

# Introduction of RNP Instrument Approach Procedures at Sherburn-in-Elmet aerodrome and Leeds East Airport

## 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 Sherburn-in-Elmet published IAPs to RW28 and RW10 on **15<sup>th</sup> June 2023**. Leeds East will publish IAPs to RW24 and RW06 on **10<sup>th</sup> 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 two aerodromes 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 Sherburn, 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 for 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 18/04/2024. 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 nautical mile when within the area of the feather.



## 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<sup>1</sup> exchange for requesting traffic information from either Leeds East or Sherburn:

Aircraft:	"Fenton Radio <sup>2</sup> / [Sherburn Radio], G-ABCD, request traffic information"
AGCS:	"G-ABCD, Fenton Radio / [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"

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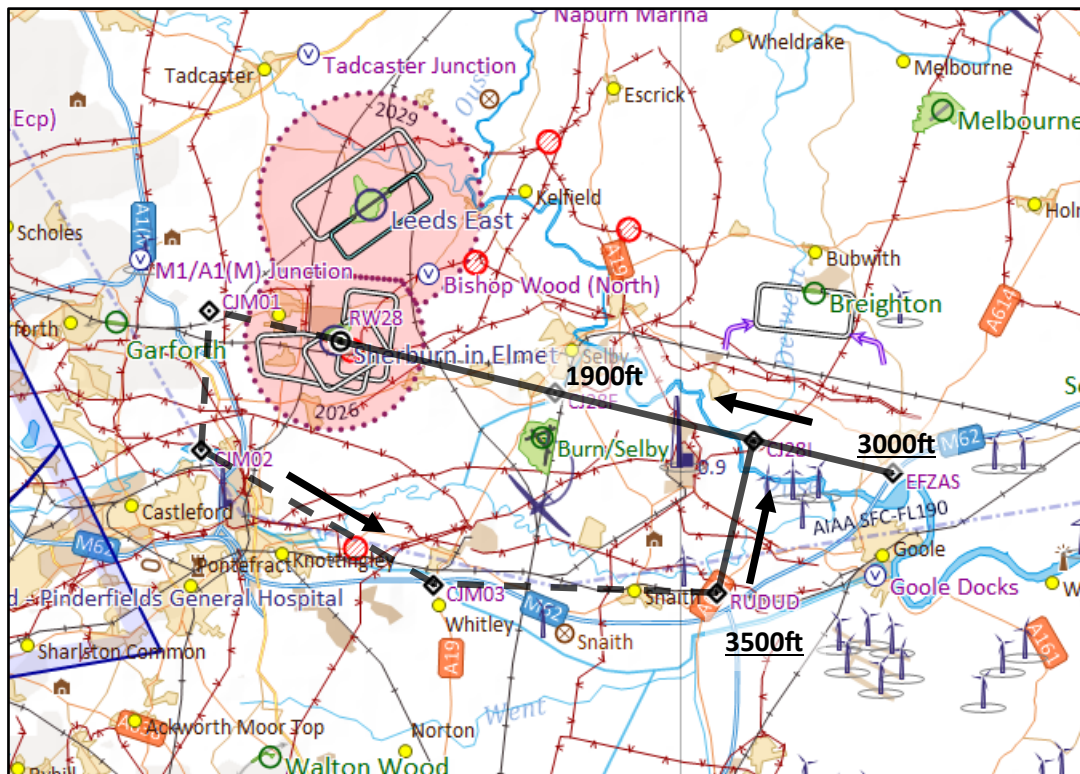
<sup>1</sup> Exchange is based on CAP 413, 4.154 and [Supplementary Instruction 2021/01](#).

<sup>2</sup> Leeds East callsign is 'Fenton Radio'.

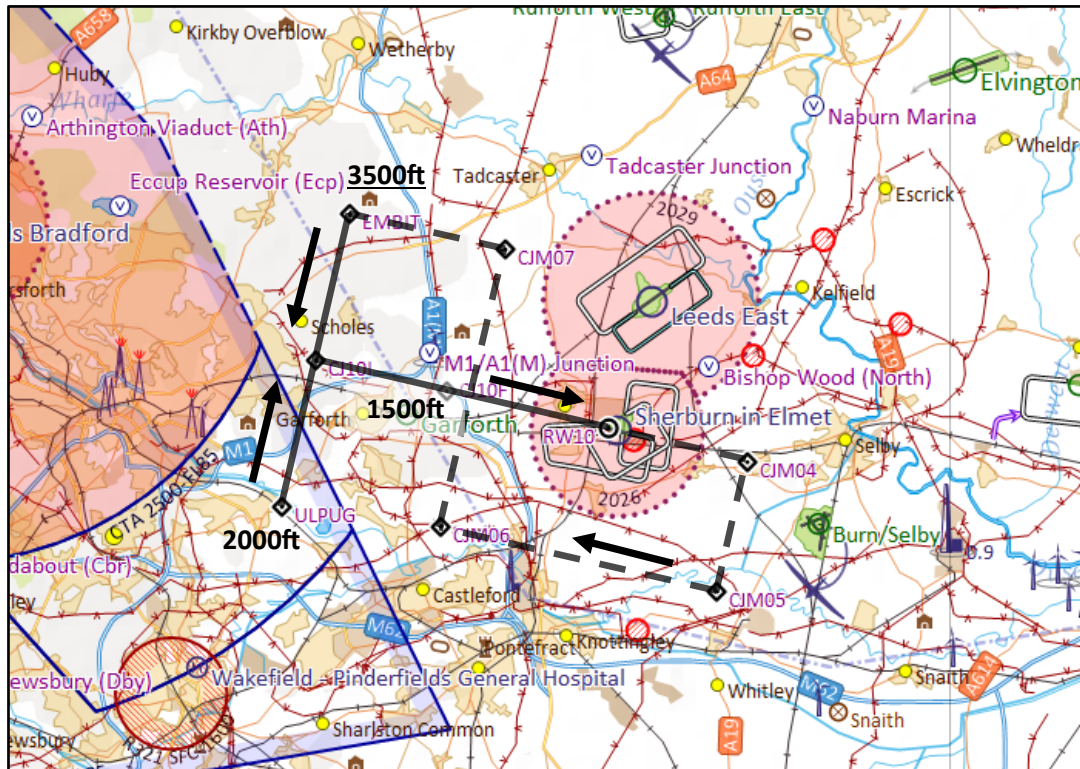


## 5 Annex A – procedure layout

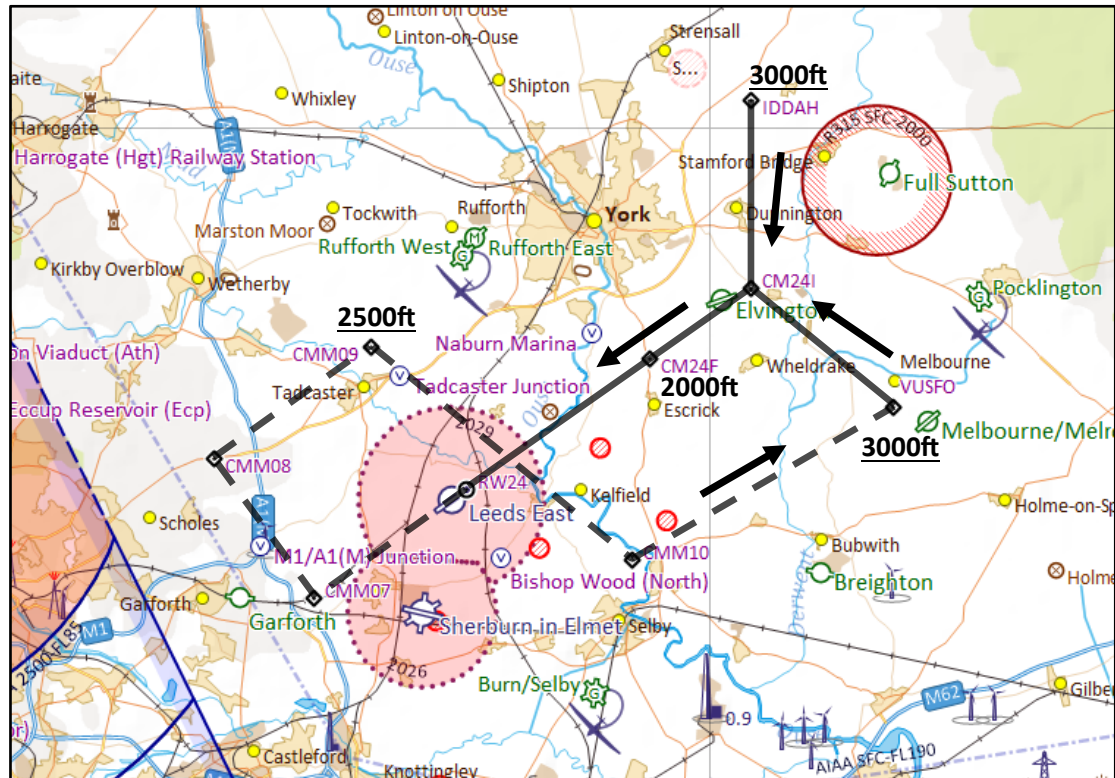
### Sherburn RW28



### Sherburn RW10



## Leeds East RW24



## Leeds East RW06

