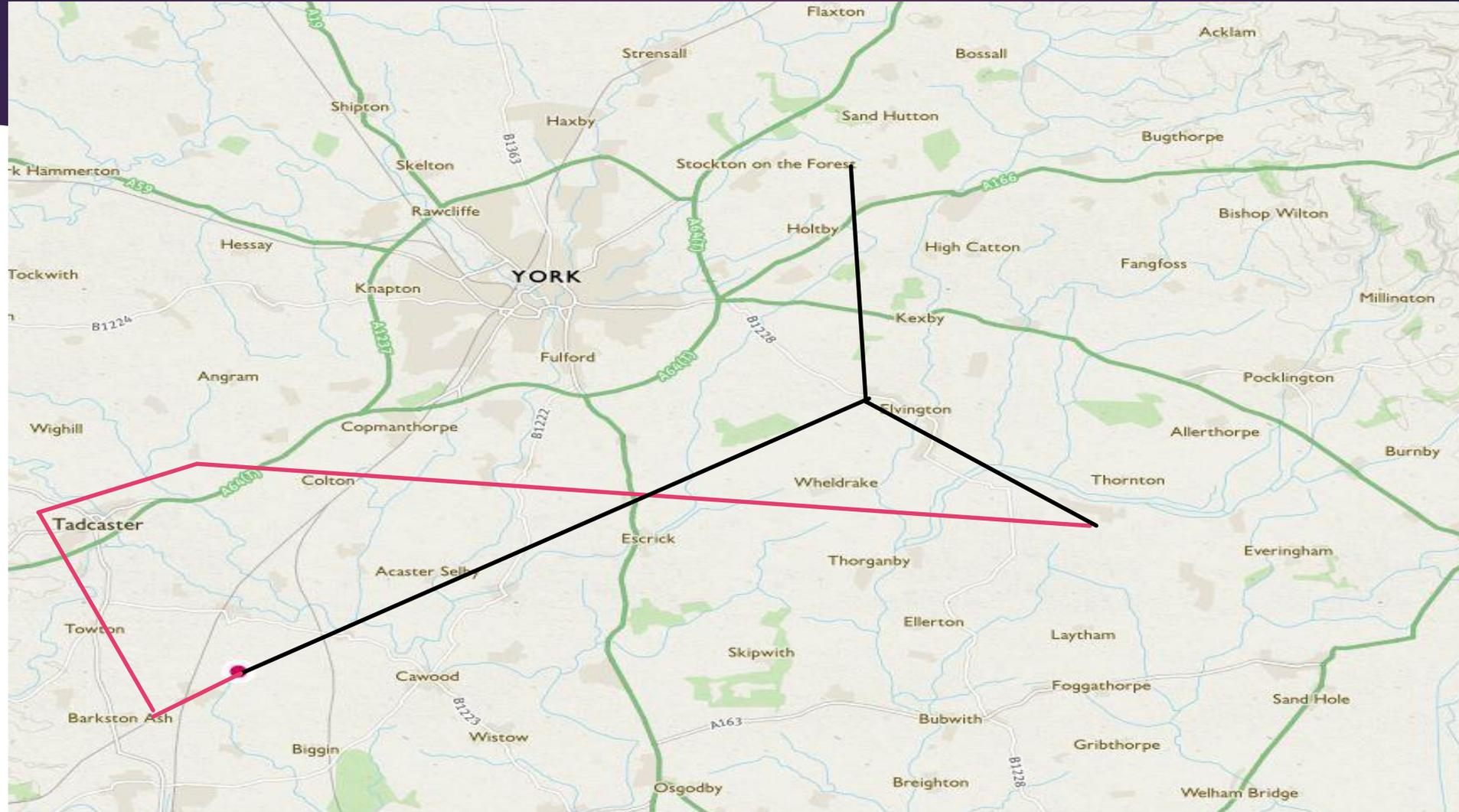


Runway 06 – Non aeronautical map overlay



Aircraft ground track for Runway 06 (Black normal route, PINK only if missed approach)

Runway 24 – Non aeronautical map overlay



Runway 24 normal aircraft track over the ground (PINK only if missed approach)

What will the aircraft be doing?

When the aircraft is on the black track it will be no lower than 2,200 feet above mean sea level until it is the decent point which is at 6.7 Nautical Miles from Leeds East for Runway 06 and for Runway 24 it is 6 Nautical Miles.

Once at the aircraft in descent it will continue to approach the airport until it reaches the 'Missed Approach Point' (MAPt). Once the aircraft reaches the MAPt the pilot will then make the decision to continue in to land, if they can see the sufficient of the runway or the approach lights or landing aids, or to fly a Missed Approach Procedure.

The Missed approach is highlighted in PINK on the earlier map. The aircraft will be climbed to 3,000 feet above mean sea level and the pilots will then decide what to do. Their options include diverting to another airport or changing from instrument flying to visual flying.

What is the likely impact on me?

The approach will only be available to aircraft that are capable of Instrument Flight and to Pilots that hold either an Instrument Rating (IR) or an IR (Restricted). Not all aircraft carry this equipment and not all pilots are IR qualified.

There is a maximum of one aircraft slot per hour on the approach. The slots are shared between Sherburn-in-Elmet Airfield and Leeds East Airport. Aircraft going to Sherburn-in-Elmet will not fly the tracks illustrated but as the approaches to Sherburn-in-Elmet are in close proximity to the ones to Leeds East it is safer to share the slots so that there is only one aircraft on either approach at one time.

The runways are used in two directions 06 and 24 at Leeds East. We do have two other runways, 16 and 34 but these are not used very often and not seen as suitable for development into instrument runways.

What is the likely impact on me cont..

Between the two, Runway 24 is predominantly the into wind runway at Leeds East and we predict that this will be used approximately two thirds of the time with 06 the remaining third.

The procedures have taken into account the built up areas and have been designed to avoid those where possible. They have also considered other close-by airspace users such as Rufforth, Full Sutton, Pocklington and Burn.

As the planned usage of the approach is going in to be very low, at less than 1 per hour per day, should be miniscule impact on those under the proposed flight path. As we will be actively restricting flying within 2½ miles of the airport when this approach is introduced there is the real potential for the number of flights to actually be reduced rather than increased.

What is the likely impact on me cont..

The CAA Environmental Research Consultancy Department (ERCD) has produced data on the noise level of an aircraft at a height above ground (together with the degree of uncertainty of the data) for representative groupings of aircraft together with other significant work on environmental matters.

(<http://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=list&type=sercat&id=13&filter=2&reorder=dateOrder>)

The predicted users of the approach to Leeds East are considerably smaller than those tested and measured by the ERCD. However, if we take their smallest aircraft group, a 50 – 70 seat regional turboprop such as the ATR 42 or ATR 72 we find that the noise generated by that group of aircraft at a height of 2,000 to 3,000 feet is in the region of 71 to 67 Decibels. This is comparable with conversational speech 1 metre away.

Are you asking for Controlled Airspace too?

Leeds East Airport is not a full Air Traffic Control unit. Our operators are only authorised to pass information to pilots to enable the safe conduct of flight. We are not authorised to give instructions to pilots in the air or 'control' aircraft during any stage of flight.

Leeds East does have an 'Air Traffic Zone' around it to enable the protection of aircraft during the critical stages of take off and landing. That zone extends on a radius of 2½ miles from the centre of the airport up to a height of 2,000 feet above ground level.

There is no intention to pursue a request for the establishment of any new controlled airspace in support of GNSS approaches to Leeds East Airport.

How you can express your views

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Compliance with the Consultation Process

The CAA are overseeing the consultation and may be contacted at the following email address airspace.policy@caa.co.uk

You can write to them at:

**Airspace Regulator (Co-ordination),
Airspace ATM and Aerodromes,
Safety and Airspace Regulation Group,
CAA House,
45-59 Kingsway,
London WC2B 6TE.**

It should be noted that the CAA will respond only to concerns regarding Leeds East's compliance with the consultation process and they will not comment on the proposal itself.