



Directorate of Airspace Policy

**NATIONAL AIR TRAFFIC MANAGEMENT ADVISORY
COMMITTEE**

**MINUTES OF THE 68th PLENARY MEETING
HELD AT CAA HOUSE ON 28 OCTOBER 2010**

Present:

CHAIRMAN

Mark Swan

DAP

REPRESENTATIVES OF MEMBER ORGANISATIONS

Tony Auld	Light Airlines
Sqn Ldr Dave Austen	MOD DAG
Tony Butler	BPA
Geoff Clark	Heavy Airlines
George Done	AOPA
Ian Dugmore	UK Airprox Board
Tony Eagles	CAA SRG
David Earle	PPL/IR
Carolyn Evans	BALPA
Mike Grierson	GAPAN
Tom Hardie	BHPA
Tim Hardy	BAA
Ray Harford	HCGB
Pete Harvey	LAA
Mike Jackson	GASCo
Carol Jones	BBGA
Rich Jones	UK FSC
Wg Cdr Trevor Kettle	MAA
Terry Marsden	AOA
Mark McLaren	NATS (NERL)
Graham Lynn	BMFA
Peter Norton	BHA
Graham Ordish	3AF/USAF-E
Francis Richards	Low Fare Airlines
Rob Spooner	NATS (NSL)
Paul Tate	BA
Tim Thomas	AEF
Brian Trowbridge	BBAC
Geoff Weighell	BMAA
Katie Williamson	BAe Systems
Carr Withall	BGA

DAP STAFF

Stephen Hand	DAP EAPC
Steve Hill	Hd AIMR
Andy Knill	Hd S&SM
Phil Roberts	ADAP1
Hugh Westaway	AD Int ATM Pol
Jim Walker	Sec

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ANNEXES:

- A. Chairman's Brief
- B. Presentation Notes from NATMAC 68
- C. Action List from NATMAC 68
- D. Glossary

ITEM 1 – INTRODUCTION

1. Following introductions, the **Chairman** noted that **Carr Withall**, BGA, was retiring from NATMAC. On behalf of the Committee, the **Chairman** thanked Mr Withall for his outstanding contribution over many years.

ITEM 2 – MINUTES OF THE LAST MEETING

2. Subject to the following minor amendment, the Minutes of NATMAC 67 were accepted as a true and accurate record:

Attendees:

Martin Throsby

easyJet Low Fare Airlines

ITEM 3 – PROGRESS REPORT AND OUTSTANDING ACTIONS FROM NATMAC 67

3. Copies of the ASI GPS CD were available at the meeting. There were no other actions outstanding.

ITEM 4 – LETTERS AND PAPERS DISTRIBUTED SINCE NATMAC 67

4. No issues were raised under this item.

ITEM 5 – ISSUES ARISING FROM DISTRIBUTED REPORTS

5. **AIMWG Update.** **Mike Grierson**, GAPAN, raised the issue of the depiction on CAA VFR charts of those unlicensed aerodromes where established flying training activity took place. **Phil Roberts**, ADAP1, confirmed that the issue was being considered by the AIMWG.
6. **ACP Update.** **Tom Hardie**, BHPA, noted that the Norwich ACP was due to be submitted to DAP for consideration. The consultation associated with this proposal had taken place over a year previously, leading to concerns over its continued relevance. **Phil Roberts**, ADAP 1, acknowledged that there was no formal timeline between consultation and formal submission, but assured the meeting that the CAA's assessment of the formal proposal would include a judgement on whether the associated consultation was appropriate and relevant, given the elapsed time. The **Chairman** advised the Committee that an independent review of the Airspace Change Process had been commissioned. The Process had been in use for several years making a review timely. In addition NATS, the main user of the process, had raised concerns over the process that merited further investigation. The findings of the review would be published via a NATMAC Informative letter or at the next plenary.

ITEM 6 – CHAIRMAN'S BRIEF

7. The **Chairman** summarised the brief at Annex A, emphasising the importance of members' involvement in the development of FAS. He went on to thank **Tony Rapson**, from the Directorate's Airspace Policy Consultation & Coordination section, for the work done in preparing the draft FAS documentation and organising the consultation exercise due to start on 1 November 2010.
8. **Phil Roberts**, ADAP 1, advised the Committee that, although not mentioned in the Chairman's Brief, a significant amount of work was still being undertaken in respect of

volcanic ash contingency planning. An exercise to test the current contingency plan had recently taken place with a further exercise planned for early December 2010. **Peter Norton**, BHA, stressed that progress towards a more stratified level of ash prediction was important to GA. **Andy Wells**, UK Met Authority, confirmed that a user requirement was being developed within the Flight Operations Liaison Group (FOLG) and which contained an element for vertical granularity in 5000 ft layers.

ITEM 7 – FAS

9. **Phil Roberts**, ADAP 1, briefed the meeting on the draft FAS and the forthcoming consultation on the draft FAS document, a copy of which was distributed to members at the meeting. Presentation slides are attached at Annex B.
10. Following the presentation, the **Chairman** stated that one of the main drivers for FAS was to deal with capacity issues for commercial air transport, but emphasised that using NATMAC as the primary consultation forum would ensure that the aviation needs of all sectors of the industry were captured in the strategy, and he fully expected NATMAC members to be instrumental in developing FAS, especially from the GA perspective. Responding to a comment by **Tom Hardie**, BHPA, on safety risk assessment, **Phil Roberts**, ADAP 1, suggested that major work was needed to define how risk would be assessed in future, given the possible scenario of transferring traditional roles and responsibilities from the ground to the air. He went on to note that such assessments had traditionally been based on historical 'lagging' indicators such as Airprox reports and MORs. The radical change in the airspace system envisaged by FAS would require forward-looking methods of risk assessment to ensure that changes did not make the system less safe; the juxtaposition of a 'just culture' and a systemised and technical approach to safety assurance was considered as part of the FAS consultation. Several members raised concerns that further harmonisation within Europe would lead to the dilution of UK safety standards. **Hugh Westaway**, AD Int ATM Policy, reassured the meeting that there were no initiatives within the European arena that would demand that the UK lower its safety standards; it was more a case of raising the standards within some other states to those of the UK.
11. Concerns were raised that changes in policy in other states or in the European Union represented a risk to FAS. **Phil Roberts**, ADAP1, suggested that the risk was not to the strategy but to the implementation of the strategy. The **Chairman** emphasised that FAS was a national airspace strategy and, whilst it took account of international policy, it was necessary to place precise boundaries around it in order to progress; the key issue was that everyone contributed to the development of the strategy. He went on to explain that airport strategy had been deliberately taken out of the scope of FAS given the uncertainty that surrounded future policy, but acknowledged that a complementary airports strategy would be vital.
12. The **Chairman** stated his intention to set up a FAS sub-group to NATMAC and invited members to participate.

ITEM 8 – EUROPEAN UPDATE/NATIONAL PERFORMANCE PLAN

13. **Stephen Hand**, EAPC, summarised the European Update document provided to committee members, before **Hugh Westaway**, AD Int ATM Policy, outlined progress on the National Performance Plan (NPP). Presentation slides are at Annex B. 17:42

14. In response to concerns that States were drawing away from SES following the rejection of the targets proposed on 25 October 2010, **Hugh Westaway**, believed that this was not the case; more that certain states were wary of the targets and their NSA's ability to reach them, nor did some states feel that the targets were achievable.
15. The issue of SERA was raised by **Brian Trowbridge**, BBGA; whether following the UK response, rules had been redrafted. **Stephen Hand**, EAPC, confirmed that the issue had been progressed, and agreed to distribute the subsequently drafted IR with a commentary explaining the underlying background.

Action: EAPC

16. **Robert Spooner** NSL, challenged the veracity of the sources of data that could be used in judging national performance. **Hugh Westaway**, AD Int ATM Policy, confirmed that this issue had been raised by a number of parties. Pressure had been applied collectively to force the Performance Review Unit into acting as a central focus for data,
19. **Tim Hardy**, BAA, raised several concerns over the IR that applied to the Network Management Function (NMF). In response, **Stephen Hand**, EAPC, noted that work was being done on a detailed response to the IR whilst accepting that concerns over the wording of the document, especially over references to 'controlling capacity' remained extant.

ITEM 9 – AIP/SPECTRUM UPDATE

20. **Andy Knill**, Hd S&SM, summarised various spectrum issues, including an update on Ofcom's AIP proposals. Presentation slides are at Annex B.
21. In response to questions from the floor, **Andy Knill**, confirmed the means and timescale for 8.33kHz compliance. A direct replacement of a 25 kHz radio did not require upgrade to 8.33 kHz, but the fitment of a different unit or upgrade in performance from the original would. All handheld radios would also need to be 8.33-compliant and manufacturers would also need to apply for the appropriate approval.

ITEM 10 – REVIEW OF MET ARRANGEMENT BEYOND 2012

22. **Andy Wells**, UK Met Authority, briefed the meeting on the work being undertaken to review aeronautical met services post-2012, when the current Met Office designation came to an end in March 2012. Presentation slides are at Annex B.

ITEM 11 – CLASS G TRIAL

23. **Phil Roberts**, ADAP1, updated the meeting on the recent Class G trial undertaken with Qinetiq before summarising the current situation on airspace infringements. Presentation slides are at Annex B. He went on to thank those that had contributed to the trial and confirmed that the next stage of the process would be to decide how the system could be applied over a wider area. There was general support

ITEM 12 – PUBLICATION OF SAFETY CRITICAL INFORMATION

24. The meeting was briefed on the CAA's revised procedures for publishing safety critical information. Presentation slides are at Annex B. Pete Harvey, LAA,

suggested that the format could be used by representative bodies to establish a common standard for distributing safety critical information.

25. Decision. It was decided that the Secretary would provide the LAA with the necessary templates for the revised CAA system for consideration.

Action: NATMAC Sec

ITEM 13 – ANY OTHER BUSINESS

26. **Transition Altitude (TA) Harmonisation.** **Phil Roberts**, ADAP1, informed the meeting that the DAP Hd of Controlled Airspace Section had been tasked with facilitating the harmonisation of the TA within controlled airspace, although there had been no definite decision, as yet, on what that altitude should be.
27. **Rich Jones**, UK FSC, noted the following issues:
- The excessive use of 121.5 MHz and the knock-on effects of the increased background noise on other activities.
 - The rapid move towards space-based navigation systems (GNSS/GPS) when there remained concerns over reliability, integrity and integration.
 - The lack of a graphical representation for NOTAM information.
 - The lack of response, in some cases, where airline operators requested danger area crossing clearance by landline. It was agreed that HQ DAATM would consider any specific incidents outside the meeting.
28. **VOR Rationalisation.** **Mike Grierson**, GAPAN, asked whether flying training organisations had been included in the VOR rationalisation consultation as there appeared to have little response from them. It was confirmed that these organisations had been included in the consultation, but that a new request for input had recently been sent. **Terry Marsden**, AOA, raised concerns over the cost to airport operators of redesigning approach/departure procedures as a result of proposals to withdraw various VOR beacons. There was also the environmental issue of moving SIDs/STARs as a result of the rationalisation. **Phil Roberts**, ADAP1, reassured the meeting that this issue was being carefully considered; the initial test case would be the redesign of Birmingham's SIDs/STARs following the withdrawal of the LICHFIELD beacon.
29. **Roy Harford**, HCGB, noted that there had been a number of occasions where Met Office data had not been available. **Andy Wells**, UK Met Authority, agreed to investigate specific cases where appropriate, outside the meeting.

ITEM 14 – DATES OF FUTURE MEETINGS

30. Future meeting would take place on the following dates:

NATMAC 69 – 14 April 2011

NATMAC 70 – 20 October 2011

Original signed

J C Walker
NATMAC Secretary