



LEEDS EAST
AIRPORT

INTRODUCTION OF RNP APPROACHES
FURTHER CONSULTATION

FOREWORD

Leeds East Airport is proud of its relationship with the local community and stakeholders, and is committed to being a responsible neighbour.

The purpose of this document is to ensure you have an opportunity to participate in this important consultation about the proposed introduction of new instrument approach procedures at the airport as we want to hear your views.

These procedures will provide satellite guidance to some aircraft approaching runways 06 and 24, increasing safety and operational flexibility.

There have been two previous consultations on these new routes in 2017 and 2019. The designs have been updated following the feedback received and this consultation presents the updated designs.

Your opinions regarding the proposals set out within this document and your general feedback are important to us, and we encourage you to respond, whether you have positive, neutral or negative views on the proposal.

The consultation runs for 12 weeks from 18 February to 13 May 2021 and details of how to respond are given at the end of this document. We encourage you to submit your comments as soon as possible.

We will also hold an online workshop during the consultation on 14 April 1000 – 1200. Joining details will be sent out in advance to all consultees.

Leeds East Airport

INTRODUCTION

PROPOSED CHANGE

Leeds East Airport (LEA) is seeking to introduce instrument approach procedures (IAPs) to two of its runways. These approaches are intended to support the development of the airport into a Business and Executive Aviation hub for North Yorkshire, permitting safe use of the airport under a wider range of weather conditions.

At Leeds East, the runways with the approaches will be 06 and 24. There are two other runways at the airport (16 and 34) but these are not being used for the approaches. The approaches will only be available to aircraft that are capable of flying in accordance with Instrument Flight Rules (IFR) and flown by Pilots who hold either an Instrument Rating (IR) or an IR (Restricted). Not all aircraft are suitably equipped and not all pilots are IR qualified.

A time based slot system will be employed for safety reasons. There is a maximum of one aircraft slot per hour on the approach. The slots are shared between nearby Sherburn-in-Elmet Airfield and Leeds East Airport. Aircraft going to Sherburn-in-Elmet will not fly the tracks illustrated, however 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.

As we are proposing a change to the way that the airspace around us is used we have to follow the process set out by the UK's Civil Aviation Authority (CAA), including this defined stakeholder consultation. This is described on the next slide.

RNP APPROACHES

The IAPs to be introduced are RNP (Required Navigation Performance) approaches which rely on Global Navigation Satellite System. They provide a predetermined set of manoeuvres to allow an orderly transfer of an aircraft that is flying in accordance with IFR to a point from which a landing may be made visually. This can be compared to the Sat Nav system available in most road vehicles and mobile phones today, with the addition of vertical guidance as-well-as the usual left/right navigational information. Using a satellite based system means that there is no requirement for any ground based equipment to support the approach. The approach has been designed to international standards and, once approved, will be subject to a rigorous testing regime and scrutiny before introduction.

PURPOSE OF THIS CONSULTATION

The purpose of this consultation is to inform local communities and aviation stakeholders of the proposed change and the anticipated impacts, and to gain their feedback on the proposed design.

CONSULTATION PROCESS

THE CAA AIRSPACE CHANGE PROESSS

This airspace change process is being conducted following the CAA’s process defined in Civil Aviation Publication (CAP) 725. The consultation process is shown opposite. As noted earlier, there have been two previous consultations on these proposed changes, including significant engagement with aviation stakeholders. However, due to staff changes not all records from these consultations are available. The designs have been updated following the feedback received and this consultation reflects the updated designs.

CONSULTATION TIMELINE

The history of the stakeholder consultation conducted so far is shown below:

- 2016** | Application for instrument flight procedures lodged with the CAA
- 2017** | First consultation
- 2019** | Second consultation
- 2021** | This consultation

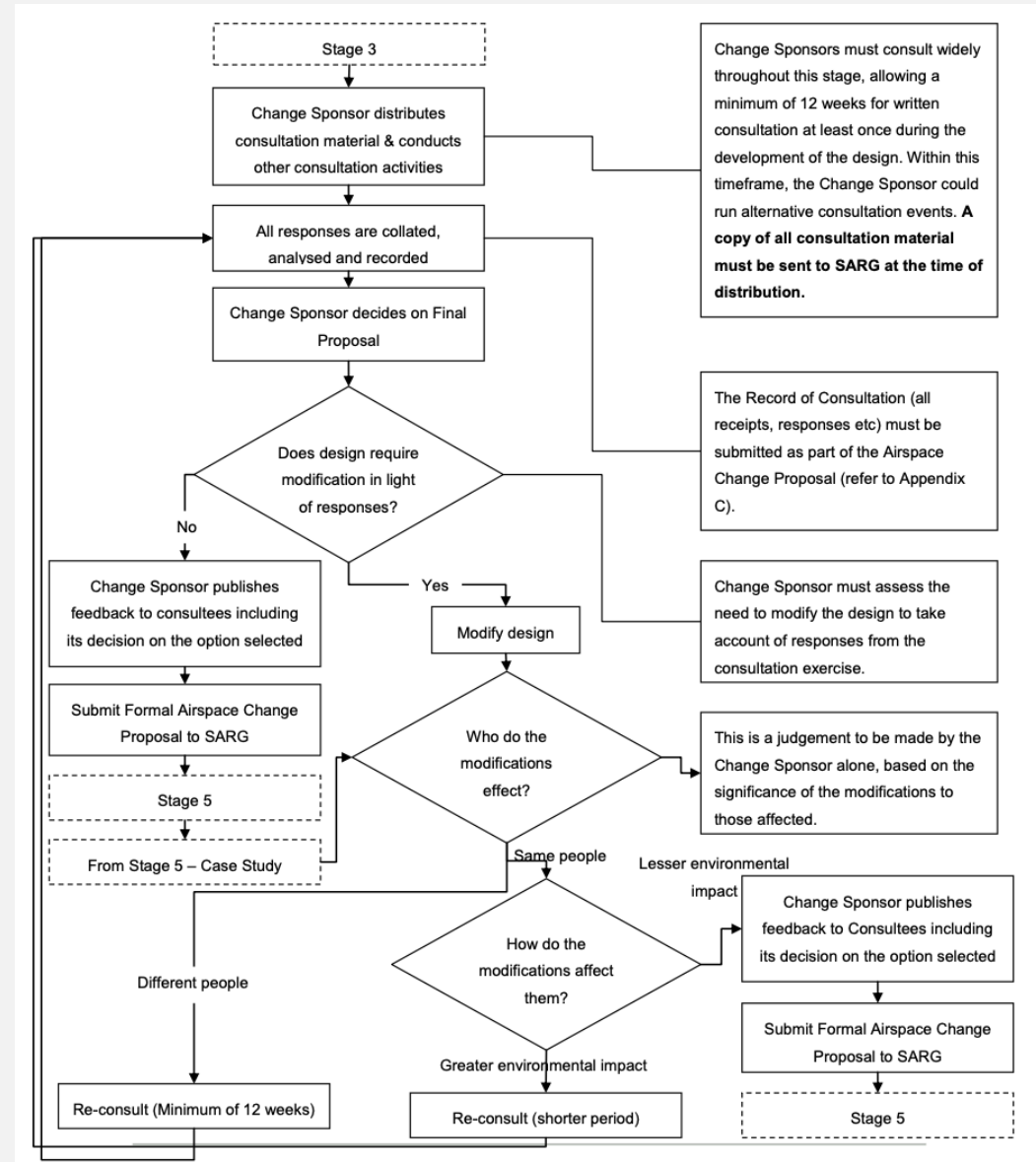
Consultation reports were not produced from the first two consultations.

2019 CONSULTATION FEEDBACK

The 2019 consultation targeted local authorities, parish councils and local aviation stakeholders including the east Yorkshire gliding community. No negative feedback was received from local authorities, parish councils or local residents.

Feedback was received from the gliding community about possible conflicts between gliders and aircraft on approach in their vicinity. In order to mitigate these concerns, changes have been made to the routes followed by aircraft should they not be able to land following an instrument approach (missed approach procedures or ‘MAPs’). Key changes made to the proposal (reflected in this consultation) are:

- The Initial approach fix (waypoint) over Full Sutton Airfield has been removed,
- All holds have been removed, and
- Separate MAPs have been introduced for smaller category A/B & larger category C/D aircraft to maximise separation between the MAPs and local flying sites where possible.



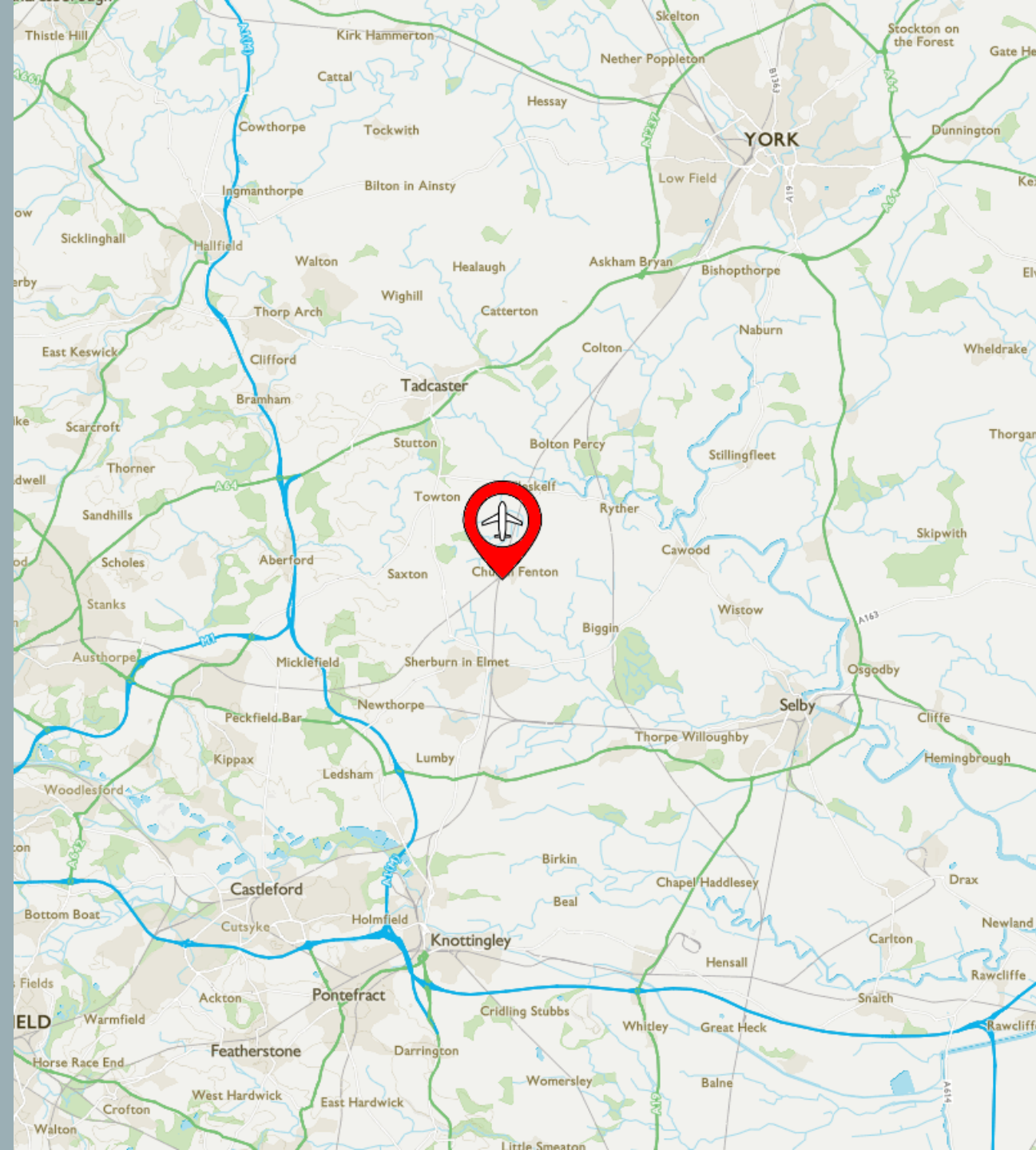
Change Sponsors must consult widely throughout this stage, allowing a minimum of 12 weeks for written consultation at least once during the development of the design. Within this timeframe, the Change Sponsor could run alternative consultation events. **A copy of all consultation material must be sent to SARG at the time of distribution.**

The Record of Consultation (all receipts, responses etc) must be submitted as part of the Airspace Change Proposal (refer to Appendix C).

Change Sponsor must assess the need to modify the design to take account of responses from the consultation exercise.

This is a judgement to be made by the Change Sponsor alone, based on the significance of the modifications to those affected.

HOW WILL THIS AFFECT
LOCAL COMMUNITIES?



ROUTES & TRAFFIC

ROUTES

The proposed routes are presented on the following slides for both Runway 24 and 06.

TRAFFIC

Use of the RNP approaches is operated with Prior Permission Required (PPR), managed using a slot based system with one slot available per hour shared between Leeds East Airport and Sherburn Aero Club. This limits the total number of RNP approaches for both airports to between 8 and 12 per day (depending on the time of year), although Leeds East will use more of them. On average, about 8 arrivals per day are expected to use the Leeds East procedure. A similar number of departures will be added with the arrivals.

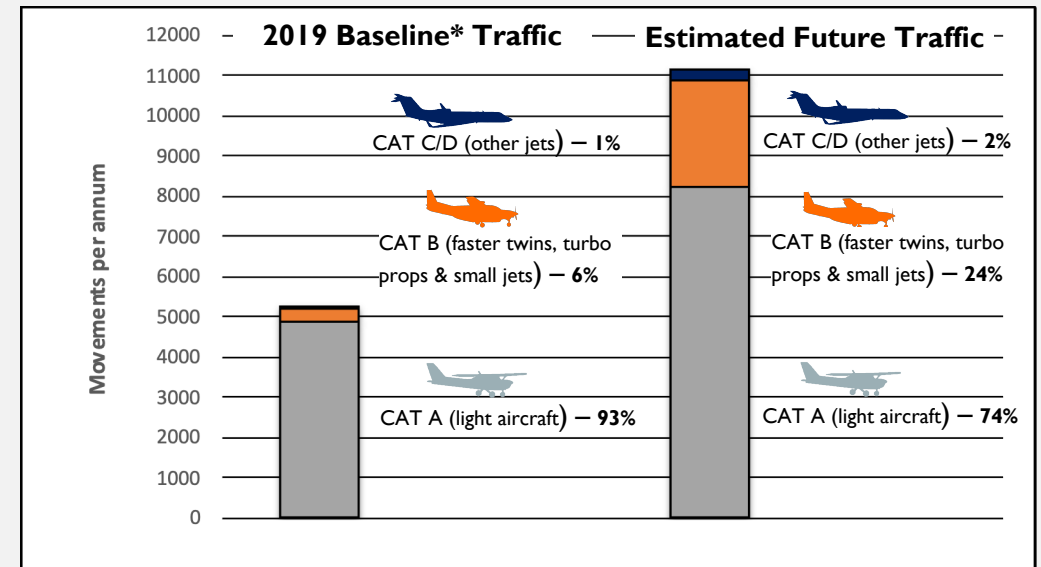
The traffic mix using the new procedures is expected to be a few percent of CAT C/D aircraft, about 40% of CAT B and the rest CAT A. The 2019 baseline* traffic and the estimated traffic following the introduction of RNP approaches are shown opposite.

Aircraft that do not land must fly a 'missed approach'. Missed approaches (MAPs) are rare (about 0.1-0.3%**) and so we estimate the MAP routes will be used once every 2 months operationally, although more often for training purposes. Note that CAT C/D will not use the routes for training flights. Any aircraft flying the procedures in visual conditions for training purposes will still need to book a slot.

NOISE AND AIR POLLUTION

Leeds East Airport is in an area of intense aerial activity; situated close to Sherburn Aero Club, Brighton Aerodrome, Rufforth Airfield, Leeds Bradford Airport and Doncaster Sheffield and Humberside airports.

Taking into account the low expected increase in aircraft movements and the high level of existing local aviation activity, including military flying, we are confident that the introduction of RNP approaches will have no tangible impact on existing aviation noise levels or on local air quality. The new approach procedure will support less than 1 aircraft per hour and these will mostly be CAT A aircraft.



* 2020 traffic figures are not used as it was not a representative year

** <https://en.wikipedia.org/wiki/Go-around>

PROPOSED ROUTES - RUNWAY 24

OVERVIEW

Runway 24 is predominantly the into-wind runway at Leeds East. It is used approximately two thirds of the time and we expect this will continue. The procedures illustrated are designed for all equipped aircraft and have taken into account the built up areas and to avoid these where possible.

IMPACT ON COMMUNITIES

The average number of RNP approaches on Runway 24 are estimated at average of less than 5 per day (2/3 of the average approaches per day of 8). The missed approach path is expected to be less frequently used.

Visual flight numbers and traffic patterns are expected to be unaffected.

The 95% lateral navigation track accuracy will be 0.3 Nautical Miles (NM) in the final approach and 1 NM in other phases of the approach/missed approach. This is the distance that most aircraft will be either side of the shown track.

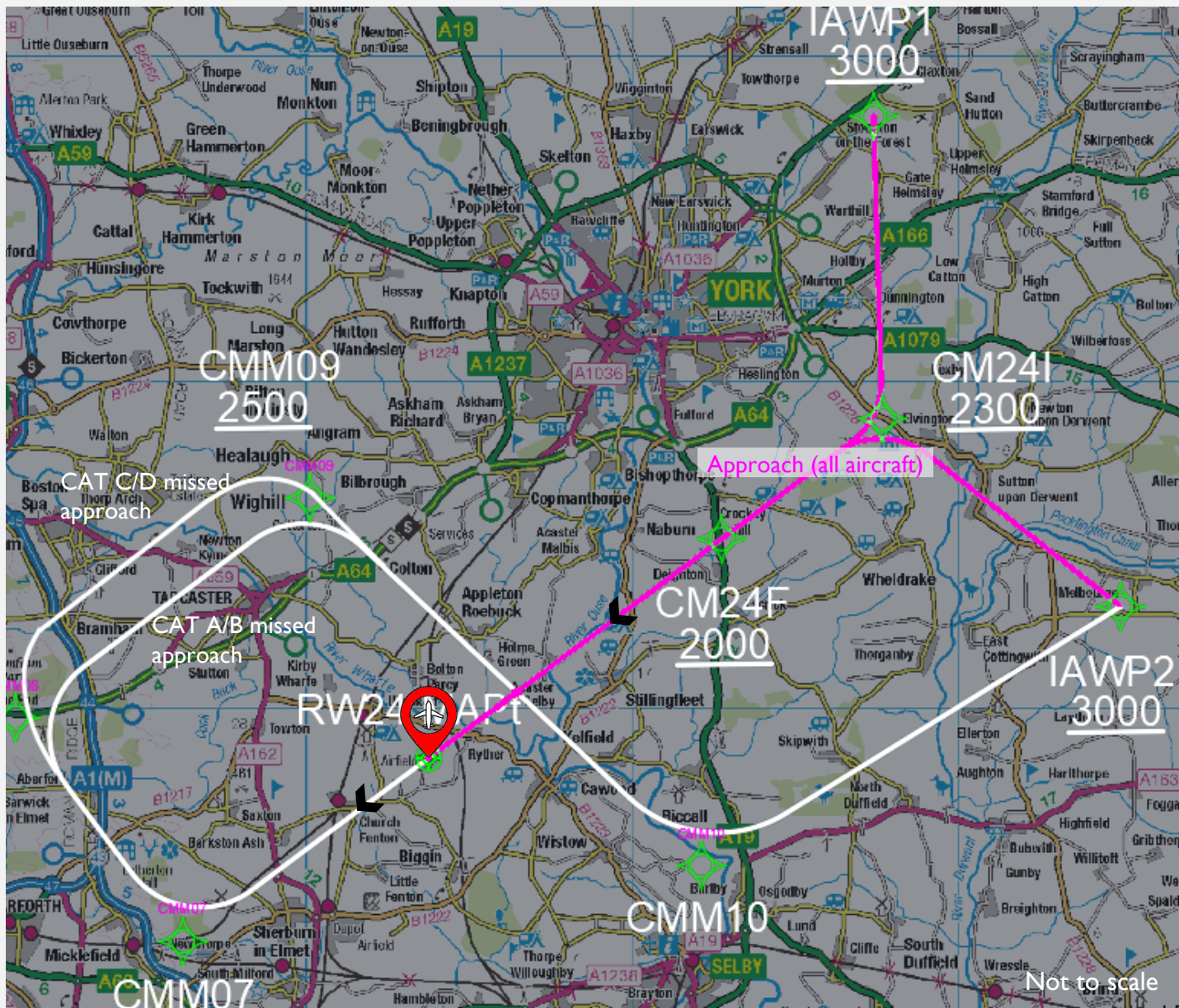
Taking into account the low expected number of daily RNP approaches and the high level of existing local aviation activity at other airfields, we are confident that the introduction of RNP approaches will have no tangible impact on existing overall aviation noise levels or local air quality.

KEY

Leeds East Airport



Way point ID
& altitude (feet)



Not to scale

PROPOSED ROUTES - RUNWAY 06

OVERVIEW

Runway 06 is the secondary into-wind runway at Leeds East. It is used approximately one third of the time and we expect this will continue. The procedures are designed for all equipped aircraft and have taken into account to avoid built-up areas where possible.

IMPACT ON COMMUNITIES

The average number of RNP approaches on Runway 06 are estimated at average of less than 3 per day (1/3 of the total approaches per day of 8). The missed approach path is expected to be less frequently used.

Visual flight numbers and traffic patterns are expected to be unaffected.

The 95% lateral navigation track accuracy will be 0.3 Nautical Miles (NM) in the final approach and 1 NM in other phases of the approach/missed approach. This is the distance that most aircraft will be either side of the shown track.

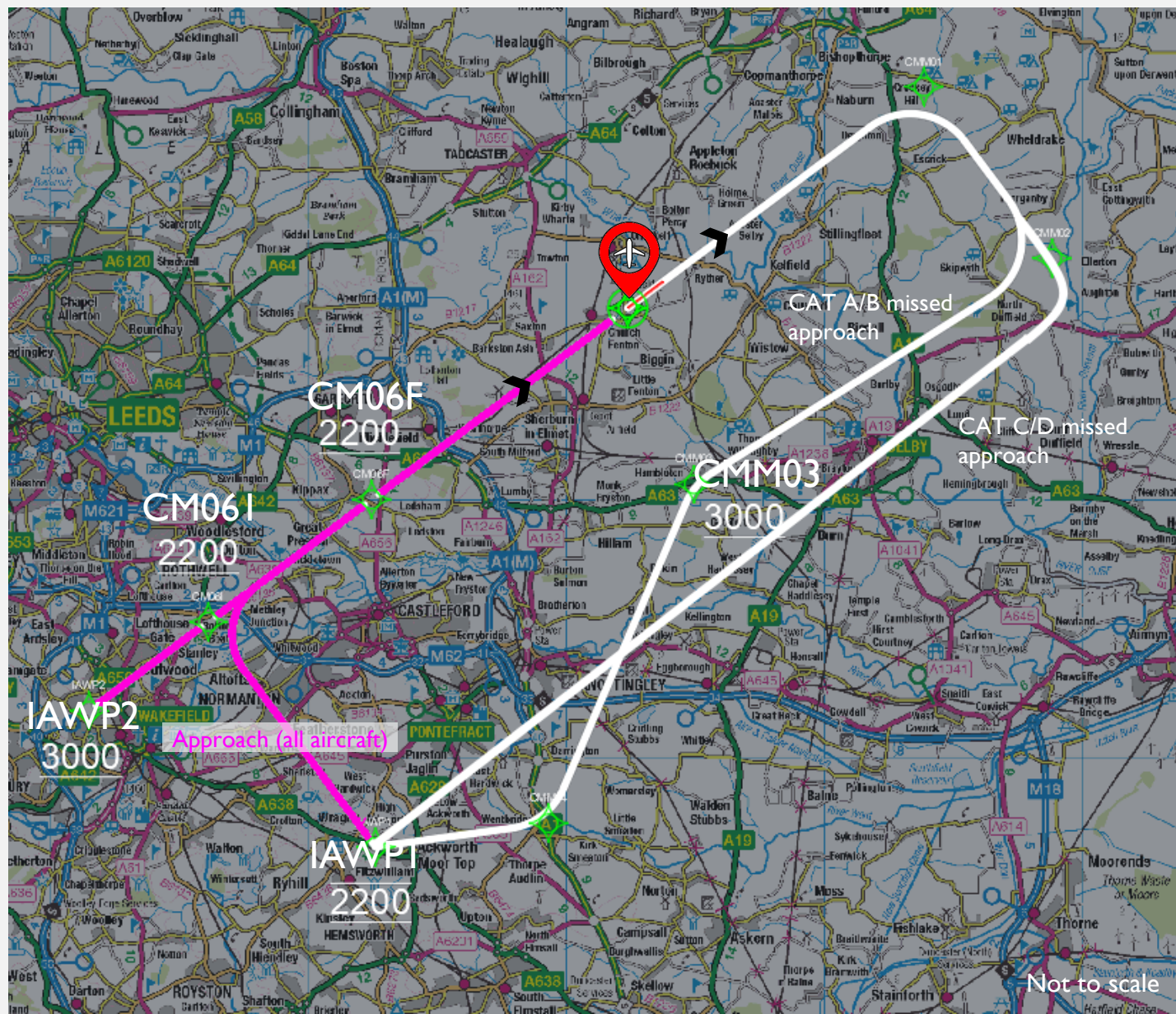
Taking into account the low expected number of daily RNP approaches and the high level of existing local aviation activity at other airfields, we are confident that the introduction of RNP approaches will have no tangible impact on existing overall aviation noise levels or local air quality.

KEY

Leeds East Airport



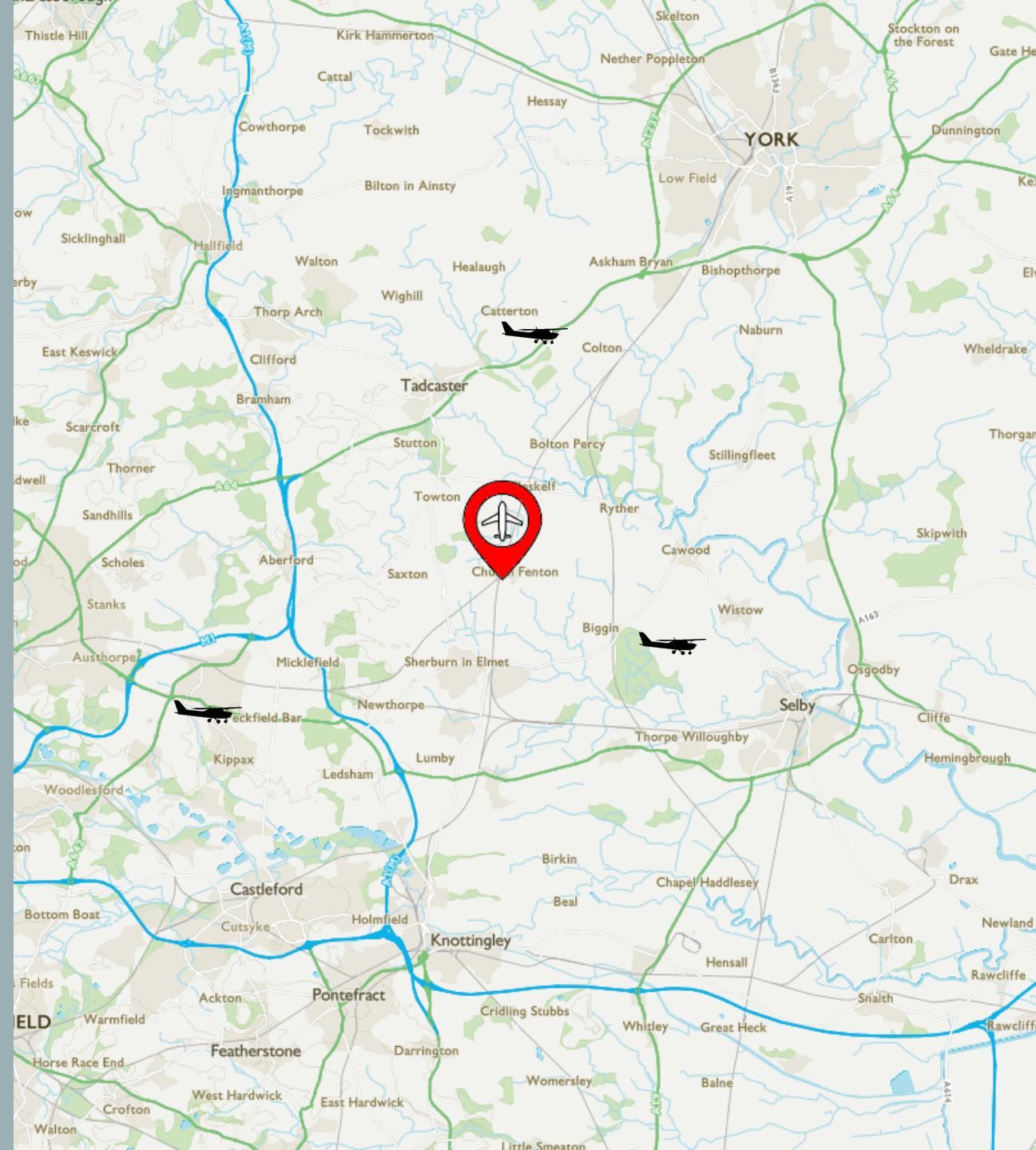
Way point ID & altitude (feet)



Not to scale

HOW WILL THIS AFFECT AIRSPACE USERS AND AVIATION STAKEHOLDERS?

This section provides additional technical details for aviation stakeholders



OPERATIONAL PROCEDURES

OPERATIONAL PROCEDURES

Aircraft should contact Leeds Bradford or Doncaster Sheffield and request a radar service and a zone transit to the start of the approach when appropriate. Letters of agreement are established with these units for this purpose.

The Leeds East visual circuit will be closed to aerodrome traffic whilst an aircraft, with a slot time, is conducting an approach or during a missed approach.

The procedures will be used under the following conditions:

- The RWY 24 Cat C/D procedure will only be used by specific agreement with York Gliding Centre at Rufforth with a pre-booked slot.
- The RWY 06 Cat C/D procedure will only be used outside of Burn Gliding club active days/hours or by co-ordination with a pre-booked slot.
- No CAT C/D training procedures will be performed on either 24 or 06.
- Training flights to be conducted in Visual Meteorological Conditions (VMC) will use the normal slot booking system and operate under Visual Flight Rules (VFR) with an observer on board.
- Leeds East will announce RNP approaches on the local gliding frequencies.
- Pilot briefings will be provided at Leeds East, on their website and sent to local clubs.

SLOT MANAGEMENT

The IAP is used with Prior Permission Required (PPR).

Leeds East will manage the flow of IAP traffic to reduce the likelihood of multiple aircraft arriving in the area at similar times. This will be achieved by having hour-long slot periods that are assigned to aircraft when they arrange PPR in advance of their planned arrival.

Due to the proximity of Sherburn Aero Club inbound routes, a Letter of Agreement has been drafted to coordinate planned arrivals times, such that there are no simultaneous Leeds East and Sherburn Aero Club RNP Approaches. This means that in each one hour slot there will only be one arrival to either Leeds East or Sherburn.

When an aircraft operator obtains PPR, they will request an estimated time of arrival (ETA) at the relevant initial approach fix (IAF). The time slot 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 the approach may be completed. By the end of this period (30 mins after the ETA at the IAF), the aircraft should have either landed, diverted or changed to a VFR approach.

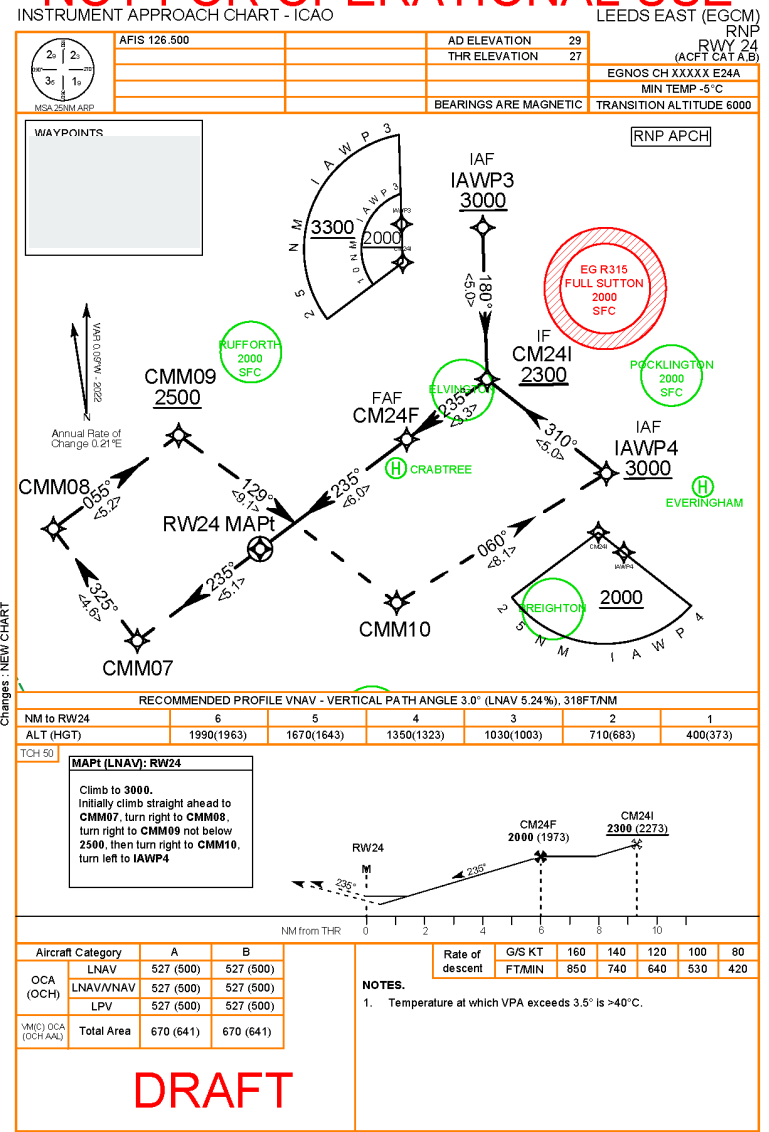
A further 15 minute buffer is then applied so that there is one hour minimum between one ETA and the next.

The overall rate of aircraft planned to use an IAP at either Leeds East or Sherburn Aero Club (SAC) is therefore no more than one per hour.

Slots will only be granted in accordance with the operational procedures opposite

PROPOSED PROCEDURE - RUNWAY 24 CAT A/B

NOT FOR OPERATIONAL USE



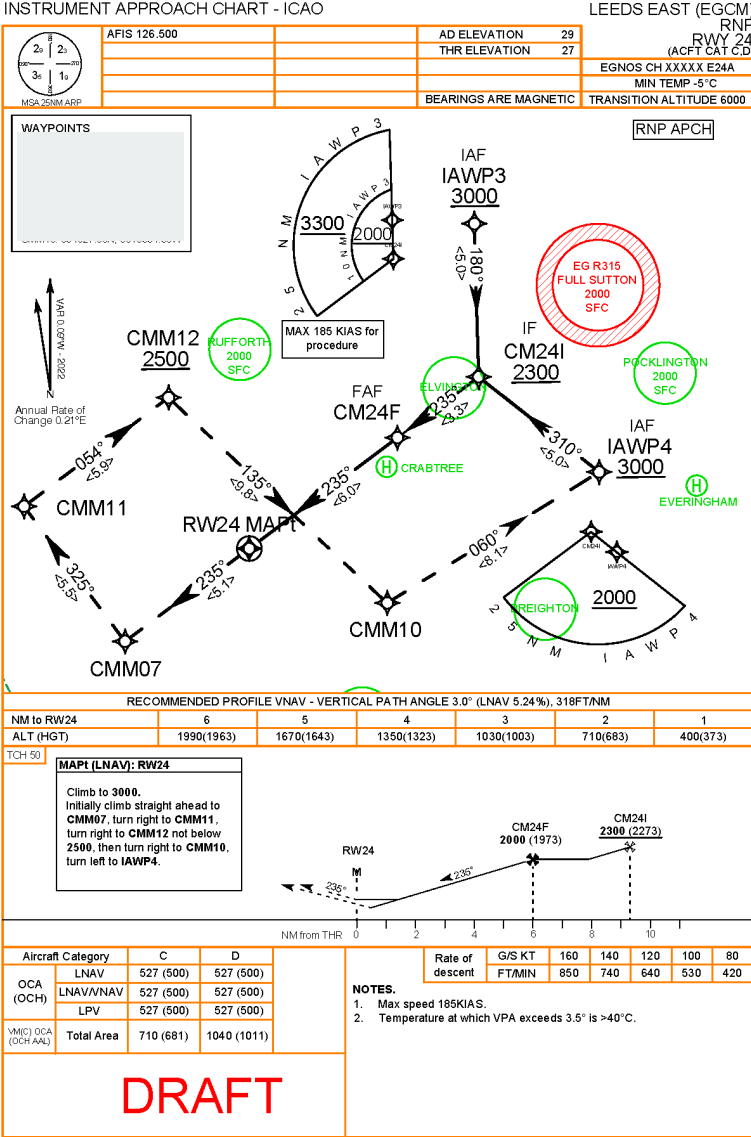
NOTES

- RAF Linton-on-Ouse has closed. Its ATZ/MATZ will be removed from the charts, freeing up airspace to the north.



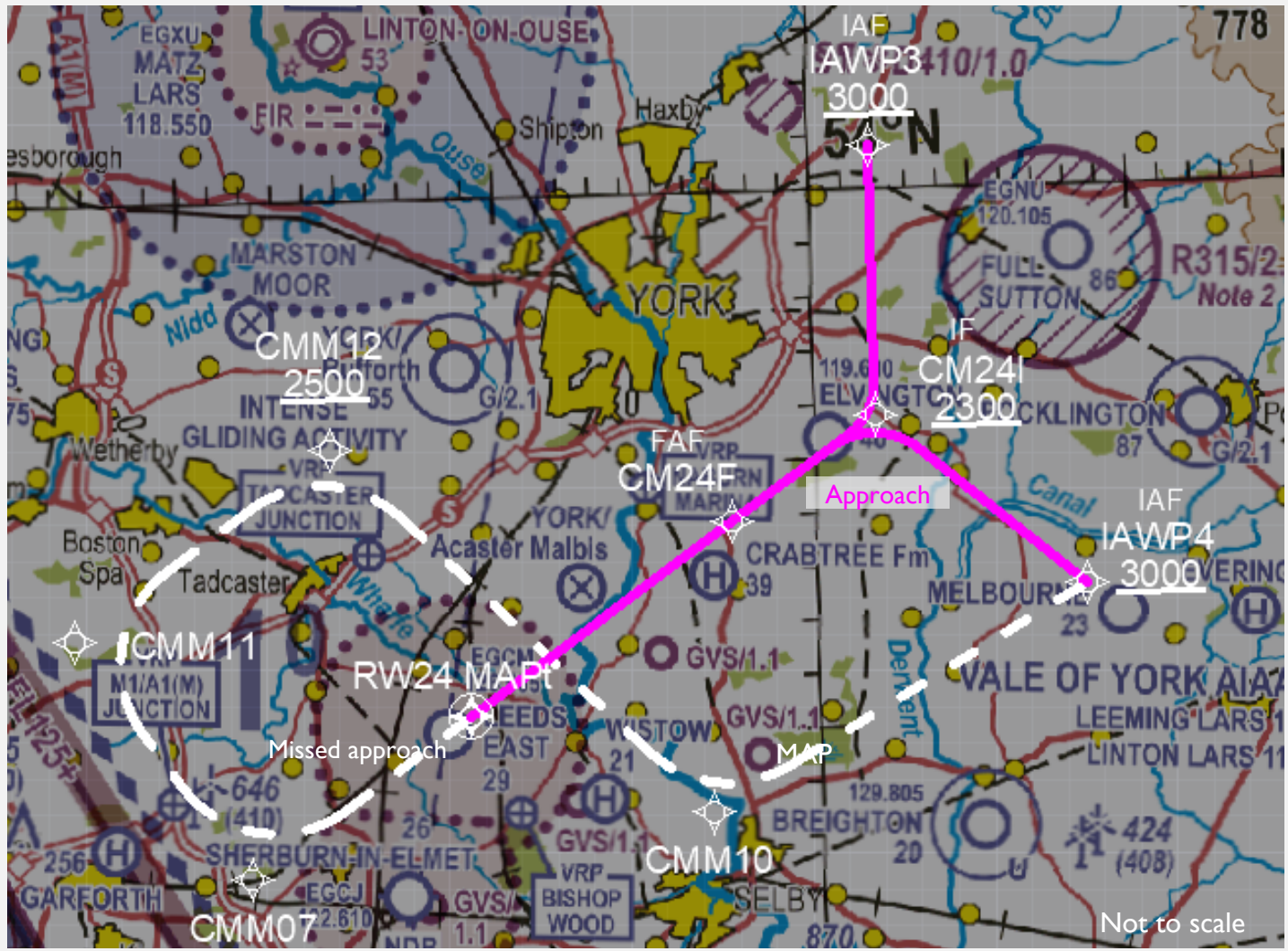
PROPOSED PROCEDURE - RUNWAY 24 CAT C/D

NOT FOR OPERATIONAL USE

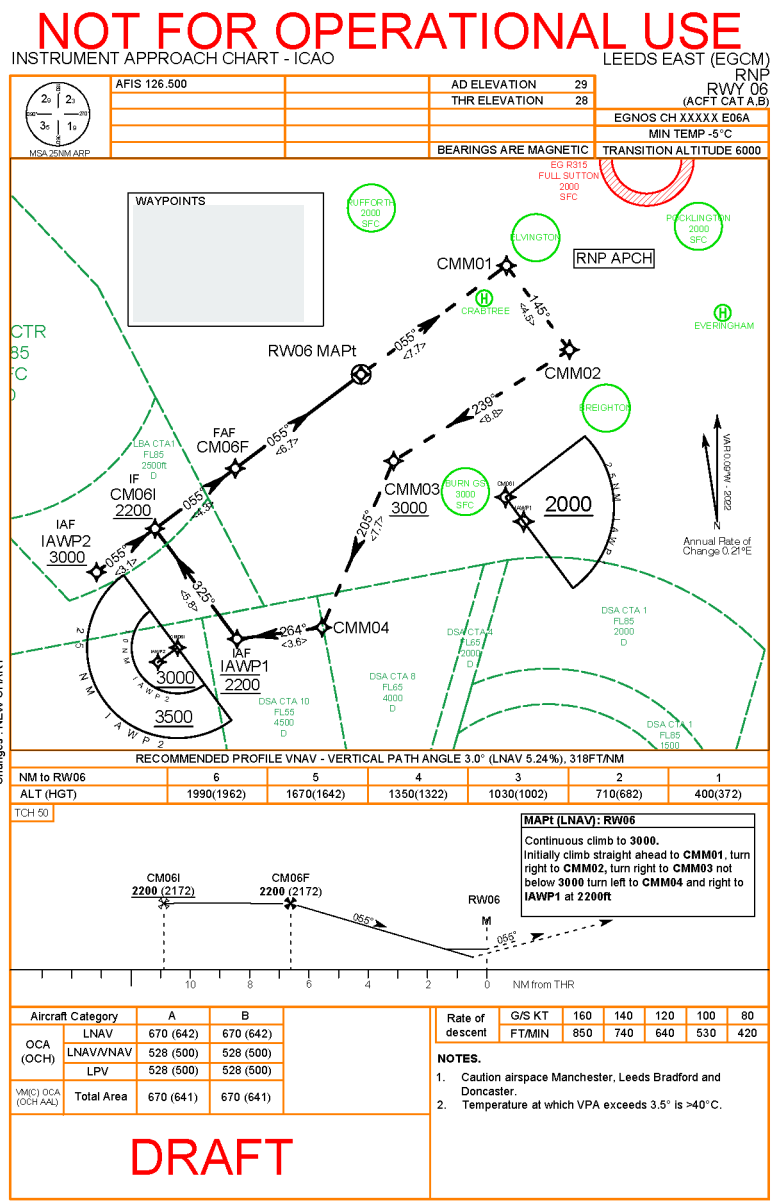


NOTES

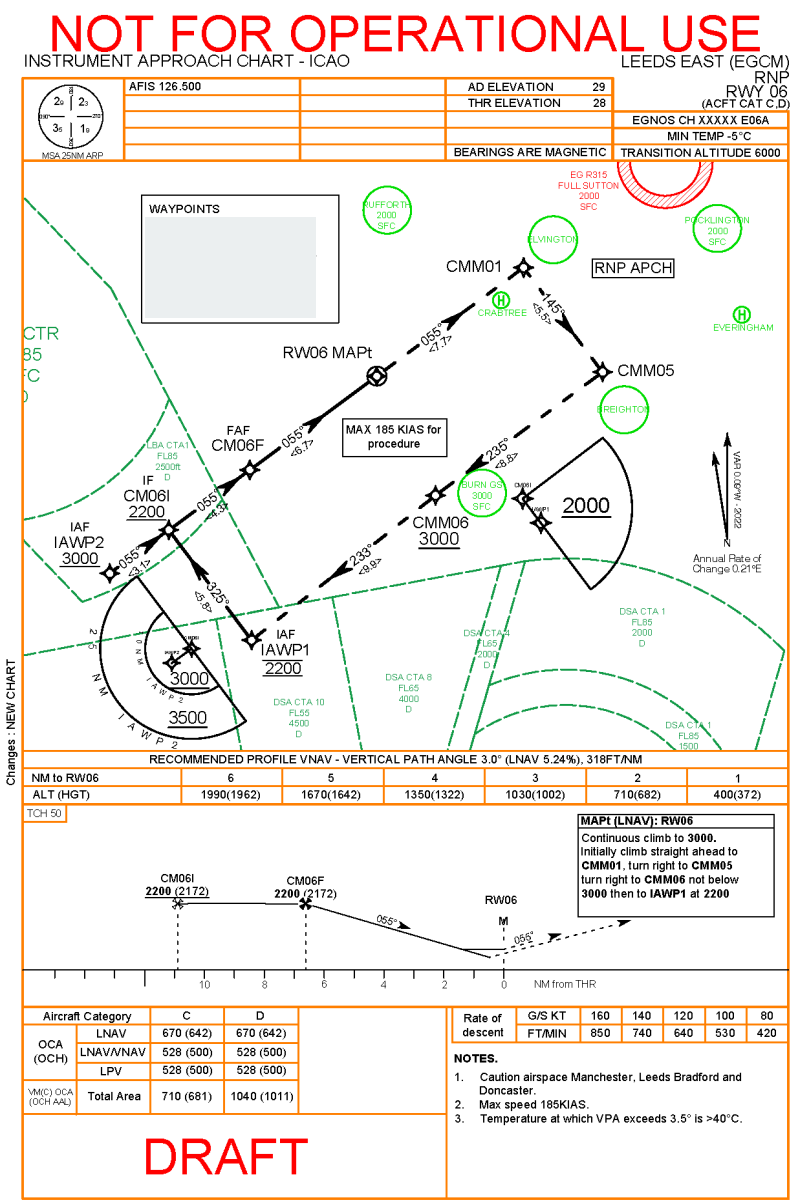
- The RWY 24 Cat C/D procedure will only be used by specific agreement with York Gliding Centre with a pre-booked slot.
- No Cat C/D training will be performed on RWY 24.
- RAF Linton-on-Ouse has closed. Its ATZ/MATZ will be removed from the charts, freeing up airspace to the north.



PROPOSED PROCEDURE - RUNWAY 06 CAT A/B

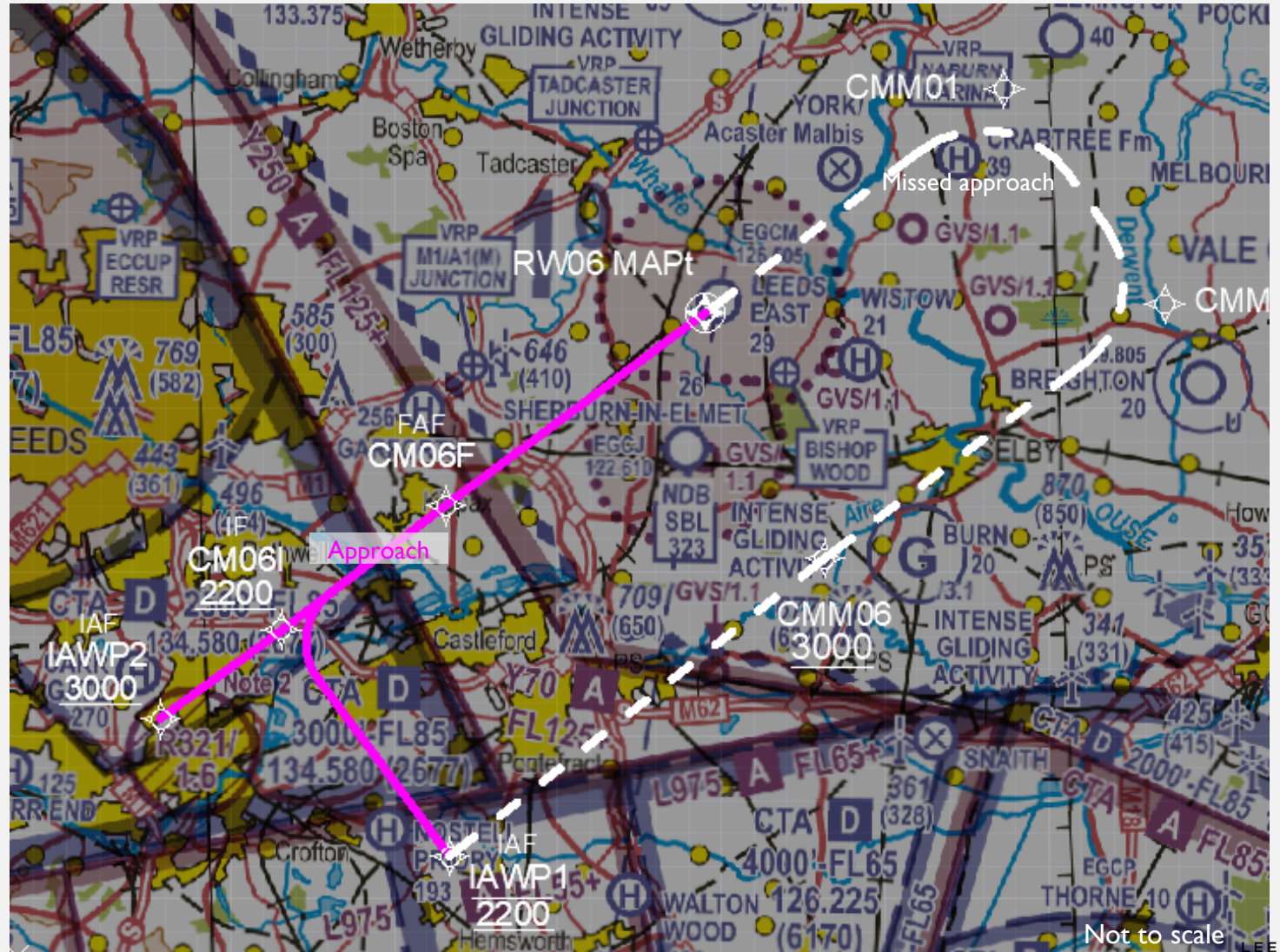


PROPOSED PROCEDURE - RUNWAY 06 CAT C/D



NOTES

- RWY 06 CAT C/D procedure will only be used outside of Burn Gliding club active days / hours and/or by specific agreement in advance with a pre-booked slot.
- No Cat C/D training will be performed on RWY 06.



THE SAFETY CASE AND USE OF EGNOS

THE SAFETY CASE

A safety case has been developed by the airport. This has given it confidence that the introduction of RNP approach procedures will be safe and that risks have been reduced by the application of mitigating operating procedures to an acceptable level.

Hazards identified and mitigated against included:

- Mid Air Collision
- Controlled Flight into Terrain
- Runway Collision or Excursion, and
- Loss of Control

The mitigations include the application of one hour arrival slots (shared with Sherburn-In-Elmet) for aircraft using the RNP approach to reduce the risk of a mid-air collision.

The CAA will have to approve the Safety Case as part of this ACP.

Letters of Agreement (LoAs) have been established with local airfields and airports to enshrine safe procedures. These include Leeds Bradford Airport, Doncaster Sheffield Airport, Sherburn Aero Club, Yorkshire Air Ambulance, National Police Air Service Yorkshire and Garforth airfield. LoAs will be proposed with local gliding clubs as well.

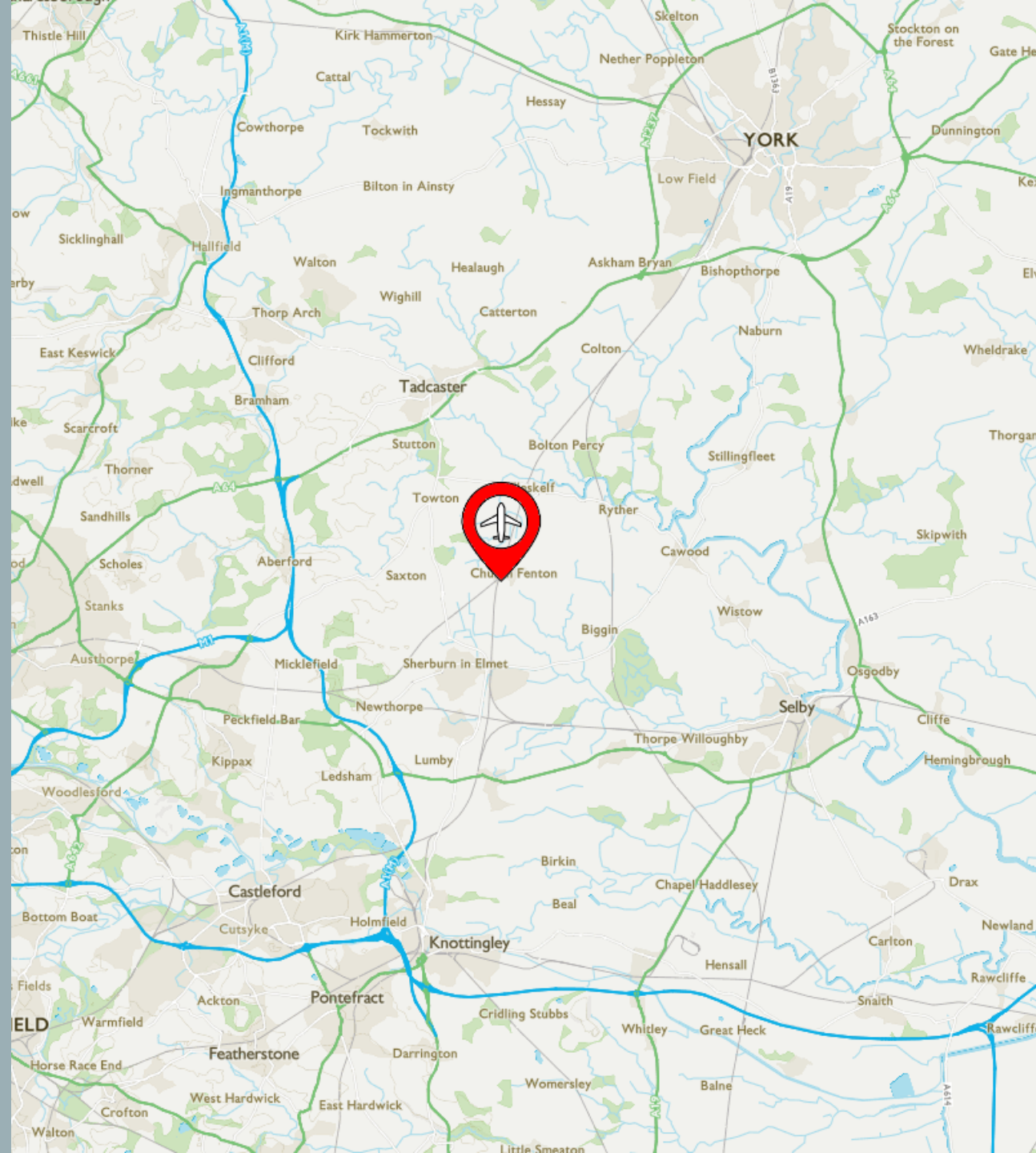
EGNOS SATELLITE SYSTEM

The RNP approaches make use the European Geostationary Navigational Overlay System (EGNOS), which is approved for aircraft navigation and Safety of Life services.

There is a risk that EGNOS may not be available after 25 June 2021 as access to the EGNOS signal for safety of life services was affected by Brexit and access beyond this date will require a new agreement between the UK and the EU. Negotiations are underway at the time of writing.

Failure to agree continued use of EGNOS will result in only LNAV minima being available. This will not change the track of the aircraft over the ground but may restrict the weather conditions in which the RNP approaches can be used.

CONSULTEES



PARISH COUNCILS

The following Parish Councils have been sent the consultation material. Other Councils are welcome to respond.

Aberford CP	Bishopthorpe CP	Cottingwith CP	Gildersome CP	Huby CP	Nether Poppleton CP	Selby CP	Sutton upon Derwent CP	Wilberfoss CP
Acaster Malbis CP	Bolton Percy CP	Cridling Stubbs CP	Gowdall CP	Huddleston with	New Earswick CP	Shadwell CP	Sutton-on-the-Forest CP	Wilstrop CP
Ackworth CP	Boston Spa CP	Crigglestone CP	Great and Little Preston CP	Newthorpe CP	Newland with Woodhouse Moor CP	Shafton CP	Swillington CP	Wistow CP
Allerthorpe CP	Bramham cum Oglethorpe CP	Crofton CP	Great Houghton CP	Huntington CP	Newton Kyme cum	Sharlston CP	Tadcaster CP	Womersley CP
Allerton Bywater CP	CP	Darrington CP	Hambleton CP	Huntwick with Foulby and	Norton CP	Sherburn in Elmet CP	Thorganby CP	Woolley CP
Alwoodley CP	Brayton CP	Deighton CP	Harewood CP	Nostell CP	Newton on Derwent CP	Sheriff Hutton CP	Thorner CP	Wressle CP
Appleton Roebuck CP	Brotherton CP	Drighlington CP	Harton CP	Kelfield CP	Normanton CP	Skipton CP	Thornton CP	Yapham CP
Askham Bryan CP	Bubwith CP	Dunnington CP	Havercroft with Cold	Kellington CP	North Duffield CP	Sicklinghall CP	Thornton-le-Clay CP	
Askham Richard CP	Burn CP	Earswick CP	Hiendley CP	Kexby CP	North Elmsall CP	Sitlington CP	Thorp Arch CP	
Austhorpe CP	Burton Salmon CP	East Hardwick CP	Haxby CP	Kippax CP	Norton CP	Skelton CP	Thorpe Audlin CP	
Badsworth CP	Buttercrambe with Bossall CP	East Keswick CP	Healaugh CP	Kirk Deighton CP	Notton CP	Skipwith CP	Thorpe Willoughby CP	
Balne CP	CP	Eggborough CP	Heck CP	Kirk Smeaton CP	Osaldwick CP	South Elmsall CP	Tockwith CP	
Bardsey cum Rigton CP	Byram cum Sutton CP	Ellerton CP	Hemingbrough CP	Kirkby Wharfe with North	Overton CP	South Hiendley CP	Towton CP	
Barkston Ash CP	Camblesforth CP	Elvington CP	Hemsworth CP	Milford CP	Oxton CP	South Kirkby and	Ulleskelf CP	
Barlby with Osgodby CP	Catterton CP	Escrick CP	Hensall CP	Ledsham CP	Pocklington CP	Moorthorpe CP	Upper Poppleton CP	
Barlow CP	Catton CP	Everingham CP	Heslington CP	Ledston CP	Rawcliffe CP	South Milford CP	Upton CP	
Barmby on the Marsh CP	Cawood CP	Fairburn CP	Hessay CP	Lillings Ambo CP	Riccall CP	Spaldington CP	Walton CP	
Barwick in Elmet and	Chapel Haddlesley CP	Fangfoss CP	Hessle and Hill Top CP	Little Smeaton CP	Rufforth with Knapton CP	Stamford Bridge CP	Warmfield cum Heath CP	
Scholes CP	Church Fenton CP	Featherstone CP	Heworth Without CP	Long Marston CP	Ryhill CP	Stapleton CP	Warthill CP	
Beal CP	Claxton CP	Flaxton CP	Hillam CP	Melbourne CP	Ryther cum Ossendyke CP	Steeeton CP	West Haddlesley CP	
Bielby CP	Clayton with Frickley CP	Foggathorpe CP	Hirst Courtney CP	Micklefield CP	Sand Hutton CP	Stillingfleet CP	Wetherby CP	
Biggin CP	Cliffe CP	Fulford CP	Holme upon Spalding	Monk Fryston CP	Saxton with Scarthingwell CP	Stockton-on-the-Forest CP	Wheldrake CP	
Bilbrough CP	Clifford CP	Full Sutton CP	Moor CP	Moor Monkton CP	Seaton Ross CP	Strensall with Towthorpe CP	Whitley CP	
Bilton-in-Ainsty with	Clifton Without CP	Gate Helmsley CP	Holtby CP	Morley CP		Stutton with Hazlewood CP	Wigginton CP	
Bickerton CP	Collingham CP	Gateforth CP	Horsforth CP	Murton CP		CP	Wighill CP	
Birkin CP	Copmanthorpe CP			Naburn CP		CP		

DISTRICT COUNCILS AND PARLIAMENTARY CONSTITUENCIES

The following District Councils and Parliamentary Constituency representatives have been sent the consultation material. Others are welcome to respond.

District Councils

Wakefield District (B)
East Riding of Yorkshire
Barnsley District (B)
Bradford District (B)
Kirklees District (B)
Doncaster District (B)
Leeds District (B)
York (B)
Selby District
Harrogate District (B)
Ryedale District
Hambleton District

Parliamentary Constituencies

Barnsley Central Boro Const
Barnsley East Co Const
Batley and Spenningsdale Boro Const
Bradford East Boro Const
Bradford South Boro Const
Bradford West Boro Const
Brigg and Goole Co Const
Dewsbury Co Const
Doncaster North Co Const
East Yorkshire Co Const
Elmet and Rothwell Co Const
Haltemprice and Howden Co Const
Hemsworth Co Const
Leeds Central Boro Const
Leeds East Boro Const

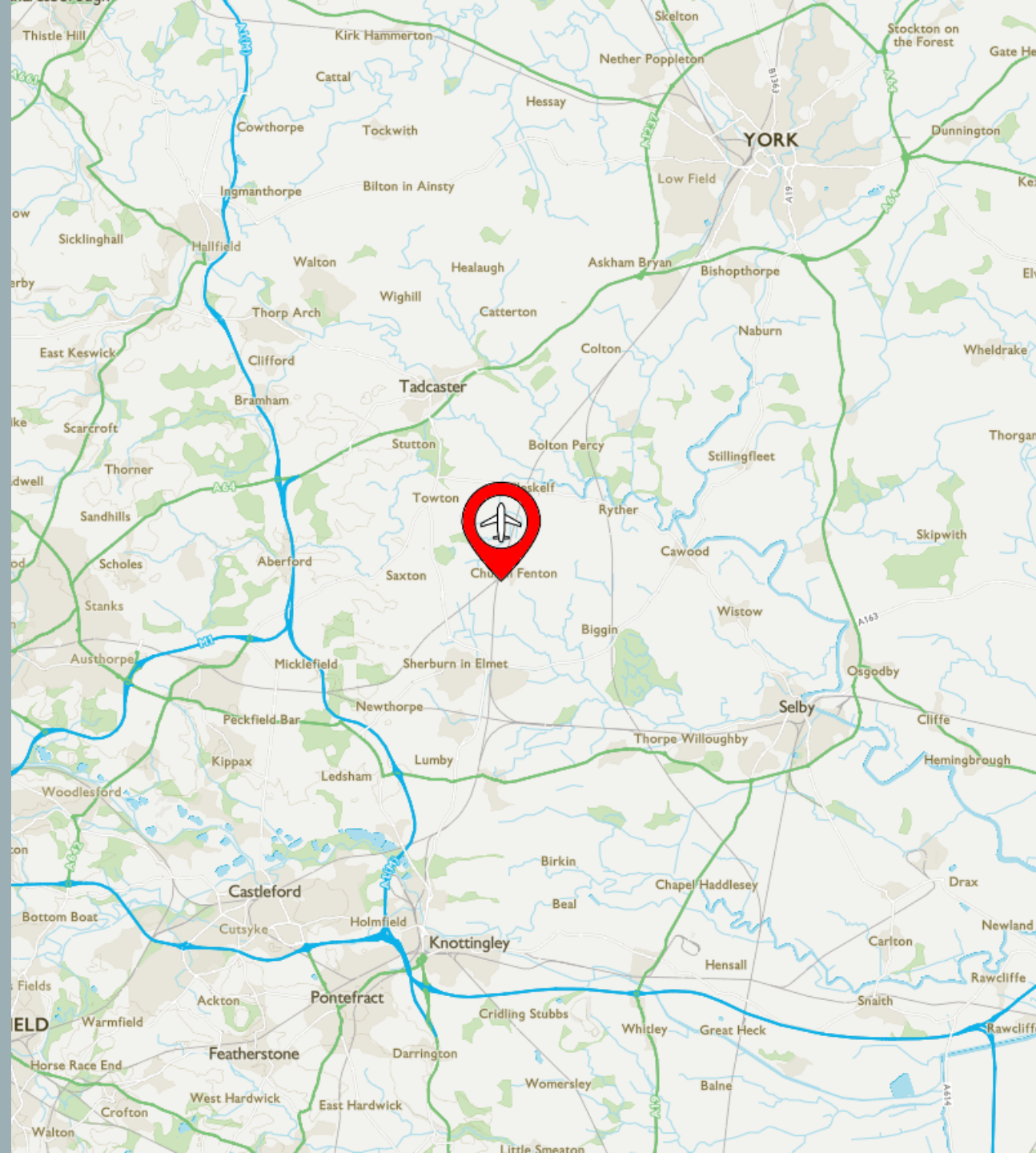
Leeds North East Boro Const
Leeds North West Boro Const
Leeds West Boro Const
Morley and Outwood Co Const
Normanton, Pontefract and Castleford Co Const
Penistone and Stocksbridge Co Const
Pudsey Boro Const
Selby and Ainsty Co Const
Shipley Co Const
Thirsk and Malton Co Const
Wakefield Co Const
York Central Boro Const
York Outer Co Const

AVIATION STAKEHOLDERS

The following aviation stakeholders have been sent the consultation material. Other aviation stakeholders are also welcome to respond.

Burn Gliding Club nr Selby	RAF Leeming
Doncaster Sheffield Airport	Real Aeroplane Club at Brighton Aerodrome
Crabtree Farm (Helipad)	Rudding Park Estate (Helipad)
Elvington Airfield	Rufforth East Airfield
Full Sutton Airfield	Sherburn Aero Club (SAC) at Sherburn-in-Elmet Airfield
Garforth Airfield	York Gliding Centre at Rufforth (West)
Gilruddin Grange Airstrip	York Racecourse (Helipad)
Hazelwood Castle (Helipad)	Yorkshire Air Ambulance at Nostell Priory (Helipad)
Leeds Bradford Airport	Yorkshire Gliding Club at Sutton Bank
Middlethorpe Hall Hotel (Helipad)	Walton Wood Airfield
National Police Air Service at Carr Gate, Wakefield (Helipad)	Wentbridge House Hotel (Helipad)
National Air Traffic Management Advisory Committee (NATMAC) (all members)	Wetherby Racecourse (Helipad)
Pontefract Racecourse (Helipad)	Wolds Gliding Club at Pocklington

CHANGES FROM THE 2019 CONSULTATION



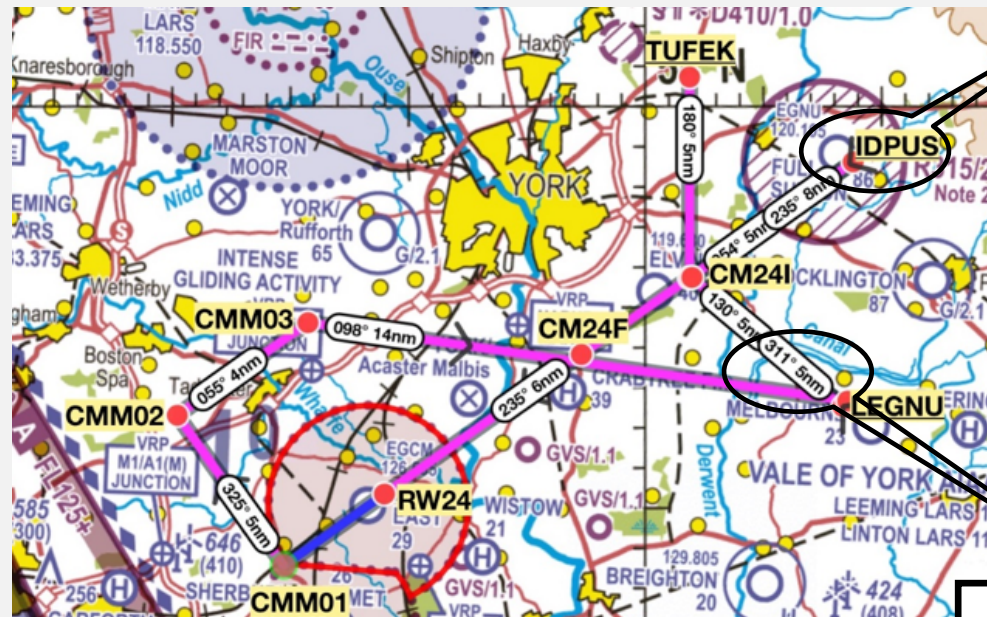
CHANGES FROM THE 2019 CONSULTATION

FULL SUTTON INITIAL APPROACH FIX

Following design review by Leeds East Airport, it concluded that the initial approach fix (IAF) over Full Sutton Airfield may restrict its activities and therefore removed it.

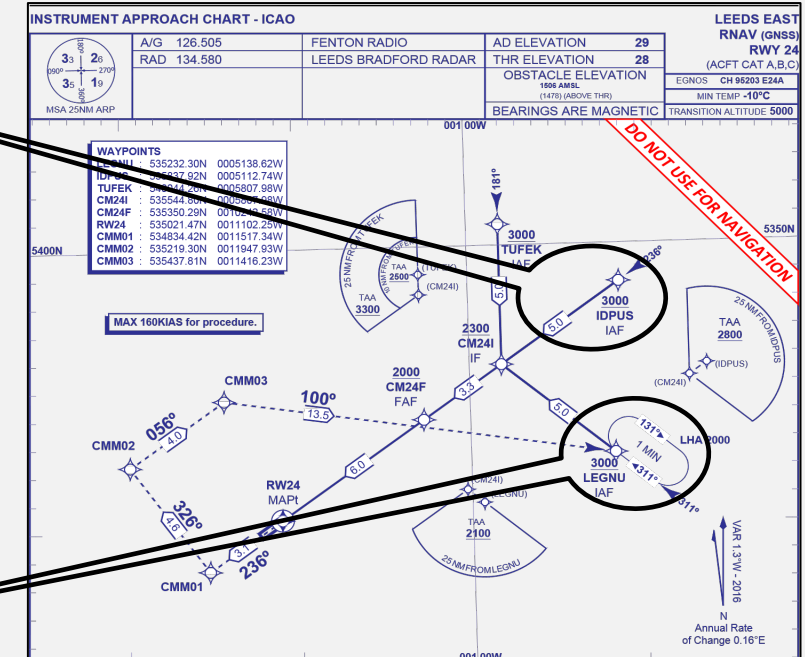
RUNWAY 24 LEGNU HOLD

The Wolds Gliding Club (Pocklington) initially agreed that if the hold altitude was increased to 4000ft they would support the proposal. However, this support was later withdrawn. Following a safety study Leeds East Airport were able to remove the hold.



IDPUS IAF
REMOVED

LEGNU HOLD
REMOVED



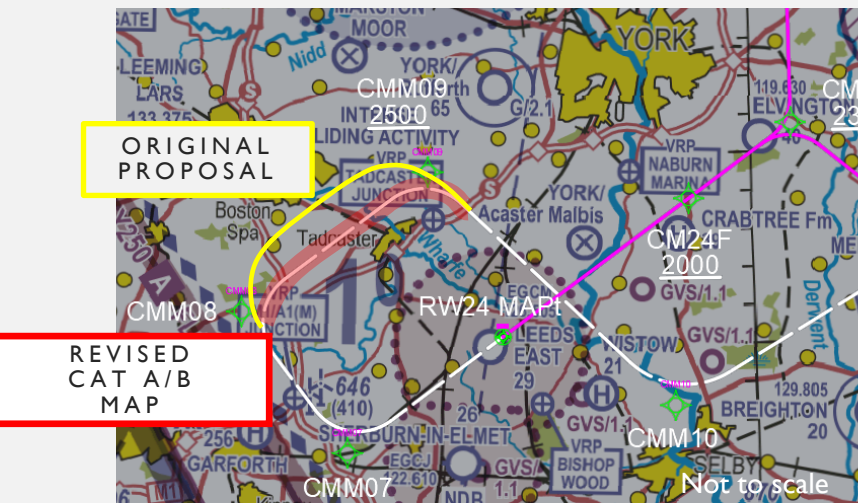
CHANGES FROM THE 2019 CONSULTATION

RUNWAY 24 CAT A/B MAP

Following the removal of the LEGNU hold the revised Runway 24 MAP waypoint CMM03 moved closer to York Gliding Centre at Rufforth. York Gliding Centre objected to the proposal as the MAP tracks routed closer to their flying area and home base.

In view of these objections Leeds East have proposed a separate MAP route for CAT A/B aircraft, routing further from the Centre.

Leeds East have further proposed that all CAT C/D arrivals would be agreed in advance with the Centre, outside of gliding hours where possible.

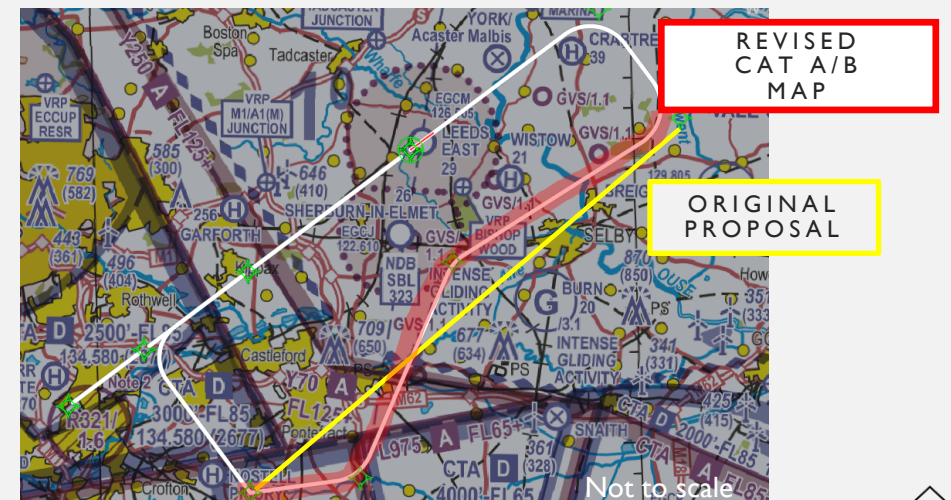


RUNWAY 06 CAT A/B MAP

In reviewing the impact of removing the LEGNU hold Leeds East Airport realised that aircraft having carried out a RW06 MAP would track close to Burn Gliding club & Brighton Aerodrome.

In view of this Leeds East have proposed a separate MAP route for CAT A/B aircraft, routing further from these sites. Sherburn Aero Club & Pocklington site have been consulted with Sherburn confirming acceptance of the revised procedure.

Leeds East have further proposed that all CAT C/D arrivals would be agreed in advance with Burn.



GET IN TOUCH

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

RESPOND BY EMAIL

Respond by email to: consultationfeedback@leedseastairport.co.uk

You must include your full name, contact details and whether you represent an organisation. Electronic submissions will be acknowledged by automatic response.

Please indicate in the subject line that this is your response to the consultation. It would be 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.

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 consultation report that will be sent to all stakeholders.

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.

RESPOND BY MAIL

If you are unable to submit your response by email you can also respond through the postal service by writing to us at the address below. Postal responses will not be acknowledged.

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

CONSULTATION PROCESS & COMPLIANCE

This consultation lasts 12 weeks from 18 February to 13 May 2021

We will hold an online consultation workshop for stakeholders on 14 April 1000 – 1200. Joining details will be sent out in advance to all consultees.

NEXT STEPS

After the consultation has elapsed, we will analyse all feedback and decide if further revisions to the design are required. This will be summarised in a consultation feedback report and sent to all stakeholders. Should it be necessary to make any major changes then we will re-consult.

We will then compile a submission document for the CAA, including our final design. The CAA will then scrutinise our submission, along with your feedback, and make the regulatory decision if the proposal has been approved or not.

The decision will be published on the CAA website and the Leeds East Airport website. If the CAA approves the change, there will then be an implementation 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 there will be a Post Implementation Review (PIR) of the procedure by the CAA, the findings of which will also be published. The purpose of the PIR is to enable the CAA to consider whether the anticipated impact and benefits of the change have been delivered.

CAA CONTACT

Stakeholders wishing to contact the CAA directly about any ongoing airspace change proposal should be advised to use online form [FCS 1521: Use of UK Airspace Report](#).

You can also email airspace.policy@caa.co.uk or write to: Civil Aviation Authority, Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR.