

LEEDS/BRADFORD (LBA/EGNM)

Elevation 681ft

CATEGORY B

AV brief – not required

GENERAL

- Situated in the W Yorkshire industrial complex
- Preferential landing Rwy 14 with takeoff Rwy 32 due noise

Threat Based Briefing Topics

CFIT

- Terrain rises towards the Pennine Hills reaching 1,300ft asl at 6 nm NW and 1,700ft asl at 15nm NW
- Approach to Rwy 14 is over the high ground. Ridge 6.5nm out on the approach to Rwy 14 which may give rise to radio altimeter ramping and possibly GPWS activation
- Mast to 262 ft asl at 2nm finals Rwy 14
- G/S soft warnings due to excessive mitigation to land prior to the downslope
- The PAPIs do not follow the ideal ILS G/S. The primary vertical path indication is the ILS G/S – this shall be followed in preference to the PAPIs to avoid GPWS soft warnings
- ILS GP may not give full scale fly-up outside 6° right of LOC centreline
- Possible GPWS operational nuisance activation at 2nm from touchdown
- Do not use GP data in winds above 55kt

Runway Excursion

- Rwy 32: the initial approach is over a low plain. On short final, terrain slopes up rapidly toward the landing threshold leading to a very late rad alt call. At 1000ft radio, the height above the landing threshold is approximately 600ft. Consideration should be given to achieving a fully stabilised approach by 1700ft QNH (approximately 3.3d ILF)
- Deep landing due to the downslope in the TDZ
- Short landing due to excessive mitigation to land prior to the downslope and the odd visual perspective due to the displaced THR

Loss of Control

- Ground falls away at the Rwy 32 threshold giving WINDSHEAR and downdraughts
- Bird hazard. Aircraft may be delayed until birds cleared

Mid Air Collision

- The Vale of York military flying area is 5nm NE
- Crews to exercise caution due to hang gliding and paragliding operations up to 1,500ft QNH to the S, W and NW of the airfield.

ARRIVAL
Diversion Airports

MANCHESTER	MAN/EGCC	38 nm/215°T	CAT A
NEWCASTLE	NCL/EGNT	070 nm/359°T	CAT A
BIRMINGHAM	BHX/EGBB	085 nm/182°T	CAT A

- A Radar Vectoring Area chart is available

Approach

- ILS 14 – G/P fluctuation may take place between 3.5nm and 1.5nm from the Rwy 14 threshold. Note that the ILS G/S angle is 3.5°
- Terrain on final approach Rwy 32 causes the rad alt to indicate a height change from 200ft to 100ft in a very short time
- The landing thresholds of both Rwy 14 and Rwy 32 are considerably inset
- Rwy 14 NDB approach: Note the higher platform altitude of 3,500ft if radar vectored.

Missed Approach

- Many aircrew have commented that the published missed approach procedure is difficult to follow.
- Leeds have introduced the option to go around on runway heading to 4000ft, this being an ATC clearance not a go around instruction. This is either requested by the crew early if they anticipate a go around, or issued by the Leeds Approach Controller on first contact with Leeds.

Runway Characteristics

- Pronounced downslope (>0.8%) in the expected area of touchdown on Rwy 14, requires caution. This pronounced downslope from the 14 end of the runway is not visually obvious when operating on Rwy 14/32.
- The touchdown zone on Rwy 32 has a downslope of 0.4%, with the undershoot area having an upslope of 0.7%. This along with the displaced threshold creates a strange visual perspective
- Maximum use of the ILS G/S is necessary to assure the correct vertical path is flown.

GROUND

LVPs

- Taxiway A unsuitable for aircraft larger than B739
- There is no longer a need to have a follow me around Twy E as Leeds now have full centreline lighting and stop bars
- To allow simultaneous pushbacks from stands 1 to 5 when Rwy 14 is in use for takeoff, but still allow aircraft to approach Rwy 32 for the CAT 3 ILS, ATC ask that all crews request positive instructions to vacate the runway (regardless of landing Rwy)
- The restriction on backtracking has been changed to: you may backtrack in “exceptional circumstances”, i.e. LVPs. This will allow aircraft to push back and taxi to holding point A1 while an arriving aircraft is landing on Rwy 32. In this conditions, arriving crew will be asked to perform a 180 backtrack and vacate at Twy N.

WEATHER

- Poor visibility due to industrial haze may occur in settled conditions as well as radiation fog
- Depressions and fronts bring low cloud and strong winds, the latter often giving a substantial CROSSWIND on Rwy 14/32
- Being high up and on the other side of the Pennines to Manchester, Leeds Bradford may be clear while Manchester and Liverpool are in fog.

OPERATIONAL INFORMATION

Handling Agent	Swissport UK
Handling Agent VHF	130.6
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air conditioning (ACU equipment not available)

