

SAFETY AND AIRSPACE REGULATION GROUP

Airspace Regulation and ATM

02 Mar 2023



CAA LETTER OF ACCEPTANCE FOR ACP 2015-04 Sherburn-in-Elmet (EGCJ) STAGE 5 SAFETY REVIEW

The CAA has reviewed the sponsor's safety assessment for ACP 2015-04. Under the airspace change processes described in CAPs 1616/725, this letter serves as the summary of the CAA's safety review for this ACP. The changes proposed in an ACP must, 'maintain a high standard of safety in the provision of air traffic services'¹. Accordingly, the proposal will not be accepted unless it improves or maintains safety.

The review has considered, but was not limited to the following key areas:

In respect of air traffic control resource and infrastructure

The CAA is satisfied that the ACP sponsor has demonstrated that the ACP will be safely supported through "air traffic management" resource and infrastructure.

EGCJ is not designated as an Air Navigation Service Provider (ANSP) and does not provide an Air Traffic Control (ATC) service; there is an air ground communication service (AGCS), which will provide limited information in accordance with CAA guidance². The EGCJ Safety Case is not reliant on the availability of receiving a FIS from a Radar Unit; however, pilots that elect to fly the procedure are required to read the pilot brief which recommends that they may contact Leeds Bradford (EGNM) or Humberside (EGNJ)³ ATC to request a "traffic Service", which if provided, will reduce the risk of a mid-air collision (MAC) while positioning to commence the IAPs.

The EGCJ ACP did not provide detail of the notified Designated Operational Coverage (DOC) for their VHF radio frequency. The Sponsor was asked to confirm that this will be extended out to ensure coverage to allow time for inbound aircraft to establish two-way communications in advance of commencing an approach. Due to the high cost of the change including modification to radio equipment and publicity material the change will only be affected after the Implementation phase of the ACP has commenced. It will be a condition of approval that coverage is extended.

In respect of air traffic control procedures

The CAA is satisfied that the ACP sponsor has demonstrated a sound approach to safety regarding the concept of operations. *(The CAA are content that mature procedure changes (Local Instructions and LoAs where appropriate) should be captured with the organisations existing and approved Change Management and SMS processes and will have specific regulatory oversight prior to introduction.)*

The AGCS/O will be able to discharge the procedures described with CAP413. All the information provided by the AGCS/O, regarding aircraft positions, is pilot derived. There will be no ATC service and the responsibility of utilizing the information passed by the AGCS/O rests entirely with the pilot. The Sponsor of this ACP has an LoA with EGCM which describes the process to be employed for booking a slot in order to utilise the IAP. This process will ensure that only one aircraft into either EGCJ or EGCM per hour.

Integration with other airspace users and local organisations has been considered and, where possible, risks have been managed and mitigated through letters of agreement, limitations on the availability of the IAPs or amendments to proposed procedures. Specific risk assessments have been

¹ S.70(1) Transport Act 2000

² [Aeronautical Radio Station Operator's Guide CAP452](#) and [RT Phraseology for RNP IAPs at Aerodromes with AGCS CAP413](#)

³ At the point of publication of this letter EGCM is de-notified and cannot provide a FIS.

completed for interactions with Gliding clubs at Burn and Brighton.

In respect of the airspace design

The CAA is satisfied that the ACP sponsor has demonstrated safety.

The IAPs have been designed to International Standards and approved, subject to conditions (see below). The procedures do not create any imposition to other airspace users within Class G as they are not classed as an airspace structure. The nominal tracks of the procedures, subject to remaining clear of CAS, can be flown by any suitably qualified, experienced and licenced pilot without recourse to the IAP.

Conditions of acceptance

The CAA has the following safety acceptance conditions that must be met prior to implementation (see CAP2388 para 4 for full list of conditions):

All actions in support of mitigations identified as part of the risk assessment processes and detailed in the Safety case (version 5, January 2023) must be completed including, but not limited to

- Completion and publication/promulgation of the pilot brief and quick reference guides for gliding pilots.
- Completion and publication of finalised procedures, phraseology and associated training of AGCS personnel.

Conclusion(s)

The CAA has reviewed the ACP sponsor's safety assessment and is satisfied that the proposed changes meet the safety requirement under s70(1) Transport Act 2000.

The IAPs are considered to maintain a high standard of safety. The utilisation of the procedures within class G airspace is considered to maintain a high standard of safety when compared to the extant way of operating in class G airspace.

This acceptance does not mean that the ACP has been approved. Before approving an ACP, the CAA must consider all the presented material factors⁴ and have regard to them as a whole.

ATS Inspector/Technical Airspace
Regulator

⁴ S.70(2) Transport Act 2000