



Cotswold Airport (Kemble) EGBP/GBA Instrument Approach Procedure



RNP APCH Pilots' Brief

CONTEXT

The Cotswold Airport Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) to runways 08 and 26 terminate at a non-Instrument runway, in an unknown traffic environment (Class G airspace) and are served by an Aerodrome Flight Information Service (AFIS). These limitations would normally preclude the implementation of RNAV (GNSS) approach procedures.

The Cotswold Airport RNP IAPs have been designed in full compliance with ICAO IAP design criteria (PANS OPS Doc 8168) for aircraft in approach speed categories A, B, C and D to provide an approach that has standard terrain and obstacle clearances. The 3.0° vertical path angles are harmonised with the APAPI visual approach guidance (08 32' MEHT & 26 24' MEHT).

The Obstacle Clearance Height (OCH) of an IAP at an aerodrome without an Approach Control Service and/or an instrument runway has an additional safety margin set by the CAA for the OCH to not be lower than 500 feet QFE.

The safety of the Cotswold Airport IAPs has been addressed through the development of a Safety Case that contains a comprehensive hazard analysis and detailed Safety Requirements necessary to mitigate identified risks to a tolerable level. The safety of the approach is dependent on participating aircraft commanders' meeting their responsibilities to ensure that these Safety Requirements, that may be unique to the Cotswold Airport approach procedures are satisfied.

The purpose of this Pilot Brief is to inform pilots of their obligations and actions in relation to the safe operation of the Cotswold Airport IAPs, as published in the eAIP entry for EGBP/GBA Cotswold Airport (Kemble). Further information can be found on the airport's website, www.cotswoldairport.com

The actions described in this brief may differ from those promulgated for the conduct of an RNP approach at other aerodromes without an Approach Control service. Participating Pilots are required to meet the conditions within this brief, but may supplement them with additional actions they consider necessary for the safe conduct of an approach.

LOCAL AIRSPACE

Pilots are reminded that RAF Brize Norton and RAF Fairford aerodromes are located to the east and an active glider site (Aston Down) is 3Nm to the north west. Cotswold Airport is identifiable, both through proximity to the Cotswold Water Park area (on the eastern edge of the ATZ) and through the number of CAT aircraft visible on the ground. Traffic volumes in the airspace surrounding Cotswold Airport are relatively low, particularly in IMC. Pilots must recognise however, that there remains a small, but non-zero, risk of other aircraft operating in the vicinity of the approach procedure or entering the Cotswold Airport ATZ, unknown to the Cotswold Airport Information ATS operator when an aircraft is participating in an instrument approach.

The low levels of traffic participating in the Cotswold Airport IAPs, together with the low number of movements in the vicinity of the aerodrome, help ensure that the absolute value of the risk of conflict whilst participating in the Cotswold Airport RNAV approaches in IMC is extremely low.

This risk can be further mitigated by participating pilots:

- Maintaining situational awareness by continuously monitoring the Cotswold Airport Information frequency (118.430 MHz) during the arrival and RNP approach.
- In IMC, request a traffic service from neighbouring RAF Brize Norton's LARS.
- Under VFR when either visual and/or below Decision Altitude, maintaining 'See and Avoid'.
- Selecting transponder conspicuity code C2000

AERODROME FLIGHT INFORMATION SERVICE

Pilots are reminded they will not be in receipt of an Air Traffic Control Service

The Cotswold Airport FISO, callsign "*Kemble Information*" has a responsibility to assist pilots to prevent conflict between known flights by passing traffic information to both participating and non-participating aircraft. It can provide an ATS basic service locally.

As a FISO cannot issue a clearance for an aircraft to commence an approach, it will be the aircraft commander's decision whether to proceed beyond an Initial Approach Fix based on traffic information available at the time.

A FISO can issue instructions to aircraft on the ground but not to those airborne.

Cotswold Airport Information (118.430 MHz) can only accept one IFR aircraft on the IAP at any time.

Standard radio communications failure procedures apply – UK AIP ENR section 1.1 refers. The squawk will alert RAF Brize Norton's radar operators, who will pass this information to Kemble's tower via dedicated phone link. If a comms failure is experienced once the crew have confirmed intentions to fly the approach and at the IAP, then Cotswold Airport will assume the aircraft will continue to fly the approach and follow its own procedure accordingly.

AIRPORT

Cotswold Airport runway 08/26 is a Code 3c non-instrument runway with a protected 105m strip width and 1:5 transitional surfaces. The runway is marked as a precision Instrument Runway, to EASA standards, although in the event of a lateral runway excursion, it should be noted that the full 140m runway strip and transitional surface for a non-precision Instrument runway may not be free from obstacle penetrations throughout the full length of the runway strip. The inset thresholds of each runway end provide comparable protection to a Runway End Safety Area in respect of a longitudinal Runway Excursion.

The Meteorological services provided by Cotswold Airport Information are 'unofficial', for which an allowance has been made through the addition of a 'buffer' in the Obstacle Clearance Height (OCH) for each approach procedure. At the Final Approach Fix, participating pilots should perform a cross check to confirm that the charted height corresponds to the vertical path indication. Local METARs are available from RAF Brize Norton (19Nm east), Bristol Airport (30Nm south west) and RAF/USAF Fairford (10Nm east) provides an ATIS service.

IAP CONCEPT OF OPERATION

In the absence of an ATC service, Cotswold Airport Information are unable to manage arriving traffic, or to integrate IFR and VFR traffic. Aircraft conducting an Instrument approach to Cotswold Airport will be segregated from other IFR arrivals or VFR traffic in the vicinity of the Aerodrome through the assignment of a time slot for the approach during which, the participating aircraft will have exclusive access to Cotswold Airport ATZ, which will be sterilised when the participating IAP aircraft reports at the FAF.

When the approaches are flown in VMC, the commander of the participating aircraft remains responsible for maintaining a visual lookout, iaw SERA.

PRIOR PERMISSION REQUIRED (PPR)

Cotswold Airport Aerodrome has an Ordinary Aerodrome Licence issued by CAA and may only be used by persons specifically authorised by the holder of the aerodrome licence, Kemble Air Services Ltd. Authorisation to use the aerodrome is granted through a Prior Permission Required (PPR) process as notified in the UK AIP.

The approach procedures may only be flown in properly equipped aircraft¹ with the procedure loaded from an official data-card within its' period of validity by a pilot holding the correct licence privileges/ratings with an RNP endorsement.

Pilots intending to participate in the approach are required to make a PPR request by telephone (+44 (0)1285 771177) or email to ops@cotswoldairport.com prior to departure and before submitted a flight plan. As part of the PPR approval, Cotswold Airport aerodrome will issue a 60-minute timeslot that provides small margins for early or late arrivals, in which the IAP, including any missed approach must be completed.

Urgent airborne requests direct to Cotswold Airport Information for use of the IAP's may only be accepted in deteriorating weather conditions as local traffic permits.

The conduct of flying an RNP APCH to EGBP/GBA Cotswold Airport is at Annex A. Within a timeslot allocated for an Instrument approach, Cotswold Airport aerodrome will ensure:

- within the timeslot, or at least until the aircraft conducting the Instrument Approach has landed, the aerodrome and the aerodrome circuit will be closed to VFR traffic by the Cotswold Airport AFISO.
- there will be no other timeslot within 30mins of another timeslot to deconflict consecutive arrivals, including early/late buffers.
- there will be no IFR departing aircraft.
- Non-Radio Aircraft, or Parachute operations will not be permitted.
- the runway is confirmed to be clear of obstructions.
- Confirm the runway lighting is serviceable and switched on if required.

Participating pilots are required to adhere to their allocated approach timeslot

¹ CAP 773 para 3.3: "ALL hand-held and many existing aircraft installations DO NOT meet the requirements for approach operations and their use IS NOT authorised for any RNAV operations, including approach. Pilots must ensure that the equipment and its installation in the particular aircraft to be flown meet the airworthiness requirements of the intended flight."

To avoid an unnecessary aircraft overdue report and disruption to Cotswold Airport operations, pilots are requested to ensure that Cotswold Airport is notified at the earliest opportunity if an arranged PPR time slot will not be occupied.

As part of the PPR to use the IAP, pilots will be asked to confirm their familiarity with this brief.

Filing an IFR flight Plan does not constitute obtaining a 60-minute time slot.

CONDUCT OF AN RNP APPROACH TO EGBP/GBA COTSWOLD AIRPORT.

Prior to departure:

Pilots should confirm the existence of an approved 60-minute timeslot. Filing an IFR flight Plan does not constitute obtaining a 60-minute timeslot. Failure to do so, may preclude the availability to the IAP.

During an arrival to commence the Cotswold Airport RNP approaches when arriving from the south, pilots are encouraged to take an appropriate service from RAF Brize Norton (119.000). If arriving via the National Airways system pilots can expect an initial handover to Brize Approach 127.250

- **When within 25Nm from Cotswold Airport and not above FL40** (within Designated Operational Coverage of Cotswold Airport Information) call Cotswold Airport Information (118.430 MHz) announcing the Intention to conduct an RNP approach to Runway [08/26] within the allocated timeslot, **before** commencing at any of the Initial Approach Fixes.
 - Cotswold Airport Information will respond by:
 - Acknowledging the Initial Approach Fix identified
 - Confirming the active runway
 - Provide unofficial weather observations
 - Confirm if there is no known traffic
 - Request next call at the Final Approach Fix
- **When within 25Nm from the aerodrome, not above FL40**, squawk code C2000 to allow neighbouring Radar Air Traffic Service Units to identify the intent of the aircraft.

During the Approach

- **At the Initial Approach Fix (IAF);** Confirm aircraft commencing the approach at the IAF,
 - Cotswold Airport Information will acknowledge and confirm Runway in use, QNH/QFE and either traffic info or no known traffic.
- **At the Final Approach Fix (FAF);** Call Cotswold Airport Information and call Final
 - Cotswold Airport Information will acknowledge and provide wind and confirm that runway is not obstructed.
- **When visual with the runway;** follow visual APAPI guidance and maintain an active lookout for other traffic.
- **At the Charted OCA;** Pilots must not descend below the charted OCA unless visual with the runway and/or runway lighting. If not visual, at the OCA, initiate a missed approach and inform Cotswold Airport Information of intent. Sufficient time is calculated into the IAP slot time to execute one missed approach.

Note: The OCA of the Instrument Approach at an aerodrome without an Approach Control Service, or Instrument Runway is set by the CAA to be not lower than 500 feet QFE.

- **Missed Approach;** if parts of the missed approach are flown in VMC, maintain VFR 'See and Avoid'. A second approach may be undertaken if it can be completed within the allocated timeslot.
 - If a missed Approach is executed for a RW26 arrival, continue to follow the IAP profile until below 1800ft and outside controlled airspace, followed by either track the charted transition back to the IAF, from the MAPt or a diversion to an alternate airfield, pilots are responsible for co-ordination with the relevant Air Traffic Service Unit.