

**CAA ACP2022-082:  
Leeds Bradford Airport Submission For Approval To Manage Extant Doncaster Sheffield CTAs 8 & 10**

Problem

Until the closure of EGCN, Leeds Bradford inbounds from the south east (GOLES) direction we able to descend (following co-ordination) to 5000ft through Doncaster's CTA's 8 & 10. This allowed for continuous descent and prevented rushed/unstable approaches, in addition to reduced fuel burn and associated noise/emissions.

Current Situation

As inbound aircraft must now remain in the Yorkshire CTA, they carry out a stepped descent. Having passed over (or abeam GOLES) at or above FL90, aircraft can be cleared to FL70 in CTA 11 before FL60 in CTA 12. On entering the Leeds CTA, they can be cleared to 3000ft before descending on the ILS. In addition to the increased workload for the operating crew, these multiple clearances increase controller workload and heighten the risk of a missed readback or level bust.

Issue to be addressed

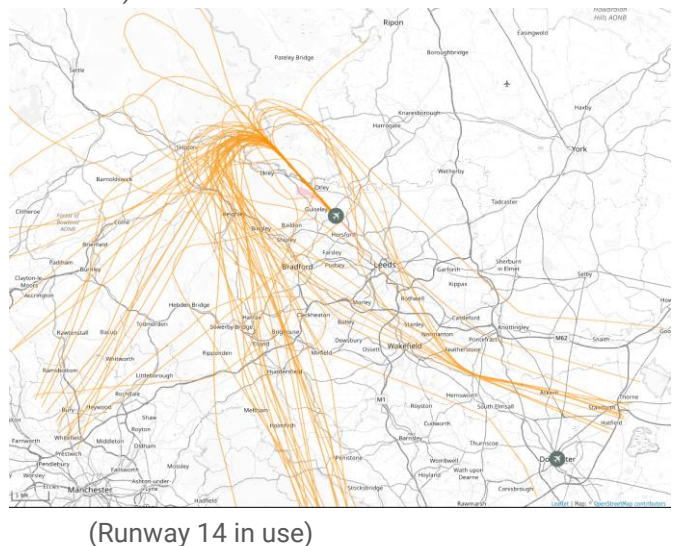
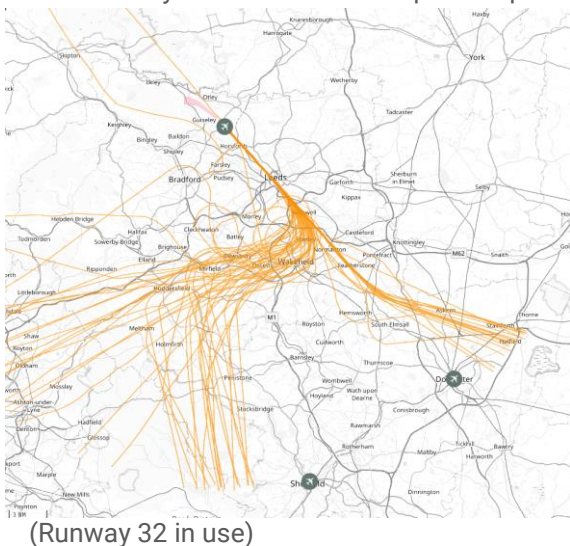
Should Leeds Bradford be approved to manage Doncaster CTAs 8 & 10, the previously routine practice of continuous descent can resume. Therefore improving the safe operation of inbound aircraft, in addition to the overall reduction in fuel burn and emissions, due to continuous descent. The tracks over the ground that the aircraft fly are not impacted by this change, simply the vertical profile.

Taking all of the above into consideration, Leeds Bradford is therefore requesting the CAA consider allowing them to manage the extant DSA CTAs 8 & 10.

In addition to requesting to manage CTA's 8 & 10, Leeds Bradford Airport would also request that the base of CTA 8 be raised to 4500ft. As LBA only intend to descent aircraft to 5000ft, we would view any additional airspace to unnecessarily restrict G/A traffic operating underneath. Should the CAA view this as out of scope, we would be happy to manage this airspace 'as is'.

Supporting Documentation

1. Noise monitoring showing tracks over the ground for aircraft inbound to Runway 32 in 2019. (All inbounds shown as system is unable to separate specific directions)



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- Email from Leeds Bradford Airport Sustainability Manager confirming that no complaints have been received regarding traffic in DSA CTAs 8 & 10

Hi [REDACTED]

No complaints from this area. Some complaints from WF postcodes but all north and east of this area.

Thanks

[REDACTED]

[REDACTED]  
Sustainability Manager



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From: [REDACTED]  
Sent: 15 February 2023 12:57  
To: [REDACTED] <[REDACTED]>  
Subject: 20230215 - Noise Complaints

Hi [REDACTED]

Could you please confirm if we have had any noise complaints from beneath the areas specifically marked on the map below.

As far back as you reasonably can if possible please.

Thanks

[REDACTED]



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3. Email from Ryanair Base Captain detailing impacts associated with stepped descent after GOLES.

Hi [REDACTED]

Thanks for the email.

You are correct that stepped descents from GOLES has an impact on our operation. Briefly (not an exhaustive list):-

- Possible increase in track miles due to been kept high and the associated fuel burns with this.
- Reduction in speed by pilots leading to delays for traffic behind.
- Not a continuous descent, so less efficient for both company and controllers
- Increase pilot workload at a critical stage of flight.
- Possibility of unstable approaches leading to go-arounds.

These are just a few issues that come to mind. Also LBA is a training base for new pilots and the above points will be magnified for cadets

Let me know if you need anything else

Best wishes]

[REDACTED]

*Fly Safe & Best Regards*

Captain [REDACTED]

Base Captain LBA

Office Nr [REDACTED]

Mobile Nr [REDACTED]

[\[REDACTED\]@ryanair.com](mailto:[REDACTED]@ryanair.com)



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**From:** [REDACTED] <[\[REDACTED\]@lba.co.uk](mailto:[REDACTED]@lba.co.uk)>  
**Sent:** Wednesday 15 February 2023 14:50  
**To:** [REDACTED] Captain, LBA <[\[REDACTED\]@ryanair.com](mailto:[REDACTED]@ryanair.com)>  
**Subject:** GOLES Descent

**EXTERNAL EMAIL:** This email originated from outside of the Ryanair Group organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi [REDACTED]

Following our discussion earlier, could you please provide a brief explanation on the impacts, from your perspective, of having to carry out a stepped descent after GOLES, when inbound for runway 32.

Thanks

[REDACTED]

[REDACTED]

Head of Air Traffic Services