

# RNP Instrument Approach Procedures at Sherburn-in-Elmet Aerodrome, EGCI



## Pilot Brief March 2024

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# Pilot Brief for Sherburn RNP IAP Ver 1.62

The following Pilot briefing shall be available to all pilots wishing to fly the Sherburn Aero Club (SAC) IAP. It will be referenced in Sherburn's AIP entry as being **mandatory reading prior to requesting PPR** to fly the procedure. When booking PPR slots Pilots will be asked what version number they have read.

The latest version of the document can be downloaded from the Sherburn Aero Club (SAC) web site ([www.sherburnaeroclub.com](http://www.sherburnaeroclub.com)).

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## Section 1 Abbreviations and Acronyms

1. A/GCS – Air Ground Communication Service (often seen as A/G)
2. AGL – Above Ground Level
3. AIP –Aeronautical Information Publication
4. ATC – Air Traffic Control
5. ATS – Air Traffic Service
6. ATZ –Air Traffic Zone
7. ATSU – Air Traffic Service Unit
8. CAA – Civil Aviation Authority
9. CAS – Controlled Airspace
10. HoT- Head of Training
11. DI- Duty Instructor
12. FAF – Final Approach Fix
13. GA -- General Aviation
14. IAF – Initial Approach Fix
15. IAP – Instrument Approach Procedure
16. IF – Intermediate Fix
17. IFR – Instrument Flight Rules
18. IMC – Instrument Meteorological Conditions
19. IR – Instrument Rating
20. IR (R) – Instrument Rating Restricted (UK IMC Rating)
21. LEA – Leeds East Airport
22. LBA - Leeds Bradford Airport
23. LPV – Localiser Performance with Vertical Guidance
24. MAP – Missed Approach Procedure
25. NM – nautical mile
26. PPR – Prior Permission Required
27. RNP – Required Navigational Performance
28. SAC – Sherburn Aero Club (EGCJ)
29. VFR – Visual Flight Rules
30. UK FIS – UK Flight Information Services (Basic, Traffic, Deconfliction) – see [caa.co.uk/CAP774](http://caa.co.uk/CAP774)

## Section 2 Introduction

- 2.1 The Sherburn IAP is available to IR or IR (R) qualified pilots with aircraft approved for RNAV (RNP) instrument approach procedures. **Pilots must ensure that the equipment and its installation in the aircraft to be flown meet the airworthiness requirements of flying an RNP approach.**
- 2.2 **The IAPs at Sherburn Aerodrome are established in Class G airspace. There is no approach control, or any form of air traffic control, at SAC – it is therefore imperative that pilots understand and abide by the special limitations and procedures associated with this IAP.**
- 2.3 Pilots must understand the increased risks of flying in IMC without a surveillance services.
- 2.4 It must be understood Leeds Bradford Radar, does NOT provide sequencing or separation for the Sherburn IAP.
- 2.5 The IAP is only available when the cloud base is at or below 1200ft at SAC, other than for training purposes and emergencies. At other times a VFR overhead join at 2000ft is the normal procedure at SAC.
- 2.6 Pilots must note the proximity of Burn gliding site 0.9nm to south of the inbound track to RW28, with cable launch to 3100ft.
- 2.7 SAC and LEA co-ordinate their respective RNP approaches to ensure there is only one IFR aircraft on any one of the SAC or LEA instrument approaches at the same time.
- 2.8 Standard radio failure procedures apply – UK AIP ENR section 1.1 refers.
- 2.9 Aircraft on the RNP do not have priority. Circuit traffic has priority.
- 2.10 See RNP approach charts for required tracks.

## Section 3 PPR and arrival times

The IAP is PPR through SAC operations on 01977 682674, and by email [flightdesk@sherburnaeroclub.com](mailto:flightdesk@sherburnaeroclub.com)

- 3.1 Filing of an IFR flight plan does not grant PPR to use the procedure.
- 3.2 Airborne requests for the IAP's will NOT normally be accepted, unless in emergency.
- 3.3 Prior to requesting PPR, pilots must review the latest Pilots Briefing in full and confirm they have done so before an approach slot will be given.
- 3.4 If a pilot no longer requires the use of the IAP they should contact SAC to cancel it.
- 3.5 Slots are assigned from the commencement of opening hours (refer to AIP or contact SAC to confirm). One slot per hour is available, shared with LEA.
- 3.6 When a pilot obtains PPR they will nominate an estimated time of arrival (ETA) at the relevant initial approach fix (IAF). The slot time consists of an arrival time tolerance of -/+ 15 minutes around the ETA at the IAF. Following the expiry of this period (i.e. 15 minutes after the planned ETA), there is a further 15-minute period during which for the approach may be completed. By the end of this period (30 mins after the EAT at the IAF), the aircraft should have landed, diverted or changed to a VFR approach.
- 3.7 Pilots that anticipate being more than 15 minutes late at the IAF may request SAC to establish whether there is a subsequent arrival slot available.
- 3.8 In general, pilots should plan to arrive close to the start of the slot time, since if they are early, it is easier to reduce enroute speed, or increase track mileage, prior to joining the IAP than it is to make up time if running late.

- 3.9 The allocation of a slot time does not remove the responsibility of the pilot to follow the normal Customs and immigration procedures.

### **Delays or changes of time**

- 3.10 If, prior to departure for SAC, a pilot anticipates arriving at the IAF earlier or later than ETA +/- 15 minutes, they shall contact SAC operations and request a new slot.
- 3.11 SAC recognize that it is not always possible to calculate a precise arrival time. Sometimes flights are delayed or make better time enroute than anticipated, particularly on long flights from Europe when ATC routings are not always predictable. Aircraft that arrive early should delay commencement of the approach, unless they have confirmed with 'Sherburn radio' that the IAP is available.

## **Section 4 Flying the IAP**

### **Prior to the IAF**

- 4.1 Aircraft should squawk C5077 when within 25 miles of the IAF, unless given a squawk by Leeds or Humberside ATC. When in contact with Sherburn Radio and flying the IAP, return the Squawk C5077.
- 4.2 Prior to arrival at the chosen IAF, aircraft commanders should contact either Leeds Bradford Radar (134.580) or Humberside LARS (119.130) to request an appropriate air traffic service outside of controlled airspace (UK FIS), and (if required) a transit of controlled airspace to the intended IAF. NOTE neither Leeds or Humberside ATC's will sequence RNP traffic.
- 4.3 Provided a slot has been allocated, the approach may be commenced upon arrival at the IAF - only if within the slot time given, and when in radio contact with Sherburn A/GCS.
- 4.4 Once within approximately 25 NM of the joining RW 10 IAF ULPUG, aircraft should be in contact with Leeds Bradford ATC. It is a mandatory requirement to contact Leeds Radar, in advance of arrival at ULPUG to state intentions, and then be in contact with SAC A/GCS before commencing the RNP approach at ULPUG.
- 4.5 Pilots should note that the procedural approach for LBA IAP for RW32 descends aircraft out of LBA CAS in the vicinity of the RW10 RNP IAF waypoint ULPUG, hence the reason to contact Leeds Radar before arrival at ULPUG to ensure traffic separation.
- 4.6 If LBA ATC Radar is out of service, the RW10 RNP approach using ULPUG will be suspended. Aircraft should divert, or convert to VFR, or use the RW 28 RNP with a circle to land if appropriate.
- 4.7 Aircraft arriving from the airways system should note pilots are responsible for negotiating a departure from airways that allows them to safely transit to the relevant IAF remaining clear of CAS if necessary.
- 4.8 Where LBA ATC cannot accept the airways traffic, LBA will agree with Scottish ATC to position and descend SAC RNP aircraft to the East of LBA CAS. Scottish ATC will not sequence SAC RNP aircraft to the IAP. Pilots should expect own navigation to the chosen IAF, remaining clear of CAS.
- 4.9 It is the responsibility of the pilot to determine which runway to execute an approach to – if it is not clear from on-board wind information which runway to use, it may be possible to obtain the runway in use at Sherburn Radio on 'box 2'.
- 4.10 Before the joining the IAF, aircraft shall be in contact with Sherburn Radio, stating their position and intentions. The Sherburn QNH should be checked and set no later than this point.
- 4.11 When on frequency with 'Sherburn Radio', specific position calls are mandatory. Calls must be made as follows.
- 4.12 Prior to IAF aircraft should report:
- altitude, intended IAF
  - position in relation to the intended IAF.

- PPR number (if requested)

4.13 'Sherburn Radio' will confirm:

- the airfield status (IAP Active/Not Active, VFR, Airfield Closed)
- runway in use, and the normal circuit traffic pattern (Left hand or Right hand)
- the unofficial weather
- other known traffic

4.14 IAP aircraft must make the following **mandatory** RT calls:

- **At the IAF**, Pilots should report- "*[callsign] at the name of IAF, & altitude* "
- **IF** (Final approach track established) pilots should report – "*[callsign] Intermediate Fix*"
- **FAF** pilots should report – "*[callsign] Final Approach Fix*"
- **2 NM final**, pilots should report – "*[callsign] 2 mile final for runway 10 or 28*"
- **Once landed & clear of runway** pilots should report – "*[callsign] Clear of runway*"
- **If going around** pilots should report – "*[callsign] Going around* "
- **When in the go around**, pilots should report when on the crosswind leg of the missed approach – "*[callsign] cross wind*"

4.15 In the event of any visual manoeuvring within the aerodrome environment pilots must follow the published circling minima.

#### **Multiple approaches and missed approaches**

4.16 Should an aircraft carry out a MAP, re- commencement of the IAP is not permitted if the aircraft MAP results in the aircraft arriving at the IAF after the original ETA +15mins.

4.17 Note that approaches must not be commenced after the planned ETA +15mins

4.18 There is no published holding pattern associated with the IAPs at Sherburn

4.19 When flying the MAP in IMC, pilots should call Leeds ATC and request an appropriate air traffic service (UK FIS).

4.20 Aircraft performing a go-around following a missed approach on Runway 28 are to be aware of the potential for airborne conflict with traffic departing from LEA Runway 24 and arrivals on 06. Pilots can monitor on box two 120.710 Mhz to listen out for movements at LEA.

4.21 Pilots are requested to provide feedback following their experiences of using the IAP. Please email the feedback to [flightdesk@sherburnaeroclub.com](mailto:flightdesk@sherburnaeroclub.com) address for Head of Training

### **Section 5 RNP Training Flights under VFR**

5.1 ONLY SAC approved Instructors or SAC approved Safety Pilots may conduct RNAV (RNP) approach training. Training flights are subject to the normal slot arrangements.

5.2 Aircraft will fly the trajectory of the IAP for training, with SAC approved RNP Instructors and/or SAC approved Safety Pilots, who shall keep a good lookout for other VFR traffic to ensure there is no conflict.

5.3 Pilots should be prepared co-ordinate using RT, and to visually manoeuvre as required, breaking off the approach if necessary to avoid a conflict and integrating into the visual traffic pattern if it is active.

5.4 The mandatory position calls as detailed in paragraph in **4.14** above must be strictly adhered to.

5.5 The Sherburn approved Instructor or Sherburn approved Safety Pilot shall ensure specific training briefing with the HofT/DI takes place prior to flight.

5.6 Instructors and Safety Pilots must receive a 12monthly (maximum) briefing from the HofT or his deputy.