



Safety and Airspace Regulation Group

NATIONAL AIR TRAFFIC MANAGEMENT ADVISORY COMMITTEE

MINUTES OF THE 99th PLENARY MEETING HELD ONLINE VIA MS TEAMS ON 15 APRIL 2026

National Air Traffic Management Advisory Committee 99 – Minutes

Present:

CHAIR

Jon Round

Head, Airspace, ATM & Aerodromes

REPRESENTATIVES OF MEMBER ORGANISATIONS

Mark Swan	ACOG
Tim Thomas	AEF
Victoria MacRae	AirportsUK
Mark Gibb	AOG
Martin Robinson	AOPA
Rupert Dent	ARPAS-UK
Christopher Birkett	BAe Systems
Mike Thrower	BALPA
Mike Gunston	BBAC
Alan Swan	BGA
Pete Stratten	BGA
Tim Fauchon	BHA
Andrew McDonald	BHPA
Owain Johns	BMAA
Capt Spencer Norton	British Airways
Andrew Amor	GAA
Mike Pearson	GAA
David Johnson	GATCO
Hal Newberry	HCAP
Jeremy James	HCGB
Simon Tilling	LAA
Sqn Ldr Steventon	MAA
Cdr Crompton	MoD DAATMGp Cpt Toothill
MoD DAATM	
Chris Porter	NATS
Cdr Plenty	Navy Command HQ
Lt Cdr Shears	Navy Command HQ
Timothy Nathan	PPL/IR Europe

CAA STAFF

David Woodward	NATMAC Secretary
Colin Chesterton	Manager, Airspace Modernisation Delivery
Jonathan Axford	Airspace Safety Lead, Airspace Modernisation Delivery
Ben Lippitt	Manager, Airspace Regulation
Akhil Sharma	Airspace Specialist (Engagement and Consultation)
Jonathan Whitworth	Senior Manager AMS Development

National Air Traffic Management Advisory Committee 99 – Minutes

Neil Crosthwaite
Jason Truss
Kate Bromley-Fox
Kevin Woolsey

Airspace Policy Specialist
Principal, UKADS Project
Manager – AAA Policy
Head of RPAS

National Air Traffic Management Advisory Committee 99 – Minutes

INDEX TO NATMAC 99 MINUTES

Item		Para	Page
1.	Introduction	1	1
2.	Minutes of the Previous Meeting	2	1
3.	Action List from NATMAC 98 and Matters Arising from the Progress Report	3	1-2
4.	Chair's Report	4	2
5.	Airspace Modernisation Delivery Team Update	5	2-4
6.	Airspace Overview	6	4-5
7.	Restricted Areas/Fairford Airspace	7	5-6
8.	Airspace Change Organising Group (ACOG) Update	8	6
9.	Airspace Modernisation Strategy	9	6-7
10	Mid-Air Collision Risk Below 500 Feet AGL	10	7-8
11.	AOB	11	8-9
12.	Dates of Future Meetings	12	10

ANNEXES:

- A. Presentations from NATMAC 99.
- B. Action List.
- C. Glossary.

NATMAC 99 MINUTES

1. ITEM 1 – INTRODUCTION

- 1.1 The **Chair** welcomed representatives to the meeting.

2. ITEM 2 – NATMAC 98 MINUTES

- 2.1 **Secretary** explained that the minutes of NATMAC 98 had been distributed to attendees and other Committee members prior to the meeting. One comment had been received in advance of the meeting related to paragraph 5.3. An amendment was subsequently made to that paragraph and the amended minutes distributed to the Committee. In the absence of any further comments, the **Secretary** advised the Committee that the minutes for NATMAC 98 will be published on the NATMAC CAA webpage.

3. ITEM 3 – ACTION LIST FROM NATMAC 98 AND MATTERS ARISING FROM PROGRESS REPORT

- 3.1 The **Secretary** stated that eight actions were raised at NATMAC 98, all of which have been closed off. The actions are documented in the progress report that was sent out ahead of the meeting. The **Secretary** addressed each action to the meeting and invited comments.
- 3.2 **Martin Robinson (AOPA)** raised the following comment via email prior to the meeting in relation to paragraph 5.20 in the progress report. *“If SORA effectiveness is fundamentally limited by poor traffic awareness, and the CAA recognises that improved flight visibility is beneficial, why is there no clear roadmap to move beyond static assumptions in Class G, and how does the CAA intend to prevent this limitation from driving disproportionate restriction of general aviation?”* **Jonathan Axford** explained that this would fall under airspace characterisation which is a piece of work conducting a review of tracks over the ground to create a quantitative assessment of the risk associated with enabling Unmanned Aerial Systems (UAS) operations in a specific area of operation. Specific Operations Risk Assessment (SORA) air risk assessment assesses risk-based on the classification of airspace and the operational domain more broadly which the CAA recognises puts limitations on the scalability of UAS going forward. More information can be given at future meetings to add more detail on this workstream. **Kevin Woolsey** reiterated that SORA does not rely on the notification of activity conducted by GA. Improvements can always be made which is why policy concepts such as detect and avoid are being worked on and that a requirement to notify activity by GA is not anticipated. **Martin Robinson (AOPA)** opined that the effectiveness of SORA is limited if there is poor traffic awareness. Does the CAA recognise the weakness of SORA and what may need to be done in the future to improve it? **Kevin Woolsey** stated that the CAA has a statutory duty to not approve UAS flights unless the operator complies with the regulations and that the operation is safe enough to authorise. SORA gives the CAA the ability to consider the air and ground risk more objectively than in the past. The CAA does not authorise anything unless it is safe enough to authorise and the SORA model is very conservative.

- 3.3 **Pete Stratten (BGA)** asked if long established danger areas are activated by NOTAM and that when not in use, they are not unnecessarily restricting airspace users when not needed.
- 3.4 **Timothy Nathan (PPL/IR)** responded to paragraph 5.23 in the progress report stating that the answer to the original question was not necessarily answered and that the CAA stating that infringements of danger areas without a statutory instrument are being classed as infringements because the CAA has always treated them that way is not an acceptable answer.
- 3.5 **Tim Fauchon (BHA)** asked if the CAA intends to provide feedback to NATMAC on the meetings taking place with the National Police Chiefs' Council (NPCC) related to short notice TDAs being established around the UK. This is putting the public in danger when Helicopter Emergency Medical Services (HEMS) aircraft are being denied access to the airspace. **Chair** stated that there is an obligation on the CAA to keep airspace safe. At the moment that is achieved with a TDA, but work is ongoing to establish a method that allows blue light services access to the airspace.
- 3.6 **Tim Fauchon (BHA)** requested an update on Global Navigation Satellite System (GNSS), European Geostationary Navigation Overlay Service (EGNOS) and Satellite-Based Augmentation System (SBAS) at a future NATMAC meeting. **Chair** acknowledged the request.

Action: Secretary

4. ITEM 4 – CHAIR'S REPORT

- 4.1 **Chair** presented on the Chair's Report which had been distributed prior to the meeting.
- 4.2 **Pete Stratten (BGA)** commented that the UK Airspace Design Service (UKADS) will grow to potentially all UK airports in the future under UKADS 2 and asked if the CAA is confident that there will not be a conflict of interest with NATS NERL and other areas of the industry and whether there is a firewall to prevent a conflict from developing. **Chair** agreed that a firewall will need to be drawn when the scope if expanded into UKADS 2.
- 4.3 **Pete Stratten (BGA)** further asked why the CAA is looking to remove some of the processes and safeguards built into the CAP1616 airspace change process that were not present in CAP725. For example, the PIR is proposed to be removed and be replaced with ongoing monitoring of airspace instead. **Chair** explained that those processes that are proposed to be removed are either duplicated, confusing, or have shown to have little benefit to the process. A formal comment response document will not be published; however, where a person has given permission for their comment to be made public in response to the consultation, a response will be given by the CAA to address it.
- 4.4 **Martin Robinson (AOPA)** asked how UKADS will be paid for. **Chair** stated that the cost of UKADS will come from NERL's change of licence, whereas, the en-route fee which is paid by en-route airspace users such as the airlines. The money that the airlines pay effectively comes from the consumers of the airline products.

5. ITEM 5 – AIRSPACE MODERNISATION DELIVERY TEAM UPDATE

- 5.1 **Colin Chesterton** presented an update on the Electronic Conspicuity (EC) Concept of Operations (ConOps).
- 5.2 **Simon Tilling (LAA)** asked if it is reasonable to assume that there will be no significant changes to implement in the EC domain until at least 2029. **Colin Chesterton** deferred the question until the EC mandate agenda item.
- 5.3 **Colin Chesterton** presented an update on the EC Mandate.
- 5.4 **Mike Pearson (GAA)** asked if there were any further developments or information that could be shared regarding the technical requirements for detect and avoid (DAA). **Colin Chesterton** stated that at present there is no update; however, work is ongoing, and an update could be brought to the next NATMAC in October. **Jonathan Axford** further explained that DAA is an essential technology to the delivery of the AMS. The CAA has been engaging with various operators, such as Boeing and Amazon, regarding DAA to ascertain what the current technical abilities are and how these abilities link to current and developing CAA policy. **Jonathan Axford** reiterated that the topic can be brought to a future NATMAC meeting to provide a wider update. **Secretary** made a note to include the topic for consideration at NATMAC 100 in October.

Action: Secretary

- 5.5 **Martin Robinson (AOPA)** asked if ground infrastructure (GI) was being developed as a potential rebroadcast service. **Colin Chesterton** deferred the question until the GI update agenda item.
- 5.6 **Colin Chesterton** returned to the question raised by **Simon Tilling** in paragraph 5.2 and stated that although there is nothing confirmed it could be a fair assumption to assume that there will not be any changes to EC until the DfT confirms future plans. **Chair** explained that the CAA is constrained by regulatory challenges and that once any changes are confirmed there will need to be a transition period to allow industry to implement any requirements. **Colin Chesterton** further explained that once ongoing discussions have concluded then a timeline can be published. If available, this will be shared at the next NATMAC.

Action: Secretary

- 5.7 **Colin Chesterton** presented an update on the Ground Infrastructure project.
- 5.8 **Pete Stratten (BGA)** asked if the CAA had made any progress on where the funding for ground infrastructure will come from. **Colin Chesterton** explained that the CAA is in ongoing discussions with the DfT regarding funding but that it is not for the CAA to fund. The CAA will assist the DfT in developing options; however, the decision sits with the DfT as to where the funding is sourced from. **Pete Stratten (BGA)** asked if an option for no ground infrastructure was being considered if funding streams could not be decided upon. **Colin Chesterton** stated that there are options presented where the level of technology varies in each scenario; however, there are current areas where ground infrastructure is already being used where operations are limited to those areas.

- 5.9 **Martin Robinson (AOPA)** asked how the ground infrastructure project dovetails into the NATS South of the Clouds paper and if the projects are coordinated. **Colin Chesterton** stated that the CAA works closely with NATS across all workstreams that relate to the AMS. **Martin Robinson (AOPA)** asked what mechanisms would be put in place for ANSPs to recover costs. **Colin Chesterton** explained that conversations are ongoing with NATS related to NR28 funding and topics such as this form part of the conversation.
- 5.10 **Colin Chesterton** presented an update on airspace infringements.
- 5.11 **Andy Amor (GAA)** raised an observation that the statistics being presented focussed on repeat infringers making up approximately 10% of all infringements, therefore showing that 90% of infringements are not repeats and that the latter figure shows a more positive outlook. **Colin Chesterton** acknowledged the observation.
- 5.12 **Martin Robinson (AOPA)** stated that the CAA has provided data which shows that GA activity has fallen by 40% and asked if the CAA takes this reduction of flying activity into account when looking at infringement statistics. **Colin Chesterton** explained that a conversation had taken place with Principal – Airspace Infringements regarding this topic this week and that the dataset is not reliable enough to provide good quality data. **Martin Robinson (AOPA)** stated that another department in the CAA has presented that data. **Colin Chesterton** stated he would obtain the dataset to see if it could be used reliably to track infringement rates. **Chair** explained that the dataset may assist in tracking infringement rates; however, it is important to focus more on the severity of events rather than overall numbers. The CAA is aware that the numbers of infringements are reducing but that the organisation is aware that there are many factors that influence this. The CAA has received positive feedback on the remedial training conducted as a result of an infringement.

6. ITEM 6 – AIRSPACE OVERVIEW

- 6.1 **Ben Lippitt** presented an airspace overview.
- 6.2 **Pete Stratten (BGA)** stated that the BGA sent a query regarding ACP-2023-13 and would appreciate a response from the CAA. The BGA had challenged a response received regarding the PIR for the ACP where the detail seen by the BGA didn't match that seen by the CAA. **Ben Lippitt** stated that a response is being created and will be sent to the BGA by the end of the week.

Action: Ben Lippitt

- 6.3 **Andy Amor (GAA)** noted that there had been several ACPs that requested a volume of temporary special use airspace (SUA) which was then closely followed by an ACP for a volume of permanent SUA and asked why such requests are made. **Ben Lippitt** explained that the process for a temporary airspace structure is deliberately scaled mainly, but not always, due to the urgency of such requests. In the case of urgent requests, the temporary structure goes in place while the longer process of applying for a permanent structure takes place. The CAA assesses all changes against the need for the airspace and the impact of the change, and the approval of a temporary structure does not necessarily mean that a permanent one will be approved. **Andy Amor (GAA)** stated that the military writes in its documentation that a temporary

structure can be made into a permanent structure. **Ben Lippitt** agreed to speak with the military regarding this.

Action: Ben Lippitt

- 6.4 **Pete Stratten (BGA)** expanded on the point made in paragraph 6.3, stating that the military has previously obtained approval for airspace for the protection of air systems, and subsequently applied for additional airspace volumes which are linked to the original to the original ACP claiming that the air system will need protection in the event of a diversion, creating a scenario where the request has to be approved as the aerial activity could not take place without it. **Ben Lippitt** explained that the CAA liaises closely with the military during the process and each ACP decision made is a regulatory decision. **Pete Stratten (BGA)** added that the point made was to encourage more openness and transparency during the initial ACP.

- 6.5 **Mike Pearson (GAA)** asked via the meeting chat if there is an ability to apply for sandbox trials is still open. **Ben Lippitt** to provide an answer post meeting.

Action: Ben Lippitt

7. ITEM 7 – RESTRICTED AREAS/FAIRFORD AIRSPACE

- 7.1 **Simon Tilling (LAA)** asked what is the point of a MATZ at Fairford when new airspace structures, such as the TMZ established at Fairford, are put in place when military movements increase. **Ben Lippitt** explained that the background classification of airspace does not change with the establishment of a MATZ, therefore if it is established in Class G the airspace remains Class G. The MATZ is there to make civilian airspace users aware that military aircraft may be operating in the area and the details of the airspace are published in the AIP. **Cdr Crompton (MAA)** explained that instructions to military aircraft inside a MATZ are mandatory and that establishing two-way communications with the nominated ATSU is only advised for civilian aircraft.

- 7.2 **Pete Stratten (BGA)** thanked the CAA for its rapid response to amending the Fairford temporary TMZ to accommodate Sandhills glider site. From the perspective of the BGA, the airspace arrangement still needs fine tuning to further accommodate Sandhills; however, the amendments already made do allow the site to operate. For that reason, the BGA would request a review of the airspace. **Ben Lippitt** agreed to do this. **Cdr Crompton (DAATM)** further added that the military acknowledges that the airspace was put in at short notice and that work is ongoing to engage with local stakeholders to complete a safety assessment.

Action: Ben Lippitt

- 7.3 **Timothy Nathan (PPL/IR)** stated that the status of MATZ is not really understood by most GA pilots or military controllers, the latter of which often give instructions to pilots to maintain a specific track or level/level band or instruct the pilot to remain outside of the MATZ. **Gp Cpt Toothill** requested that any evidence of military controllers refusing access to a MATZ be passed to the MAA. If a controller gives a level restriction in the MATZ, the instruction is not mandatory but is advisable. **Cdr Crompton** concurred with the points raised by **Gp Cpt Toothill** reiterated that a civil pilot does not need to comply with instructions given inside a MATZ and outside the ATZ, but it is advisable to do so where possible. Furthermore, the use of MATZ may be reviewed and replaced with other airspace types, such as RMZ, TMZ, and Class D structures as the UK works through the AMS. **Timothy Nathan (PPL/IR)** expressed his support of other types of airspace being used in lieu of a MATZ in the

future. **Chair** explained that when assessing aircraft tracks around Leeming and Topcliffe, there was no evidence to suggest that pilots were deliberately avoiding the MATZ.

- 7.4 **Pete Stratten (BGA)** stated that there are some airfields which have a MATZ where traffic levels are very low. If MATZ were to be replaced by TMZ, RMZ, and Class D airspace then any changes must be transparent and go through the ACP process to allow stakeholders to comment. **Ben Lippitt** stated that the vision of the AMS would shape policy regarding airspace structures in the future; however, there is still a requirement to assess the civilian literature related to MATZ to ensure pilot and controller responsibilities are well understood. **Cdr Crompton** further explained that the comment related to TMZ, RMZ, and Class D airspace structures stemmed from the uncertainty of what the airspace picture under the AMS may look like in the long-term future. Structures may be RMZ or TMZ, but at some point, there will need to be changes to military airspace as the AMS progresses. Furthermore, some units have a good relationship with surrounding stakeholders where airspace users regularly liaise with ATC to obtain MATZ penetration rather than tracking through autonomously or avoiding the MATZ altogether.
- 7.8 **Simon Tilling (LAA)** stated in the meeting chat that the point of a MATZ is to protect military aircraft during take-off, landing, and circuit training. If there is a need to establish other airspace types at specific times, then there is a suggestion that the MATZ does not meet the requirement it is designed for.

BREAK FOR LUNCH

8. ITEM 8 – AIRSPACE CHANGE ORGANISING GROUP (ACOG) BRIEFING

- 8.1 **Mark Swan (ACOG)** presented an update on ACOG.
- 8.2 **Pete Stratten (BGA)** asked how impartiality will be guaranteed as UKADS and UKACS is operated by NATS NERL, and how will reasonableness with stakeholders be assured. **Mark Swan (ACOG)** stated that a fair degree of impartiality should still be maintained as the cumulative assessment framework will still be intact and will be used to balance all of the needs of all stakeholders. The UKADS Advisory Board will be larger than the ACOG Steering Committee and will be used to hold NERL to account as the independent body that ensures that all stakeholders have a say in how ACPs will be managed and fit together.
- 8.3 **Simon Tilling (LAA)** asked in the meeting chat for the name of the organisation that will provide oversight of ADS. **Mark Swan (ACOG)** responded that this is the UKADS Advisory Board which will be set-up by NATS.

9. ITEM 9 – AIRSPACE MODERNISATION STRATEGY

- 9.1 **Jason Truss** provided an update on UKADS.

- 9.2 **Andy Amor (GAA)** asked if the recently established UK Airspace Design Support Fund (CAP3231) could be used to assist airfields that are conducting CAP3096 work where the output is not business as usual. **Jason Truss** confirmed that they might but that the expectation from the CAA is that most CAP3096 changes would be Applicability and Policy Alignment Checks (APACs) and would not amend tracks across the ground and would therefore be ineligible. The aim of the support fund is to enable changes that align with the AMS and benefit consumers; however, if there are some cases where the CAP3096 changes meet the Support Fund eligibility criteria then funding may be available.
- 9.3 **Jonathan Whitworth** presented on AMS development – part 1, 2 and 3.
- 9.4 No comments were received.
- 9.5 **Jonathan Whitworth** presented an update on AMS oversight.
- 9.6 **Simon Tilling (LAA)** asked if the CAA had a Gantt chart to show the AMS plan, progress made to date, and target delivery dates. **Jonathan Whitworth** explained that there was a portfolio plan that sought to track the key strategic and operational milestones for the AMS, however, this was dated and needed work to optimise it and keep it relevant with regards to all the emerging sub-projects. A workshop had taken place 30-31 March to commence work on creating a Strategic Design Framework (SDF) that would provide a clearer view of the AMS from start to end-state, with strategic milestones and phasing. This was a simple requirement but a complex task so additional specialist support was being provided to the AMS team to expedite delivery. In addition to work on the SDF, the CAA intended to work on a revised portfolio plan that would help bridge between the Strategy and the Delivery elements. The aim between the two tasks was to provide a clear strategy to task view to follow and oversee.
- 9.7 **Andy Amor (GAA)** stated that NAS is now fifty years old and asked how the CAA will ensure that NATS introduces modern trajectory-based systems. **Jonathan Whitworth** explained that this topic is being taken very seriously in the CAA and the DfT, partly based on ensuring resilience of the ATM system, but also to ensure modernisation to enable other projects that the AMS relies on. The CAA Consumer and Markets Group (CMG) is also monitoring this topic, as is the CAA Board. **Chair** reiterated that the CAA is looking closely at NAS and that NATS recognises that it is a system that is approaching the end of its useful life. As the replacement of NAS is such a major project, it will impact on the ability to plan large airspace changes into time slots that allow for staff training to take place. NATMAC will be updated on the progress of such technical changes in the future.
- 9.8 **David Johnson (GATCO)** asked what the process is for establishing the UKADS Advisory Board to ensure impartiality with NERL regarding UKADS and UK Airspace Coordination Service (UKACS). **Jason Truss** explained that NERL should establish the advisory board within six months of the licence taking effect. A balance needed to be struck that gives NERL sufficient time to establish an effective board with robust terms of reference that will also be able to support them with mobilisation of the UKADS. The CAA is working with NERL in setting up the board, and other UKADS deliverables, at pace so that it can start progressing the single LTMA design. **David Johnson (GATCO)** asked if the CAA has any say in the membership. **Jason Truss** explained that NERL is required to consult with the CAA and DfT on the membership of the board, but that NERL is ultimately responsible for establishing it.

10. ITEM 10 – MAC RISK BELOW 500 FEET AGL

- 10.1 **Neil Crosthwaite** provided a briefing on the mid-air collision risk below 500 feet above ground level (agl). The presentation related to the intention of the CAA to engage members of the NATMAC on the use of the permission contained in paragraph 5 of [ORS4 No.1496](#), included below:

General (SERA.5005(f)(2)) – Day VFR Flights

a) Except when being flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, or in a Flying Display, Private Flying Display, aircraft race or contest, The Civil Aviation Authority (CAA) permits, under SERA.5005(f), an aircraft conducting day VFR flight, to be flown at a height of:

- i) less than 500 ft **above the ground or water**; or
- ii) less than 500 ft above the highest obstacle within a radius of 150 m from the aircraft, subject to the condition in subparagraph (b).

b) The aircraft must not be flown closer than 500 ft to any person, vessel, vehicle or structure except with the permission of the CAA.

c) In subparagraph a): i) “Flying Display” has the same meaning as in Schedule 1 of the Order; and ii) “Private Flying Display” has the same meaning as in CAP 403.

- 10.2 **Rupert Dent (ARPAS-UK)** asked if the CAA is going to take into account the increase in State flights, such as those conducted by the NPCC, when assessing the risk of mid-air collision below 500 feet agl. **Neil Crosthwaite** explained that this particular piece of work is assessing the risk in Class G airspace under day visual flight rules. Other departments in the CAA are also looking at the risk in this area of airspace but are focussing on their particular sector areas. Liaison will take place across these departments to link the findings. This particular piece of work is aimed at improving the CAA’s understanding of how and when the generic day VFR below-500-feet permission is used in practice and the risk mitigations applied, noting that the same ORS document also contains other specific permissions for defined operations.. **Chair** added that there is growing activity in the airspace below 500 feet agl and that the CAA does not have any current management over this. The aim of the research is to establish if the allowance of day VFR below 500 feet agl is still appropriate given the change in airspace use.
- 10.3 **Rupert Dent (ARPAS-UK)** stated that CHIRP is seeing an increase in reports from various aviation sectors related to concerns around flying VFR below 500 feet agl.
- 10.4 **Gp Cpt Toothill (DAATM)** stated that the military is interested in this work and is waiting to contribute to the project.
- 10.5 **Jeremy James (HCGB)** asked if **Neil Crosthwaite** is aware that the current requirement of the rule is a distance of 500 feet from obstacles, vessels, people, vehicles and structures rather than a height of 500 feet agl and expressed a desire to retain this. **Neil Crosthwaite** confirmed that the CAA is fully aware of the condition related to the permission to fly below 500ft agl. **Chair** asked all parties to add contributions such as this.

10. **Tim Fauchon (BHA)** concurred with **Jeremy James (HCGB)** and added that flight below 500ft is also permitted for the purposes of takeoff and landing. In addition to the point raised by **Rupert Dent (ARPAS-UK)** in paragraph 10.3, **Tim Fauchon (BHA)** stated that there is a large increase in the midair collision risk reported by EASA in ECCAIRS, of which 50% of the numbers are caused by drones with a large number of them being flown illegally.
11. **ITEM 11 – AOB**
- 11.1 **Andy Amor (GAA)** stated that in the Stage 2 documentation of the Doncaster/Sheffield ACP, that the change sponsor has stated that air traffic control services cannot be provided outside controlled airspace, and are using this statement as a lever to obtain controlled airspace. What is the CAA position on air traffic control services outside regulated airspace? **Chair** explained that procedural air traffic control is achieved outside controlled airspace in the UK and any issues with the proposal will be addressed during the ACP process. **Andy Amor (GAA)** raised concern that some other change sponsors may also use the same reasoning as Doncaster to obtain controlled airspace. **Chair** acknowledged the comment. **Jonathan Whitworth** explained that ICAO Annex 11 states that in order to provide an air traffic control service an appropriate classification of airspace is necessary. For example, to conduct IFR recoveries under an air traffic control service, controlled airspace is required. In the UK, air traffic control functions are provided outside controlled airspace through the provision of UK Flight Information Services. It is feasible that the point made by Doncaster regarding the provision of an air traffic control service requiring controlled airspace is based on the text contained in ICAO Annex 11.
- 11.2 **Pete Stratten (BGA)** explained that the BGA has been working to engage with airports and operators to improve awareness of flying in Class G airspace. This has been particularly successful, generating actions such as comms to multiple airspace users from all ends of the spectrum. It would be useful if somebody from the UK military could assist with the BGA engaging with aircraft operators. There used to be the MAC Challenge Group which increased awareness with all airspace users, but this seems to have ceased. Is there another group that could conduct similar engagement? **Chair** stated that the MAC Challenge Group does not exist anymore; however, the CAA will consider if establishing something similar would be useful. **Gp Cpt Toothill** offered to assist the BGA in engagement with UK military operators, should such assistance be required. **Mike Pearson (GAA)** also stated in the meeting chat that the Boscombe Down RAUWG meetings appear to have ceased and requested an update from the MoD.
- Action: Pete Stratten (BGA)**
- 11.3 **Mark Swan (ACOG)** acknowledged and commended the high-quality work that has been completed by the CAA in a short period of time, particular relating to CAPs, which is keeping the AMS progressing.
- 11.4 **David Johnson (GATCO)** stated that BALPA and GATCO is hosting the CAA to discuss ICAO FIS alignment shortly, which may explain how the CAA is looking to align with ICAO when providing services outside controlled airspace.

12. ITEM 12 – DATES OF FUTURE MEETINGS

- **NATMAC 100 – 7 October 2026 (Aviation House, Gatwick)**
- **NATMAC 101 – 7 April 2027 (Virtual via MS Teams)**
- **NATMAC 102 – 6 October 2027 (Aviation House, Gatwick)**

Annex B: National Air Traffic Management Advisory Committee 99 - Minutes**NATMAC 99 – ACTION LIST****Actions arising from NATMAC 99**

- | | |
|--|---------------------------|
| <p>3.6 Tim Fauchon (BHA) requested an update on Global Navigation Satellite System (GNSS), European Geostationary Navigation Overlay Service (EGNOS) and Satellite-Based Augmentation System (SBAS) at a future NATMAC meeting. Chair acknowledged the request.</p> | <p>Secretary</p> |
| <p>OPEN</p> | |
| <p>5.4 Mike Pearson (GAA) asked if there were any further developments or information that could be shared regarding the technical requirements for detect and avoid (DAA). Colin Chesterton stated that at present there is no update; however, work is ongoing, and an update could be brought to the next NATMAC in October. Jonathan Axford further explained that DAA is an essential technology to the delivery of the AMS. The CAA has been engaging with various operators, such as Boeing and Amazon, regarding DAA to ascertain what the current technical abilities are and how these abilities link to current and developing CAA policy. Jonathan Axford reiterated that the topic can be brought to a future NATMAC meeting to provide a wider update. Secretary made a note to include the topic for consideration at NATMAC 100 in October.</p> | <p>Secretary</p> |
| <p>OPEN</p> | |
| <p>5.6 Colin Chesterton returned to the question raised by Simon Tilling in paragraph 5.2 and stated that although there is nothing confirmed it could be a fair assumption to assume that there will not be any changes to EC until the DfT confirms future plans. Chair explained that the CAA is constrained by regulatory challenges and that once any changes are confirmed there will need to be a transition period to allow industry to implement any requirements. Colin Chesterton further explained that once ongoing discussions have concluded then a timeline can be published. If available, this will be shared at the next NATMAC. Secretary made a note to include the topic for consideration at NATMAC 100 in October.</p> | <p>Secretary</p> |
| <p>OPEN</p> | |
| <p>6.2 Pete Stratten (BGA) stated that the BGA sent a query regarding ACP 2023-13 and would appreciate a response from the CAA. The BGA had challenged a response received regarding the PIR for the ACP where the detail seen by the BGA didn't match that seen by the CAA. Ben Lippitt stated that a response is being created and will be sent to the BGA by the end of the week.</p> | <p>Ben Lippitt</p> |
| <p>OPEN</p> | |

Annex B: National Air Traffic Management Advisory Committee 99 - Minutes

- 6.3 **Andy Amor (GAA)** noted that there had been several ACPs that requested a volume of temporary special use airspace (SUA) which was then closely followed by an ACP for a volume of permanent SUA and asked why such requests are made. **Ben Lippitt** explained that the process for a temporary airspace structure is deliberately scaled mainly, but not always, due to the urgency of such requests. In the case of urgent requests, the temporary structure goes in place while the longer process of applying for a permanent structure takes place. The CAA assesses all changes against the need for the airspace and the impact of the change, and the approval of a temporary structure does not necessarily mean that a permanent one will be approved. **Andy Amor (GAA)** stated that the military writes in its documentation that a temporary structure can be made into a permanent structure. **Ben Lippitt** agreed to speak with the military regarding this.
- Ben Lippitt**
- OPEN**
- 7.2 **Pete Stratten (BGA)** thanked the CAA for its rapid response to amending the Fairford temporary TMZ to accommodate Sandhills glider site. From the perspective of the BGA, the airspace arrangement still needs fine tuning to further accommodate Sandhills; however, the amendments already made do allow the site to operate. For that reason, the BGA would request a review of the airspace. **Ben Lippitt** agreed to do this. **Cdr Crompton (DAATM)** further added that the military acknowledges that the airspace was put in at short notice and that work is ongoing to engage with local stakeholders to complete a safety assessment.
- Ben Lippitt**
- OPEN**
- 7.4 **Pete Stratten (BGA)** stated that there are some airfields which have a MATZ where traffic levels are very low. If MATZ were to be replaced by TMZ, RMZ, and Class D airspace then any changes must be transparent and go through the ACP process to allow stakeholders to comment. **Ben Lippitt** stated that the vision of the AMS would shape policy regarding airspace structures in the future; however, there is still a requirement to assess the civilian literature related to MATZ to ensure pilot and controller responsibilities are well understood. **Cdr Crompton** further explained that the comment related to TMZ, RMZ, and Class D airspace structures stemmed from the uncertainty of what the airspace picture under the AMS may look like in the long-term future. Structures may be RMZ or TMZ, but at some point, there will need to be changes to military airspace as the AMS progresses. Furthermore, some units have a good relationship with surrounding stakeholders where airspace users regularly liaise with ATC to obtain MATZ penetration rather than tracking through autonomously or avoiding the MATZ altogether.
- Ben Lippitt**
- OPEN**

Annex B: National Air Traffic Management Advisory Committee 99 - Minutes

- 3.6 **Tim Fauchon (BHA)** requested an update to EGNOS and SBAS at a future NATMAC meeting. **Chair** acknowledged the request.

OPEN

Secretary

- 11.2 **Pete Stratten (BGA)** explained that the BGA has been working to engage with airports and operators to improve awareness of flying in Class G airspace. This has been particularly successful, generating actions such as comms to multiple airspace users from all ends of the spectrum. It would be useful if somebody from the UK military could assist with the BGA engaging with aircraft operators. There used to be the MAC Challenge Group which increased awareness with all airspace users, but this seems to have ceased. Is there another group that could conduct similar engagement? **Chair** stated that the MAC Challenge Group does not exist anymore; however, the CAA will consider if establishing something similar would be useful. **Gp Cpt Toothill** volunteered to assist the BGA in engagement with UK military operators, should such assistance be required. **Mike Pearson (GAA)** also stated in the meeting chat that the Boscombe Down RAUWG meetings appear to have ceased and requested an update from the MoD.

OPEN

Pete Stratten (BGA)

Annex C: National Air Traffic Management Advisory Committee 99 - Minutes**NATMAC 99 – GLOSSARY**

(This Glossary is not necessarily limited to acronyms used in these Minutes, but is intended to assist members with the variety of NATMAC correspondence promulgated)

AAA	Airspace, ATM & Aerodromes
ACOG	Airspace Change Organising Group
ACP	Airspace Change Process
ADS-B	Automatic Dependent Surveillance – Broadcast
ADS-L	Automatic Dependent Surveillance – Light
AIP	Aeronautical Information Publication
	Administrative Incentive Pricing (spectrum)
AIMWG	Aeronautical Information Management Working Group
ANSP	Air Navigation Service Provider
AIWG	Airspace Infringement Working Group
AMS	Airspace Modernisation Strategy
ATM	Air Traffic Management
ATWP	Air Transport White Paper
ATZ	Aerodrome Traffic Zone
AWG	Airlines Working Group
BVLOS	Beyond Visual Line of Sight
CMIC	Civil/Military Interface Committee
DAA	Detect and Avoid
DMO	Delivery Monitoring and Oversight
DfT	Department for Transport
DGCA	Director General of Civil Aviation
EASA	European Aviation Safety Agency
EHS	Enhanced Mode S
ELS	Elementary Mode S
ECAST	(EASA) European Commercial Aviation Safety Team
EGAST	(EASA) European General Aviation Safety Team
EGNOS	European Geostationary Navigation Overlay Service
FAA	Federal Aviation Authority
FAB	Functional Airspace Block
FAB EC	Functional Airspace Block Europe Central
FASI	Future Airspace Strategy Implementation
FFC	Future Flight Challenge
FIS	Flight Information Service
FUA	Flexible Use of Airspace
GAWG	General Aviation Working Group
HMT	His Majesty's Treasury
ICAO	International Civil Aviation Organisation
IFP	Instrument Flight Procedures

Annex C: National Air Traffic Management Advisory Committee 99 - Minutes

LARS	Lower Airspace Radar Service
LSSIP	Local Single Sky Implementation
MAA	Military Aviation Authority
MATZ	Military Aerodrome Traffic Zone
NATS	National Air Traffic Services
NPA	Notice of Proposed Amendment (EASA)
NSA	National Supervisory Authority
PinS	Point in Space
PPR	Planned and Permanent Redistribution of air traffic
PRC	EUROCONTROL Performance Review Commission
PRNAV	Precision Area Navigation
PSSTG	Public Sector Spectrum Test Group
RAUWG	Regional Airspace Users Working Group
RPAS	Remotely Piloted Aircraft System
RMZ	Radio Mandatory Zone
RICBAN	Regulatory Information and Co-ordination Board Area North-West
SARG	Safety & Airspace Regulation Group (CAA)
SASWG	Spectrum & Surveillance Working Group
SBAS	Satellite-Based Augmentation System
SES	Single European Sky
SES IR	SES Implementing Regulation
SESAR	Single European Sky ATM Research Project
SESAR JU	SESAR Joint Undertaking
SSC	Single Sky Committee
TDA	Temporary Danger Area
TMZ	Transponder Mandatory Zone
UAM	Urban Air Mobility
UAS	Unmanned Aircraft Systems
UAV	Unmanned Aerial Vehicle
UKACS	UK Airspace Consultation Service
UKADS	UK Airspace Design Service
UTM	UAS Traffic Management
WRC	World Radio Conference

Annex A: National Air Traffic Management Advisory Committee 99 - Minutes

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National Air Traffic Management Advisory Committee (NATMAC) Meeting NATMAC 99 Wednesday 15 April 2026

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NATMAC 99 Agenda

- **11:00 - Meeting Start / Introduction**
- 11:05 – Minutes of NATMAC 98
- 11:10 – Action List / Progress Report
- 11:15 – Chair's Report
- 11:30 – Airspace Modernisation Delivery Team Update
- 12:15 – Airspace Overview
- 12:40 – Restricted Areas
- **13:00 – Lunch break**
- 13:45 - Airspace Change Organising Group (ACOG) Update
- 14:15 – Airspace Modernisation Strategy and UKADS Update
- 15:00 – Mid-Air Collision Risk Below 500 Feet AGL
- 15:20– AOB
- **15:30 – Wrap Up**

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Minutes of NATMAC 98

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Actions List/Progress Report

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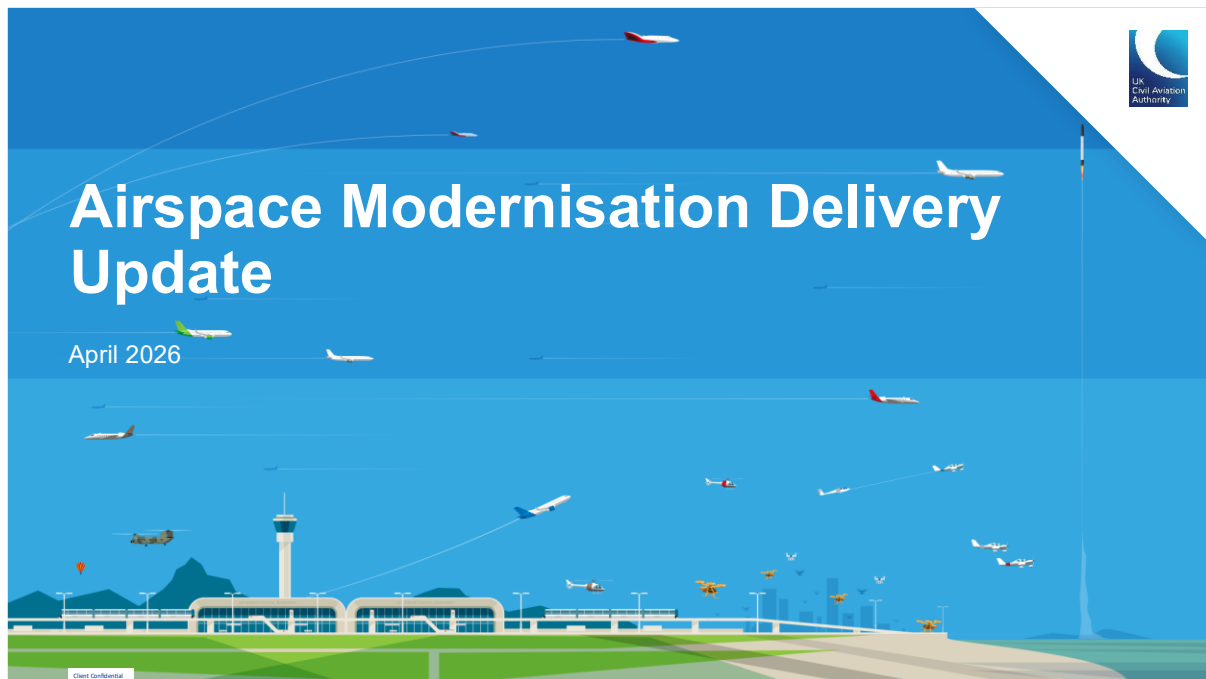
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Chair's Report

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Future ATM/ANS Document Release Schedule



Project	Document	Feb 2026	Mar 2026	Apr 2026	May 2026	Jun 2026	Jul 2026	Aug 2026	Sep 2026	Oct 2026	Nov 2026	Dec 2026	2027	2028
EC	Consultation Response	★ EC Consultation Response Publication							★ EC V2 ConOps Ready for Publication				★ Final EC Policy, AMC and GM Ready for Publication	
Ground Infra	ConOps				★ GI Targeted Engagement			★ Consultation Responses Published						
UTM	ConOps, Policy Concept and Consultation			★ Statutory Consultation Launch & ConOps Published								★ UTM ConOps Consultation Response Published	★ UTM Rulemaking Consultation Response Published	★ UTM SI Laid
Programme	Airspace ConOps					★ Programme Airspace ConOps v2 Publication							★ Programme Airspace ConOps v3 Publication	★ Programme Airspace ConOps v4 Publication
Detect & Avoid	Policy Concept						★ DAA Policy Concept v2 Published							★ Final DAA Policy Published
SWIM	ConOps & Imp F/W							★ Uncrewed SWIM ConOps and Implementation Framework Consultation Starts				★ Uncrewed SWIM ConOps and Implementation Framework Consultation Response Published		★ Framework for Air/Ground SWIM published
C2	Policy Concept												★ Consolidate C2 Policy Concept - V2 Published	
													★ Consolidate C2 Policy Concept - V3 Published	
													★ Final C2 Policy Concept	

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Electronic Conspicuity – Technical project

Setting the EC standard for interoperability between manned aircraft, and Specific Category BVLOS UAS



Drivers

AMS Elements

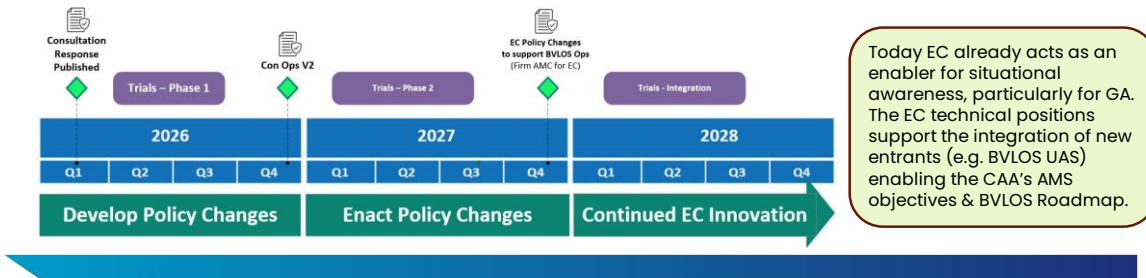


UK-ABN/4. Integration



UK-ABN/7. Future surveillance and spectrum.

- Public Consultation closed Sep 2025.
- 800+ responses received – In-depth analysis undertaken.
- Consultation Response Document published Feb 2026.
- Next: Validation of technical positions through Trials.



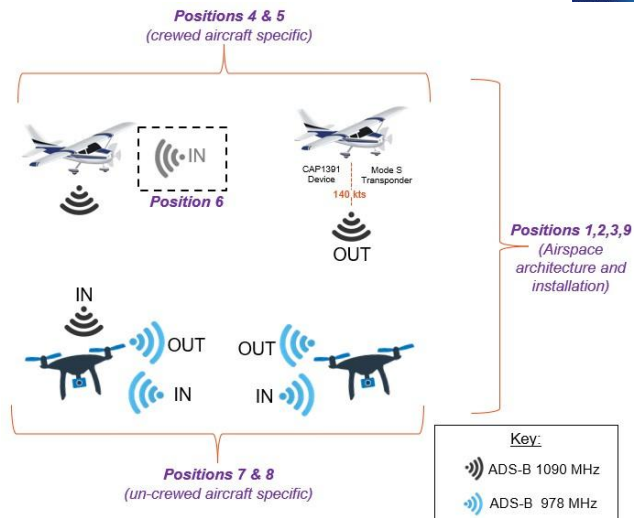
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EC Consultation Overview

EC Initial Technical Con Ops (CAP 3140)

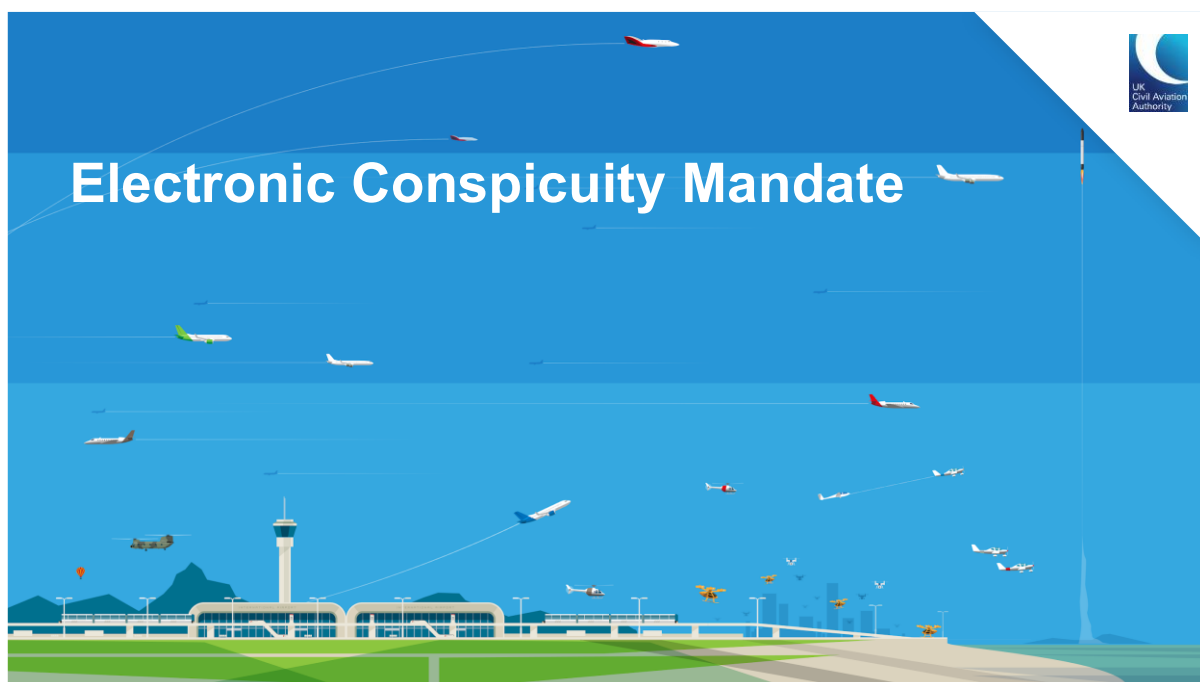
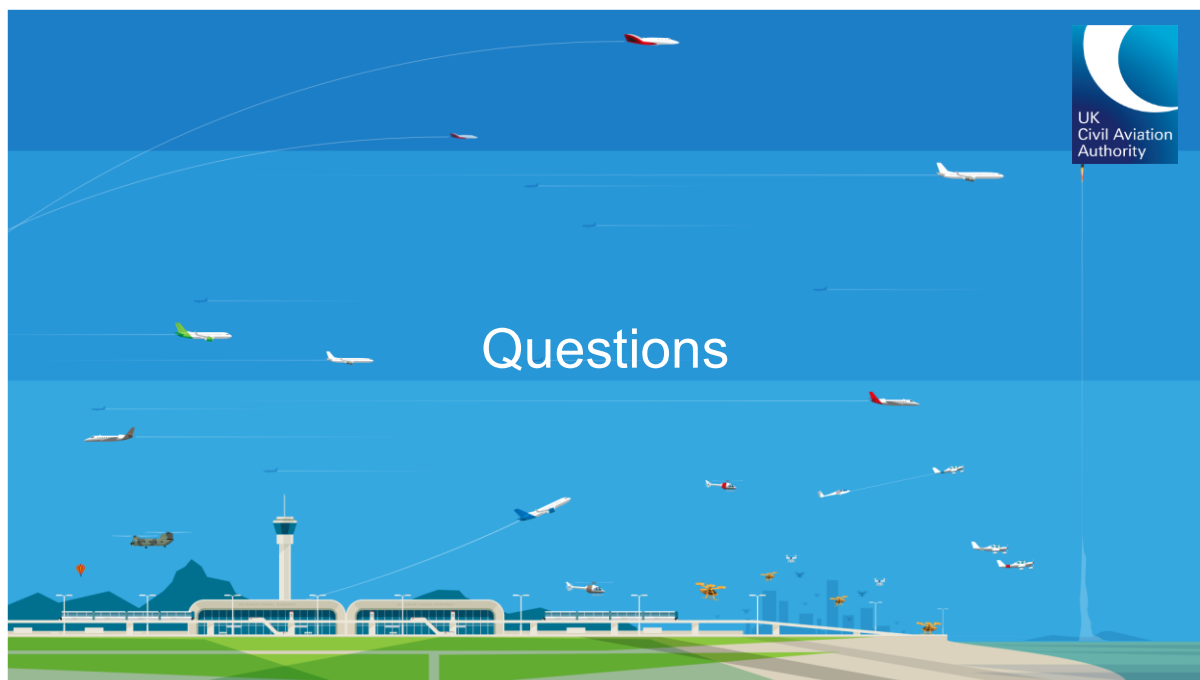


- General support for EC.
- Debate on the right technical solution per aviation sector.
- Themes shared with the EC industry working groups.
- Equipment detail being worked through per aircraft class
- Encounter trials to validate uncertified ADS-B performance.
- Minor adjustments to positions 4, 5 and 6 under consideration.
- Short-term CAP 1391 updates ahead of full policy.



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Introducing the Electronic Conspicuity Mandate

Why this work	What we are and are not doing	Where we are now	What happens next
• Government has asked the CAA to explore how an EC mandate could be introduced • Airspace is becoming busier and more complex, particularly at lower levels • Improved electronic visibility supports maintaining high levels of safety	• Exploring implementation options, not making final decisions • Building on evidence, operational experience, and previous engagement • Recognising benefits of EC, while acknowledging cost, proportionality, and interoperability concerns	• Developing potential approaches for consideration • Preparing for a full public consultation and targeted engagement	• Public consultation on the mandate in due course • Stakeholders will help shape the detail of any proposed approach

The subject of the public consultation inform how the legislative change is delivered effectively and proportionately. Technical standards, system performance, and interoperability are addressed through the CAA’s EC Technical Concept of Operations which was consulted on in July 2025.

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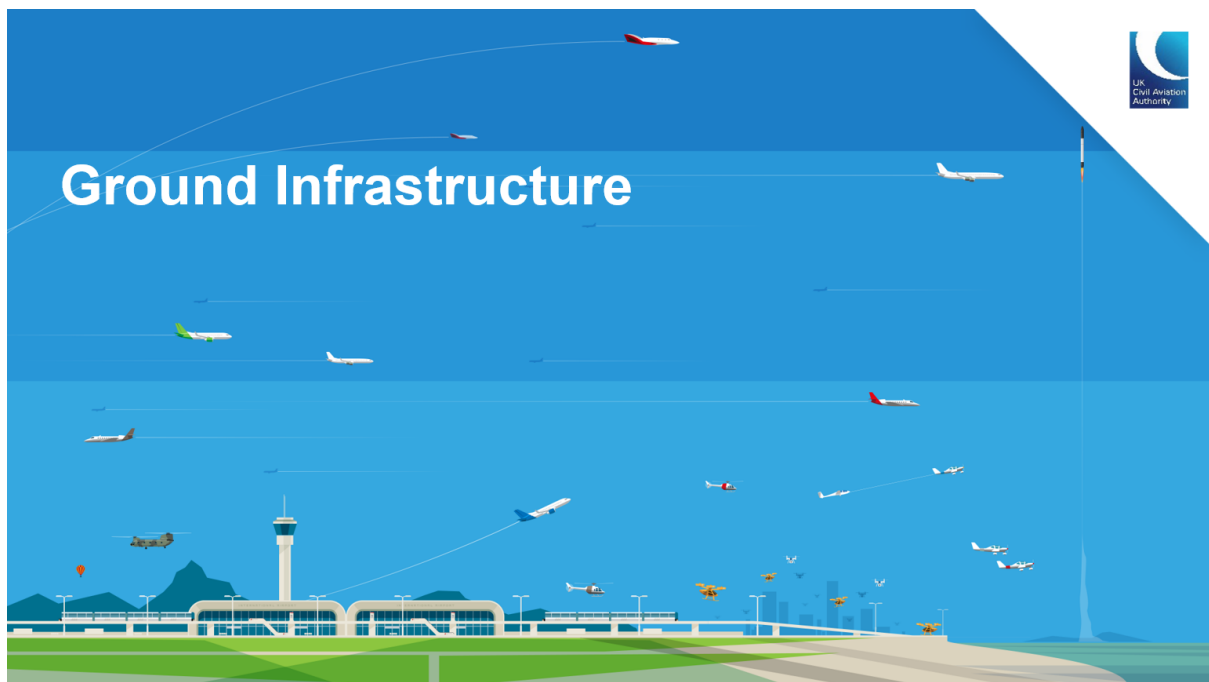
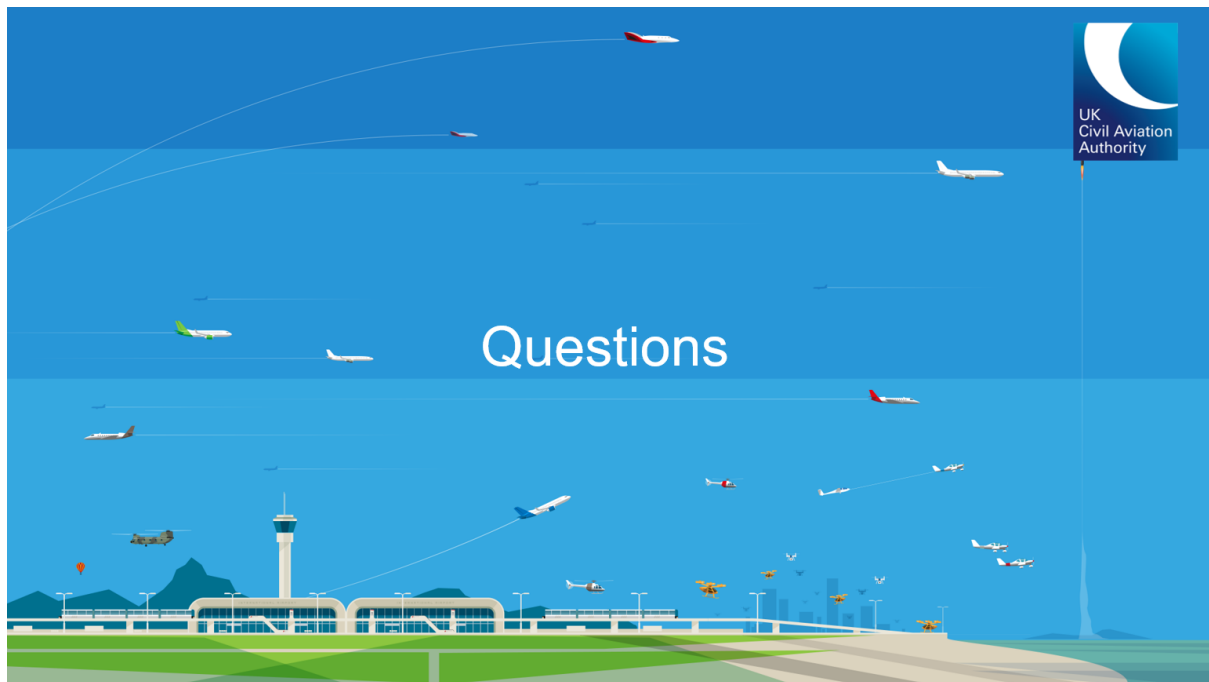


Our Provisional Preferred Approach

Geographic Location	Altitude	Aircraft and operation categories
Equipage requirements	Implementation and transition	Oversight and compliance

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Ground Infrastructure

Scope

The Ground Infrastructure project is defining the services, systems and operational concepts required to enable BVLOS UAS operations alongside crewed aircraft equipped with ADS-B. The updated Concept of Operations will form the basis for our upcoming external engagement activities.

Elements

- Receivers
- MLAT
- Data
- EC Beacons
- TIS-B
- FIDs
- ABS-B Out Checks

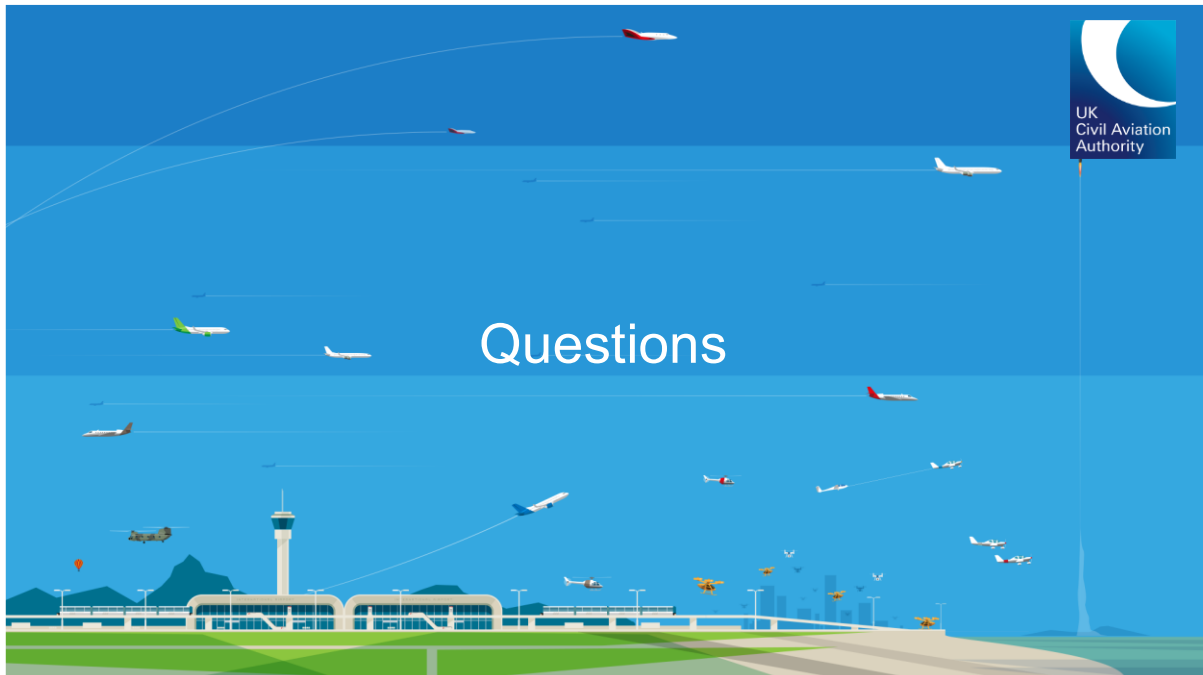
Next Steps

- 978MHz compatibility studies
- Targeted Engagement

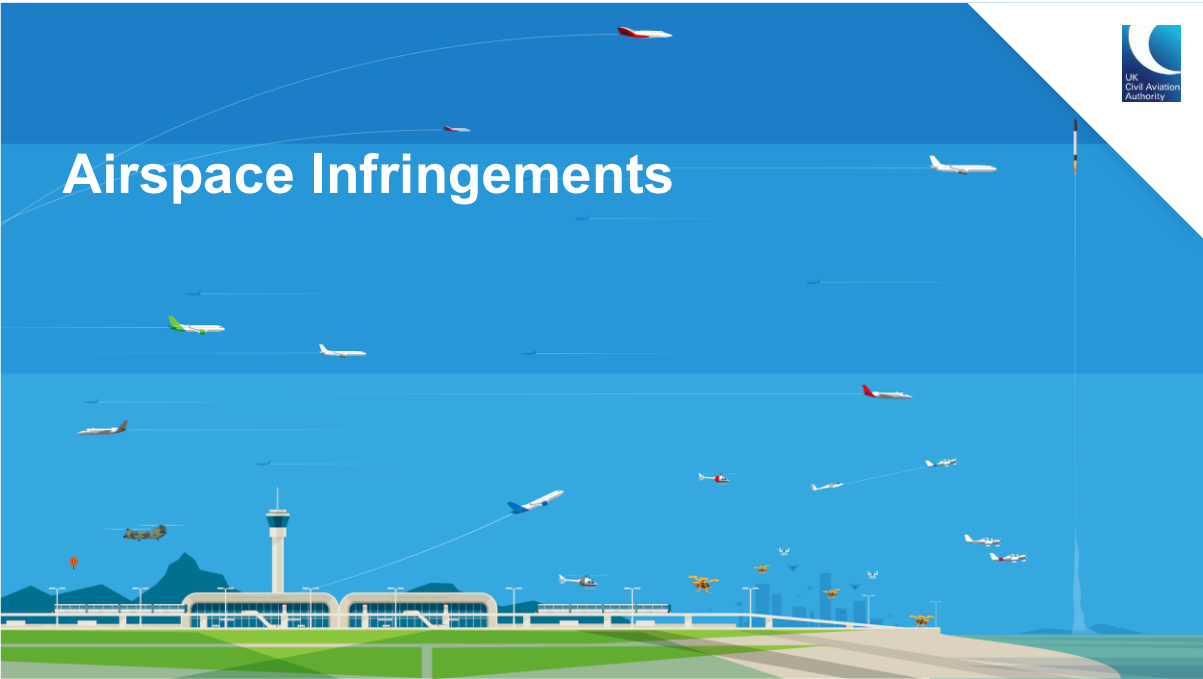


*GI Webpage for more info

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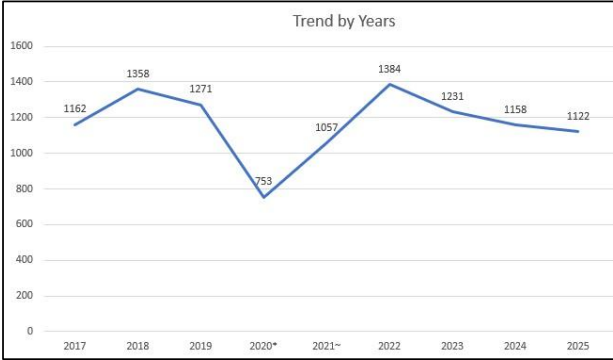


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Year	Number
2021	1057
2022	1384
2023	1234
2024	1158
2025	1122



- 3-5% annual reduction since 2022
- 19% total reduction since 2022



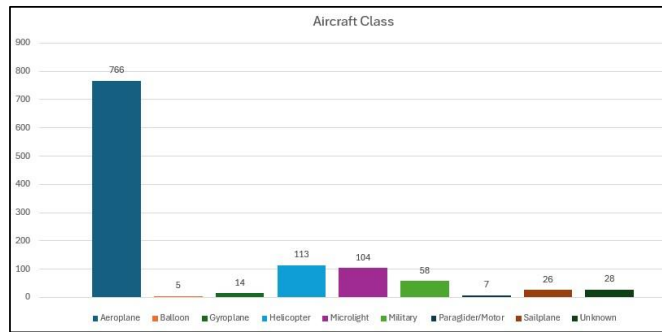
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- 806 (72%) involved G-reg General Aviation aircraft;
 - 113 of which were instructional flights (14%);
- 88 involved non-UK (inc CI/IoM) based aircraft (non-N reg) (7.9%);
- 28 unknown aircraft (2.5%).
- 58 military infringements (5.1%);



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Safety / Operational Impact of UK Airspace Infringements as reported

- **51 events** resulted in **losses of radar separation** (3NM/3,000 feet or 5NM/5,000 feet);
 - **70 events** resulted in IFR aircraft being issued with **Avoiding Action** to maintain IFR separation;
 - **116 events** resulted in **radar vectors** being issued to maintain IFR separation;
 - **30 events** resulted in **departures being suspended** to ensure separation was maintained.
 - **41 events** resulted in a **'check' being placed on departures** to ensure separation was maintained.
- **Green** denotes reduction against 2024
• **Red** denotes increase against 2024

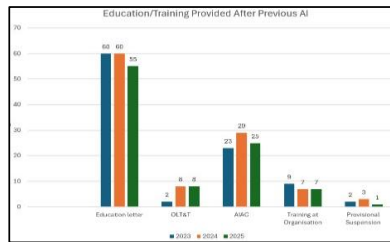
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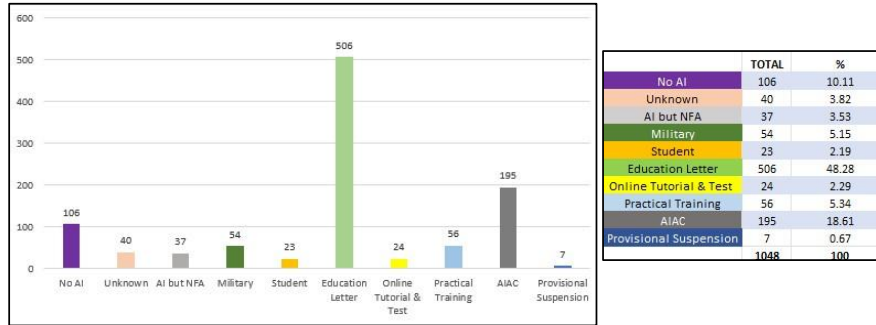
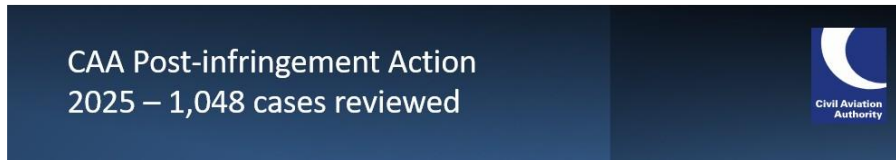
- Definition: “A pilot who has infringed again within 2 years of the review of a previous AI”
- Rationale: The ‘clock’ when a pilot has been given formal advice and/or training to prevent a recurrence after an AI.
- The raw numbers:
 - 2023 – 97 of 1,234
 - 2024 – 108 of 1,158
 - 2025 – 96 of 1,122
 - Circa 10% of infringing GA pilots have infringed at least once before in the previous 2 years.



- FMC
 - Review of all FMC areas/use:
 - 26 FMC in use in UK shows benefit in AI prevention/resolution.
 - Investigating intro of Farnborough East squawk.
 - Review/redefine Solent area to improve utility.
- Focus:
 - Stansted CTR/CTR/TMZ.
 - Solent CTA-2.
 - Local Flying Areas e.g. ivo White Waltham, Andrewsfield.
- 35 LAIT meetings attended in 2025.
 - New LAIT established at Farnborough (now 15 Teams)
 - Wessex LAIT reverts to Solent LAIT (EGHI, EGHH).
 - LAIT Chair meeting to be held in Summer 2026 to develop effectiveness.
- European Airspace Infringement Task Force meeting attended.
- Flight Instructor Seminars:
 - 2025 – 5 [3 x FI(A) and 2 x FI(H)].
 - 2026 – 1 FI(H) to date.
- AI briefings:
 - ANSP / GA pilot groups – 11 in 2025:
 - 2 done in 2026.
 - 14 requested/pending.



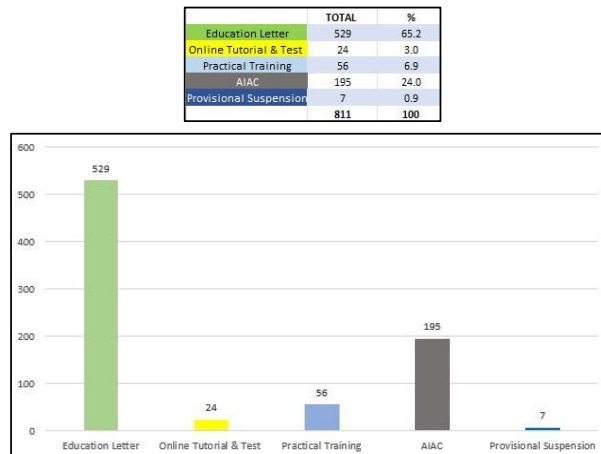
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- Not all AI result from pilot action/inaction:
 - Discuss with Airspace Classification Team and/or Airspace Regulation;
 - Refer to Air Traffic Management Regulation;
 - Refer to Aeronautical Information Management Regulation;
 - Refer to Aerodrome Inspectors;
 - Engage with VFR Moving Map companies.



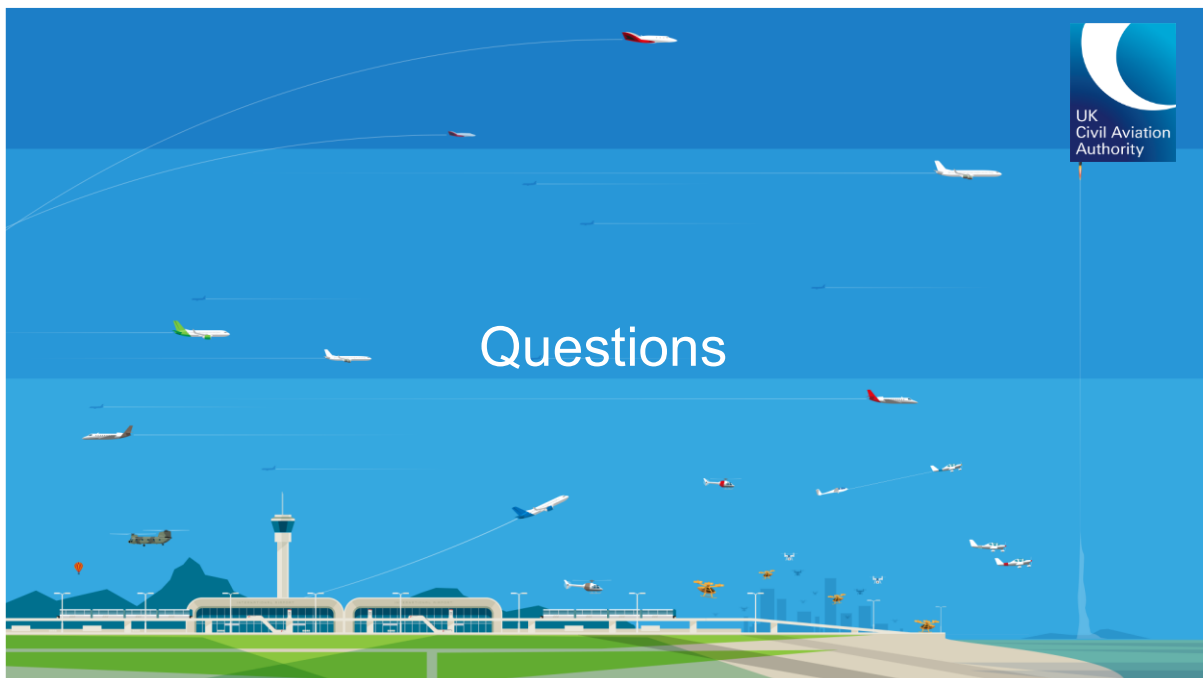
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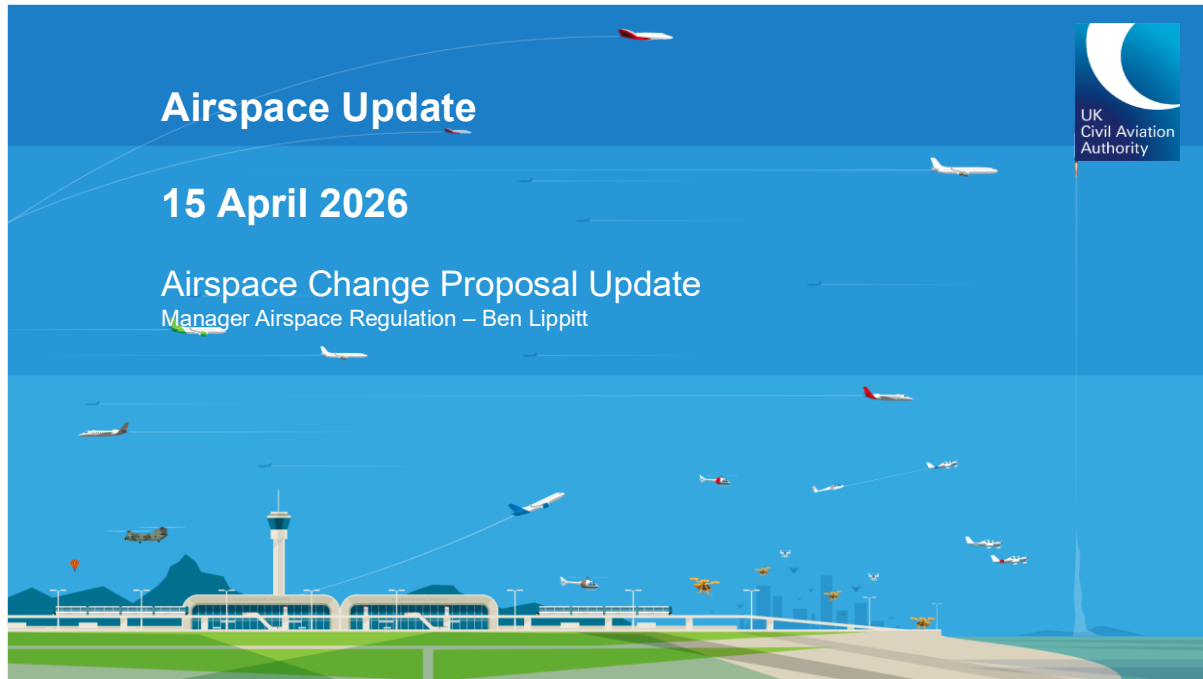
CAA AI Prevention Strategy – UAV/RPAS (Last briefed in 2024)



- Project underway to scope requirements of AI Team taking ownership of the UAV/RPAS AI portfolio:
- Project Considerations/Enablers:
 - Jurisdiction.
 - MAC Risk.
 - Remote ID.
 - Reporting mechanism.
 - Consistent.
 - Relevant.
 - AI Team establishment.
 - Manage strategy.
 - Infringements review and actions process (akin to CAP1404)



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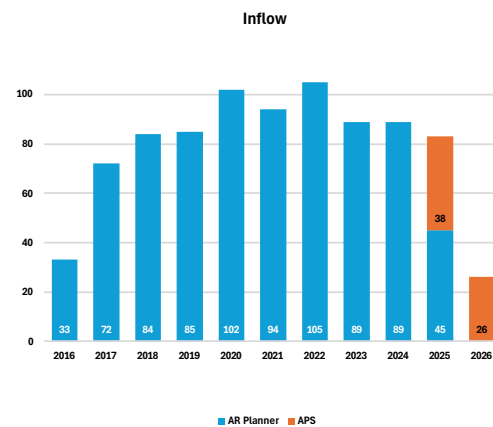


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Trend Analysis – Airspace Change Proposals vs Flow

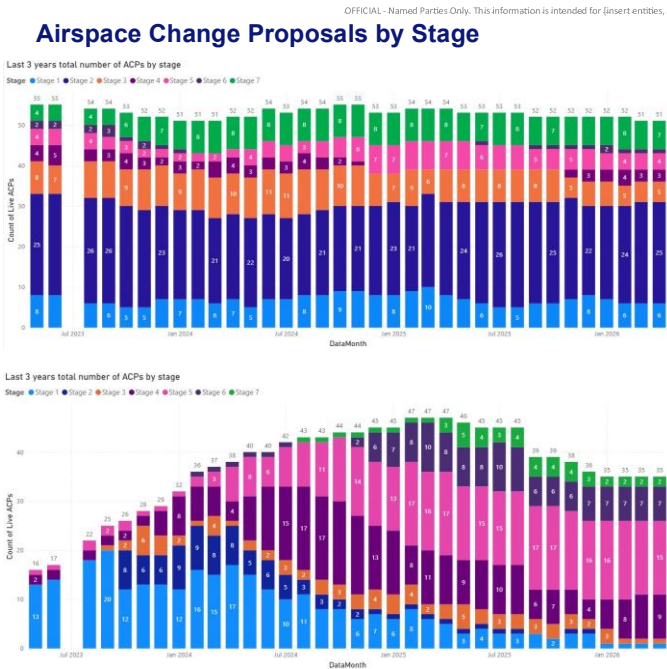


- Total number of ACPs and APACs for 2024: **87**
- Total number of ACPs and APACs for 2025: **82**
- These numbers and graphics reflects removal of Level 0 / APACs from reporting. If included this would be total for 2025 of 190 compared to 192 for 2024
- Gateway pass rate for 2025 was 100% compared to 57% in 2024
- Overall inflow of ACPs remains consistent, outflow is increasing
- Approx 80 ACPs have an IFP dependency
- New Airspace Planning System (APS) undergoing create a challenge with stat reporting until we have migrated all data



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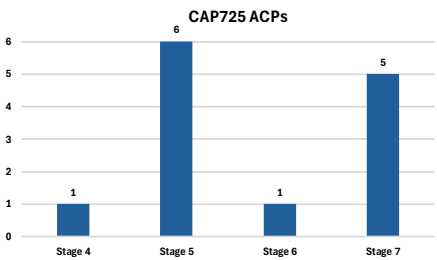
- Level 1 ACPs**
- Inflow of **Level 1** changes since 2023 has reduced.
 - Low number of Level 1 ACPs in the early stages.
 - Majority of Level 1 ACPs are in Stage 2 and reflect FASI proposals
 - Majority of Level 1 linked to IFP requirement

- Level 3 ACPs**
- **Level 3** introduced in Jan 2024 as part of CAP 1616 version 5 The number of Level 3 ACPs has recently stabilised in the past year.
 - 4 on the APS (not shown on graph)
 - 47 transitioned across now as 39

CAP 725 Airspace Change Proposals

- CAP 725 total is 13 ongoing ACPs:**
- Pre-decision (with Change Sponsor): **1** (Haverfordwest)
 - Decision Stage (with CAA): **6** (Inverness, St Mary’s, Belfast Int, Southend, Hawarden, Teesside)
 - Implementation (post-decision): **1** (Neart na Gaoithe and Inch Cape TMZs)
 - Post Implementation Review: **5**

- Recent completed Post Implementation Reviews**
- Leeds East, Sherburn-in-Elmet, Humberside, EGD201 Sub-division



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Airspace Change Programmes Future Airspace Strategy Implementation (FASI)



- **'LTMA' Cluster**

- UKADS to be operational in Summer 2026
- Awaiting a timeline for the single London TMA region ACP.

- **'WTA' Cluster**

- 2 ACPs currently within this Cluster
 - 2 'In Progress' at Stage 3 Consult
 - PIR completed in Jan 2026 for LAMP2 D1.1
- Bristol (Gateway Sept 2026)
- LAMP2 D1.2 (Gateway Sept 2026)

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Airspace Change Programmes Future Airspace Strategy Implementation (FASI)



- **'ScTMA' Cluster**

- 3 ACPs currently within this Cluster
 - 3 'In Progress' at Stage 3 Consult
 - Edinburgh, Glasgow & ScTMA NERL
 - Consultations ended Jan 2026

- **'MTMA' Cluster**

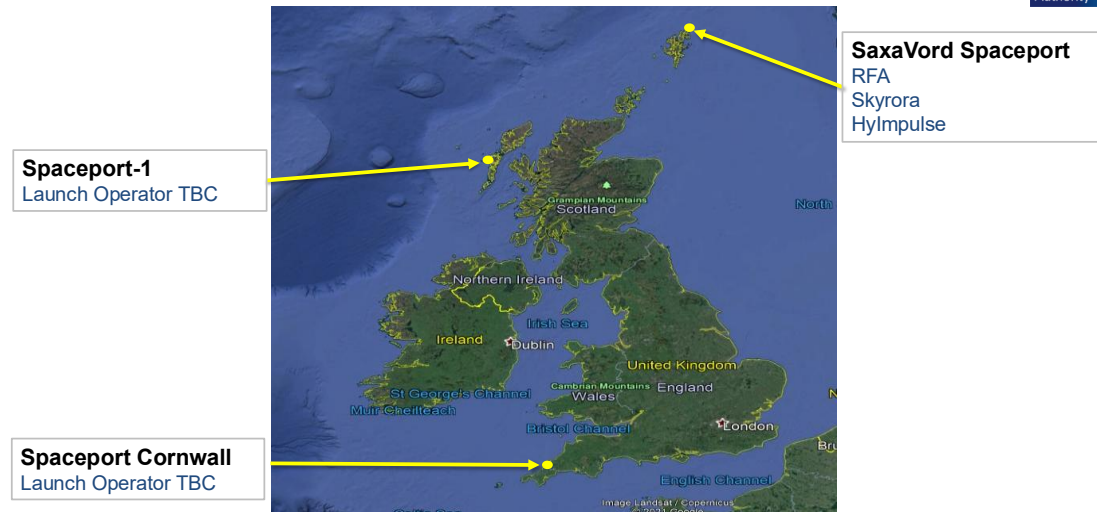
- 5 ACPs currently within this Cluster
 - 5 'In Progress' at Stage 3 Consult
- Leeds Bradford (Gateway TBC)
- Liverpool (Gateway TBC)
- East Midlands (Gateway TBC)
- NERL MTMA (Gateway TBC)
- Manchester (Gateway TBC)

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Space Launch Sites Ongoing ACPs



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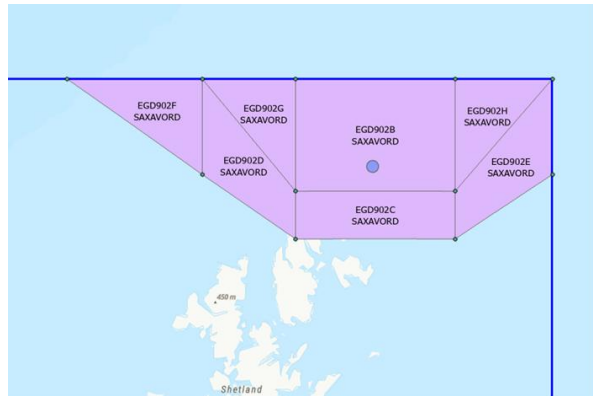
Airspace Change Proposals Space Launches



SaxaVord Spaceport (Shetland Islands)

- Permanent (ACP-2017-79):
 - Currently paused in Stage 5 ('Decide')
 - Agreement reached with other States and LoAs being finalised for signature
 - Subject of a wider northern hemisphere working group
- Temporary (ACP-2021-090):
 - Paused in Stage 5 ('Decide')
 - Pending outcome of permanent ACP decision

Final proposed airspace design
ACP-2017-79 SaxaVord Spaceport permanent



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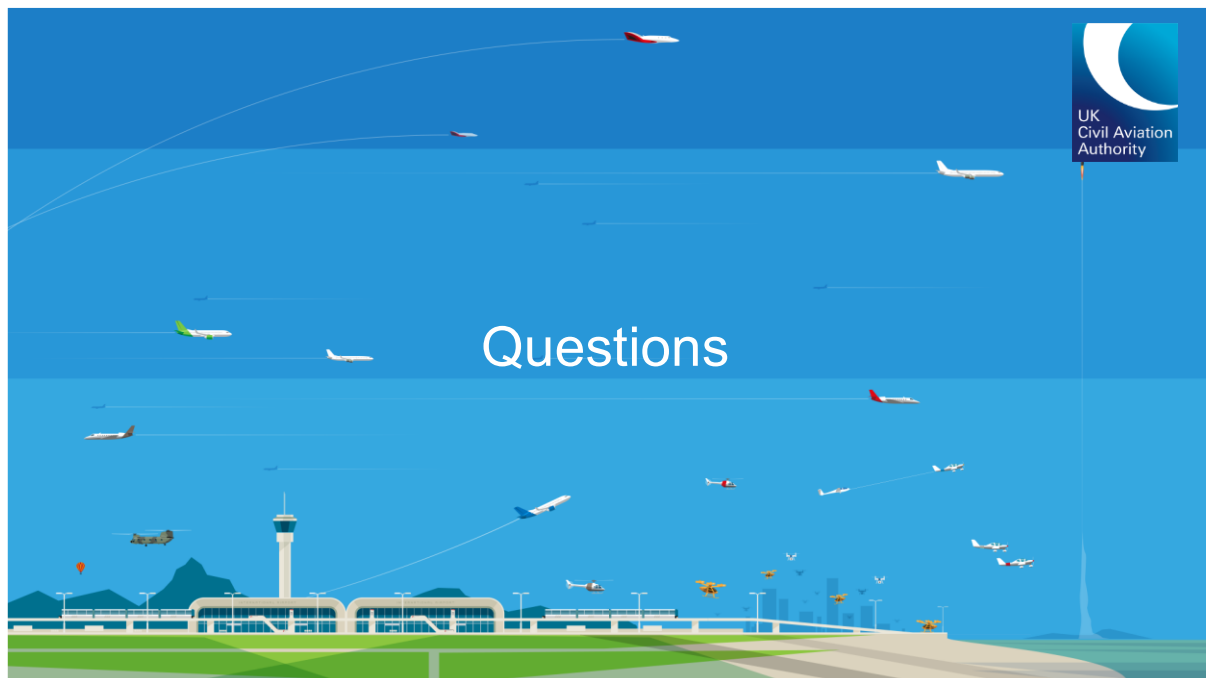
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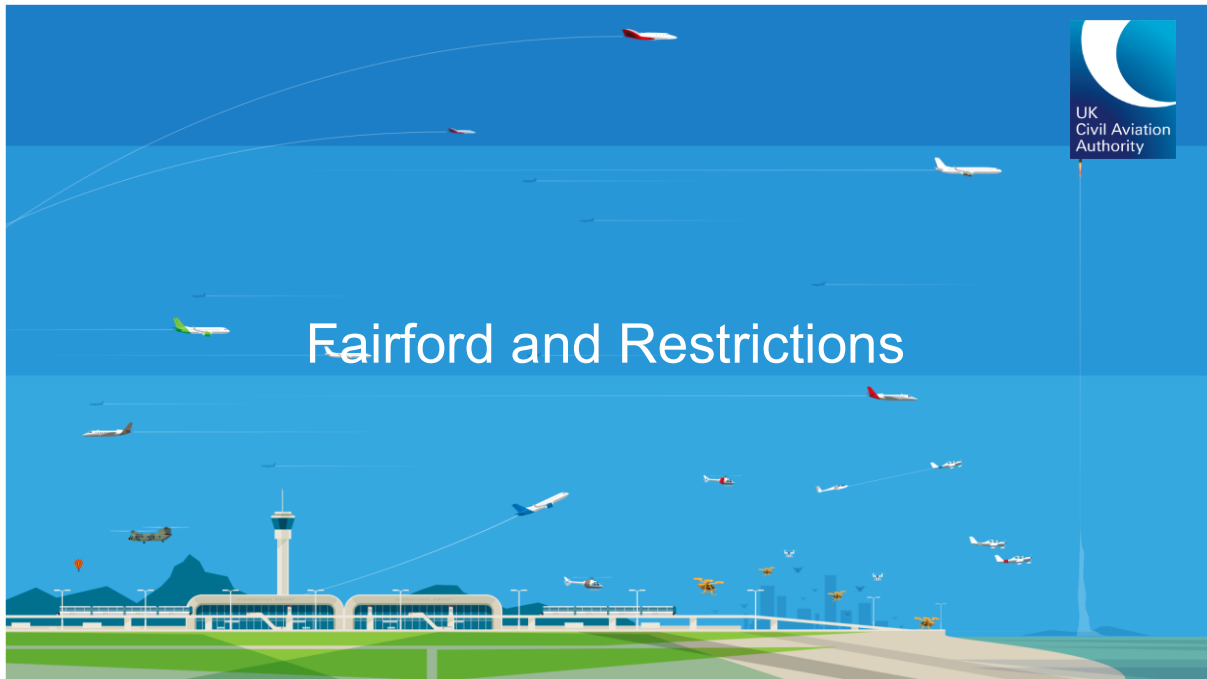
Temporary Reserved Areas Sandbox Applications

- **ACP-2022-081 Establishment of a TRA for Trials of Manned and Unmanned Integration (Cranfield)**
 - Assessment Meeting held in July 2024. ACP is 'paused' whilst the sponsor progresses FID approval – could be unpausing this year.
- **ACP-2024-001 NATS BVLOS trial in Unsegregated Airspace**
 - Stage 5 Decide, CAA is expecting a new timeline to accommodate the need for the sponsor to receive guidance and make updates to the ACP submission.
- **ACP-2024-056 Darlington and Surrounding Areas TMZ for BVLOS Drone Delivery Services (Amazon)**
 - Stage 6 Implement (extension request expected Apr 2026)
- **ACP-2025-001 Addition of TRA to Burbo Bank TMZ**
 - Stage 6 Implement (operations commence Feb 2026)
- **ACP-2025-008 Project Lifeline**
 - Stage 5 Decide, CAA is awaiting a new timeline to accommodate the need for the sponsor to receive guidance and make updates to the ACP submission.
- **ACP-2025-025 North Norfolk TRA (+TMZ) for BVLOS Onshore Cable Corridor Survey**
 - Stage 5 Decide (decision due Apr 2026)

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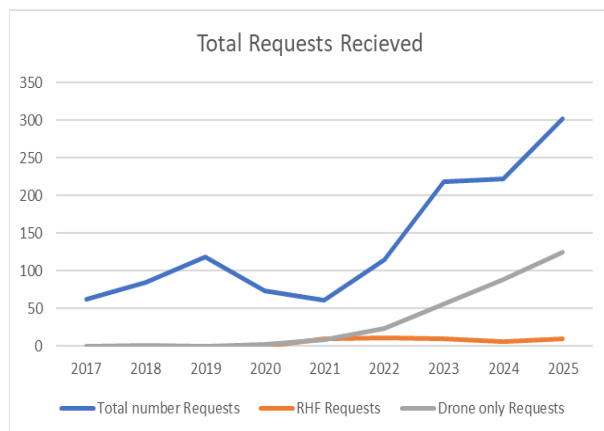


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Restrictions Only



Year	Total Number of Requests	Emergency Restriction of Flying	UAS Only	Rejected
2017	62	Unknown	0	0
2018	85	13	1	0
2019	117	14	0	0
2020	12	11	2	0
2021	61	5	9	0
2022	115	13	23	15
2023	219	21	56	41
2024	222	29	89	22
2025	303	48	125	31
2026	63	17	26	6



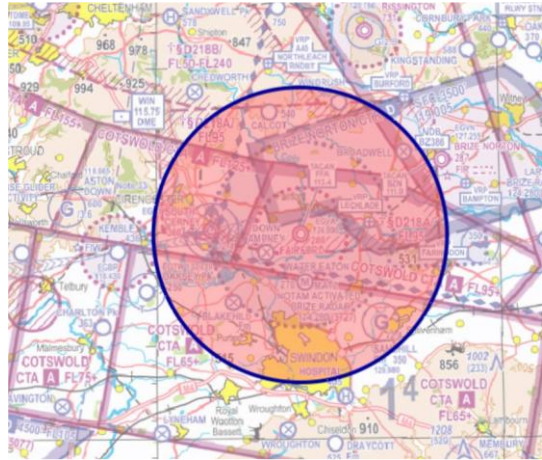
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Example of a Short Notice National Security Requirement Fairford TMZ



- Short notice State requirement to establish airspace around RAF Fairford.
- Required to enable increased USAF activity from the airfield.
- Original Request
 - 8nm radius temporary Restricted Area.



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Fairford TMZ



- Improved understanding of requirement
 - TMZ chosen to reduce impact to other airspace users whilst meeting the State requirement.
- RAF Brize Norton nominated controlling authority
 - limited time to establish full access procedures
- NOTAM published Thu 5 Mar.



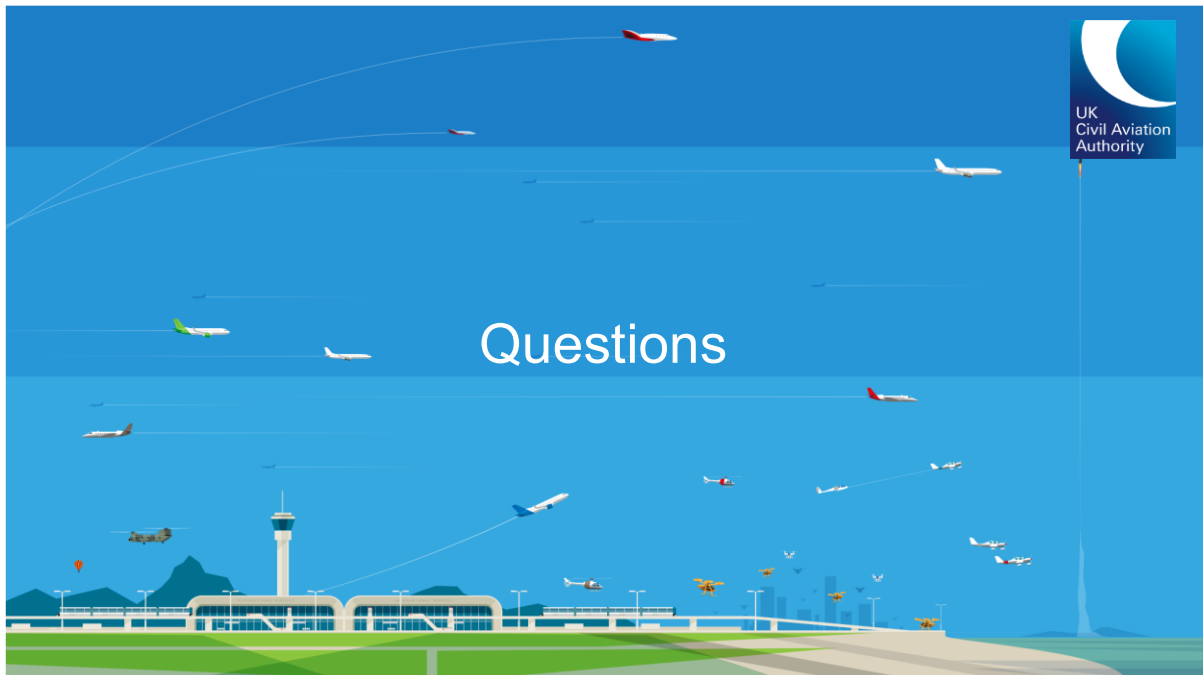
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Fairford TMZ

- Engagement with Vale of White Horse gliding club (Sandhill).
- Better understanding of USAF procedures and operational tempo.
- Amended design to enable continued gliding operations from Sandhill.
- New NOTAM published Fri 27 Mar, supporting Briefing Sheet published Mon 30 Mar.



Annex A: National Air Traffic Management Advisory Committee 99 - Minutes

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Lunch Break

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National Air Traffic Management Advisory Committee
Plenary meeting #99

Airspace Change Organising Group (ACOG) Update

NATMAC #99, 15/04/2026

46

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ACOG

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Airspace Change Programme – Key achievements since NATMAC #98

- **Scottish Airspace Modernisation Consultation:** Coordinated activities across Glasgow Airport, Edinburgh Airport and NATS to deliver a successful public consultation on Scottish Airspace Modernisation, presenting integrated proposals to upgrade the Scottish Terminal Control Area.
- **Leeds Bradford Airport Stage 2 Gateway:** Helped reshape key elements of the LBA Stage 2 ACP submission, supporting a successful regulatory gateway outcome and setting out a plan to realign the programme with the wider MTMA cluster.
- **MTMA Full Options Appraisal (FOA) Delivery Plan:** Led the creation of a shared methodology and delivery plan to ensure consistent FOAs are produced for the interdependent MTMA ACPs.
- **MTMA Consultation DVR Upgrades:** Scoped the work required to upgrade the Flight Design Visual repository to support the inclusion of coordinated consultation materials for the MTMA cluster.
- **ACOG Transition to UKACS:** Supported NATS, the CAA and DfT in preparing for the transfer of the ACOG team and its functions to the UK Airspace Coordination Service (see slide 3).

NATMAC #99, 15/04/26

47

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ACOG's Transition to the UK Airspace Coordination Service

- CAA's March 2026 licence modification (CAP 3225) replaced the requirement for a separate ACOG unit with two new services: The UK Airspace Design Service (UKADS) and the UK Airspace Coordination Service (UKACS).
- UKADS sponsors proposals in the LTMA; UKACS coordinates proposals sponsored by others, with both operating under shared governance within NERL.
- UKACS will subsume ACOG's role in coordinating strategically important interdependent airspace changes outside the LTMA, including Scotland and Northern England.
- Existing ACOG-coordinated proposals will transfer to UKACS, who will manage the clusters, coordinate sponsors across interdependent changes and advise the CAA and DfT.
- No additional funding is required in NR23, as UKACS will be funded through the existing ACOG allowance, with regulatory safeguards on transparency, accounting and ringfencing.

NATMAC #99, 15/04/26

48

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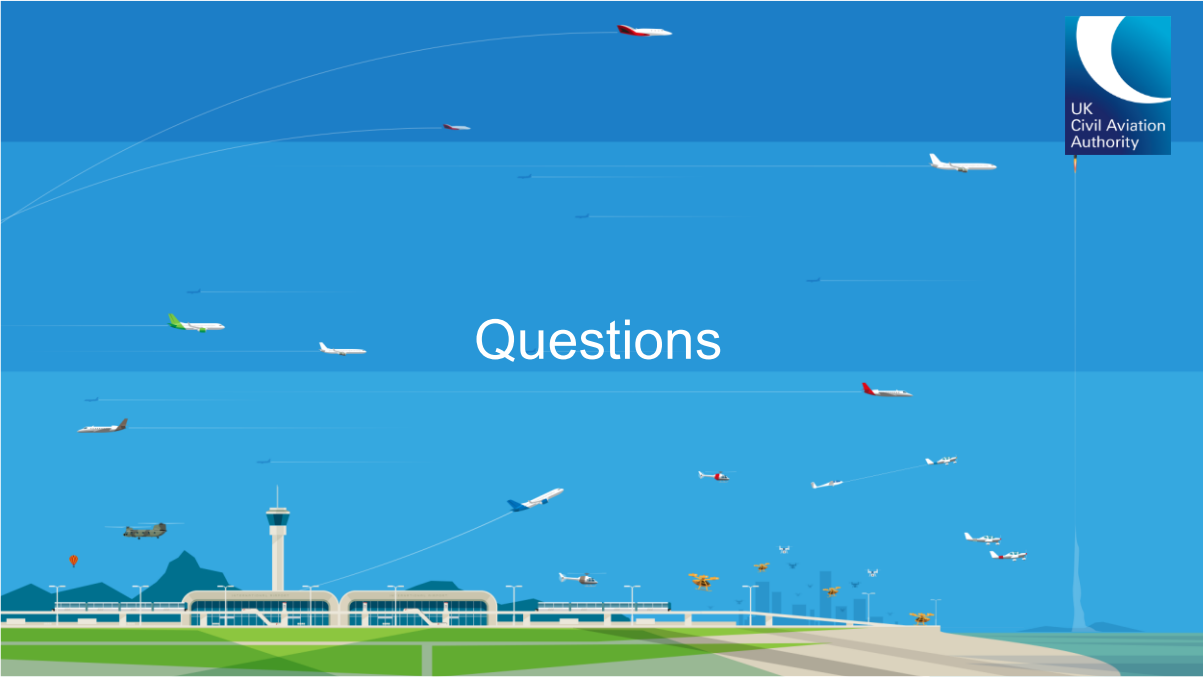
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ICAMS Industry Deliverables: ACOG

UK-ABN/2. Terminal redesign	
Air Navigation Directions and Air Navigation Guidance updated to support UKADS and UKACS (DfT, Q3, 2026).	Consultation complete Directions and Guidance expected Q3-26
Masterplan Iteration 3 (Scotland) published (ACOG Q4 2025)	Complete
ScTMA consultation started (ACOG, Q4 2025)	Complete
Sponsor agreed initial designs for MTMA (ACOG, Q4 2025)	Complete

NATMAC #99, 15/04/26

49
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Annex A: National Air Traffic Management Advisory Committee 99 - Minutes



Annex A: National Air Traffic Management Advisory Committee 99 - Minutes

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Progress since NATMAC 98



- 13 Nov 25 DfT published the draft UK Airspace Design Support Fund rules and eligibility criteria
- 17 Nov 25 DfT published:
 - NERL's air traffic services [licence terms decision notice](#); and
 - [Strategic objectives](#) for NERL's UKADS and UKACS licence obligations
- 17 Nov 25 CAA consulted on:
 - [draft CAA guidance](#) with which NERL should comply when providing the UKADS and UKACS; and
 - [draft requirements and associated guidance](#) for NERL in providing the UKACS
- 25 Nov 25 [DfT launched a consultation](#) on proposed changes to the air navigation directions and air navigation guidance
- 9 Dec 25 CAA [consulted on final proposals](#) for modifications to NERL's air traffic services licence
- 17 Dec 25 CAA [published a letter](#) from the DfT to NATS setting out the prioritisation which NERL should follow in making plans for UK airspace

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Progress since NATMAC 98 (cont.)



- 20 Mar 26 DfT published the final [UK Airspace Design Support Fund rules and eligibility criteria](#)
- 25 Mar 26 CAA published:
 - [CAP 3161](#): Outcome of the consultation on draft guidance for UKADS and UKACS
 - [CAP 3162](#): Outcome of the consultation on draft requirements and guidance for UKACS
 - [CAP 3219](#): Guidance for the UKADS and UKACS
 - [CAP 3220](#): Requirements for the UKACS and associated guidance
 - [CAP 3225](#): Decision to modify NERL's Licence to support the implementation of UKADS
 - [CAP 3156](#): Modernising the way we do airspace design (v3)
- 7 Apr 26 CAA published [CAP 3231](#): UK Airspace Design Support Fund Application Process and Guidance

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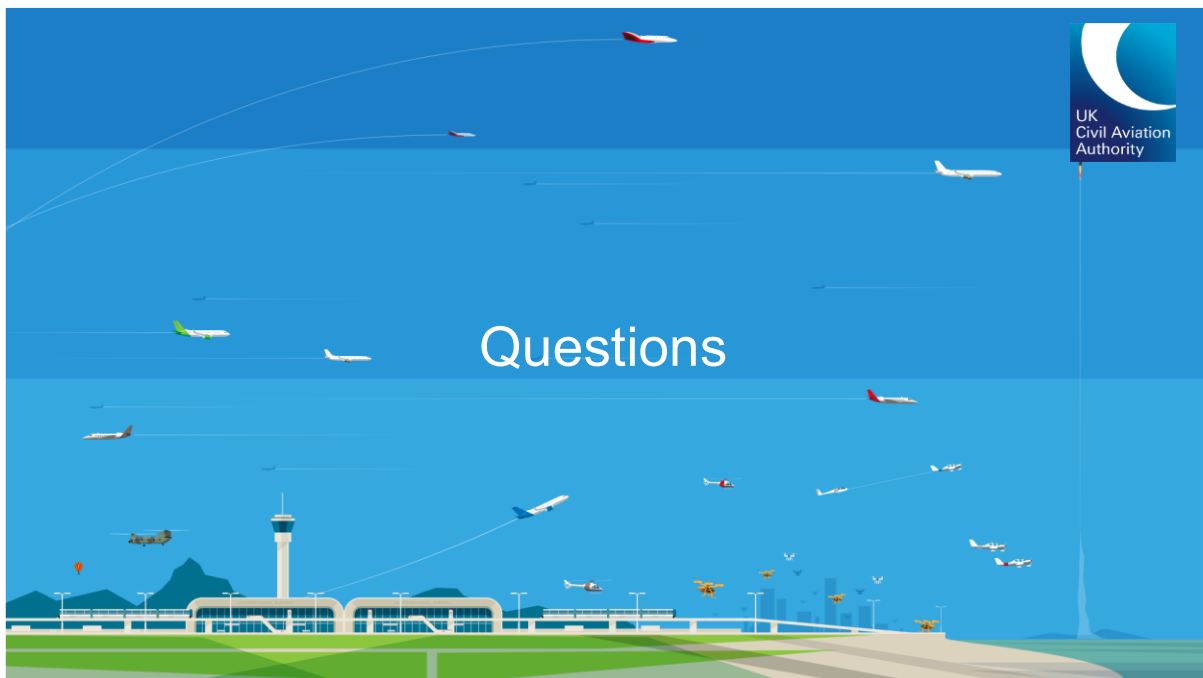
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Next Steps



- 6 May 2026 – NERL Licence comes into effect
- 6 May 2026 – Applications to the Airspace Design Support Fund can be accepted (including applications for funding to cover eligible costs incurred since Nov 2025)
- NERL mobilisation and onboarding
- Information, including a list of FAQs, remains available on the [UKADS website](#) – which will continue to be regularly updated.

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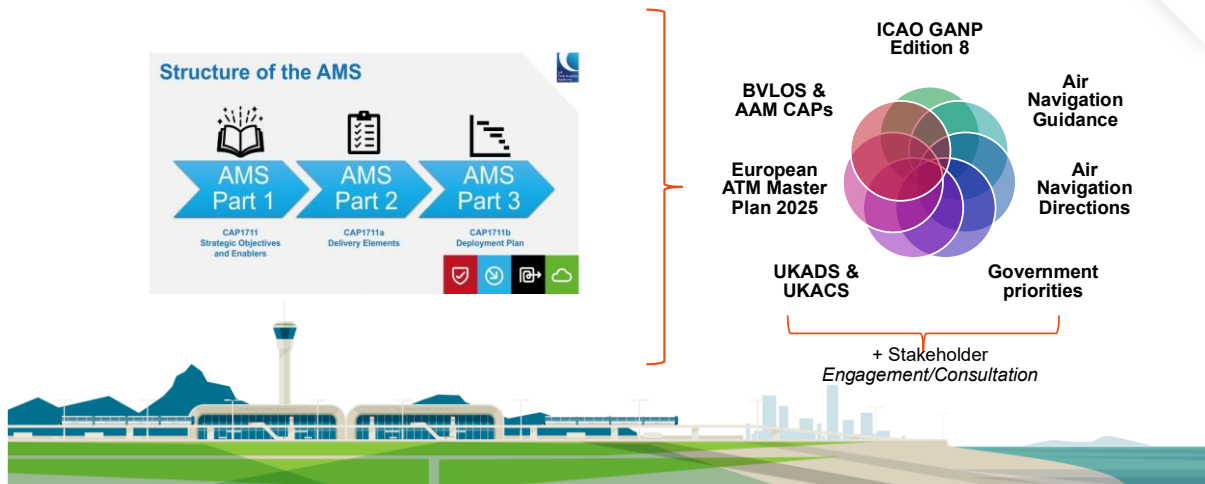
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Next Steps

"...the CAA will continue to keep the context for the AMS under review and update it where necessary..."



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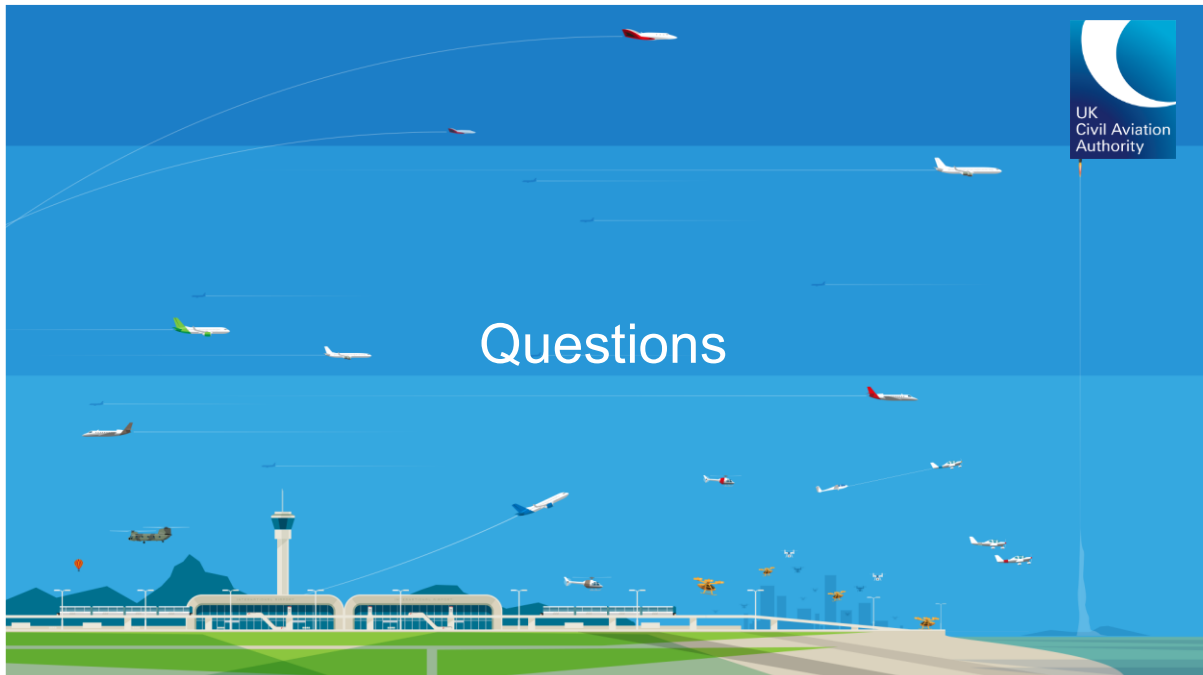
Part 3 Approach



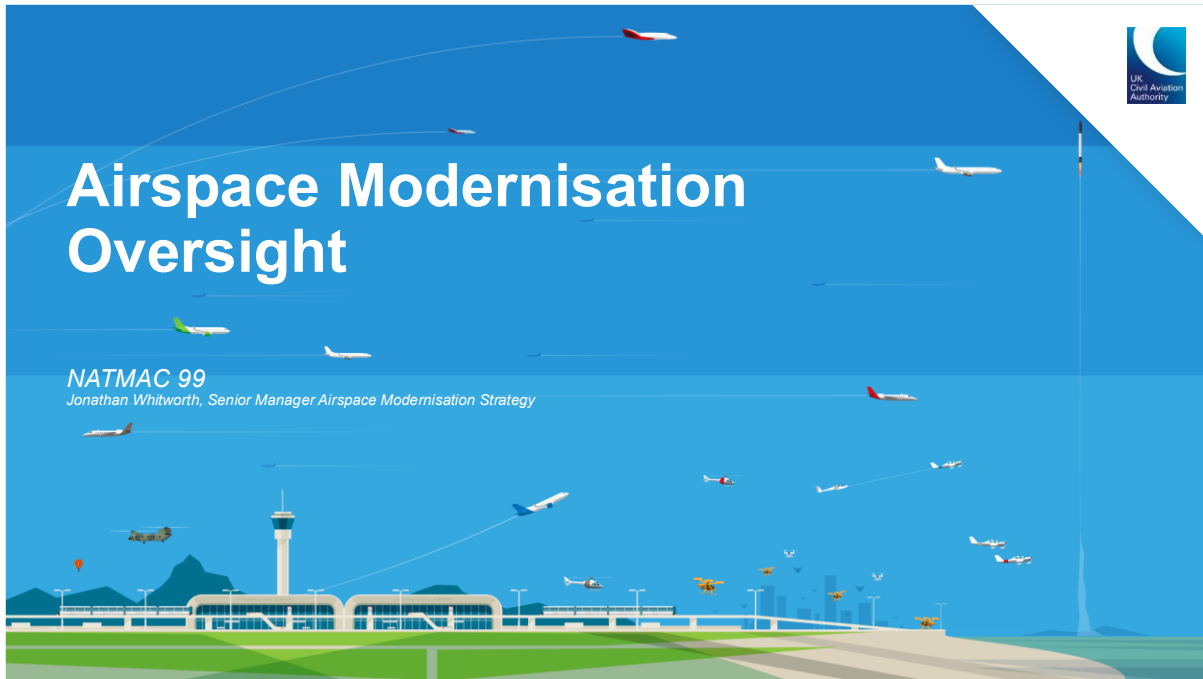
- Similar Chapter Structure to Ed2:
 - Chapter 1 Deployment overview
 - Chapter 2 Deployment Plan
 - Chapter 3 Horizon (to end of ASBU Block 3)
 - Publication Target Aug 2026
- Where there are no or minimal changes – we will say so and no need to elaborate.
- Slimmed down version in places.
 - For example, the Chapter 3 will still relate to the 7th Edition of the GANP which is soon to be replaced.
 - Work on this content will be minimal as full review of GANP 8th Edition is required for Part 1 and 2 review
- We will Use the Part 3 process to health check key AMS concepts,
 - Likely delivery and non-delivery, delays, shifting priorities and potentially changed concepts that will necessarily inform the development of the **new AMS Parts 1 and 2**.
- **Key Point:** *It is planned that this Part 3 will be valid for 2 years and will be only updated once AMS Parts 1 and 2 refresh is complete and published (including public consultation etc).*



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Airspace Modernisation Oversight





AMS Support Fund



2025 Annual Progress Report



2026 Annual Progress Report



2025 LSSIP Report

Call for Proposals Open

Since the AMS Support Fund began in 2021, £10.1m has been invested in 31 projects, in which 14 are still ongoing. There is currently a call for proposals open, which closes on 15 May. All applications are welcome, with priority scoring on Beyond Visual Line of Sight (BVLOS) Noise Attitude Survey and Higher Airspace Operations projects. More information can be found on [Airspace Modernisation Strategy Support Fund](#) | [UK Civil Aviation Authority](#).

Publication date TBC

Progress achieved: All nine AMS elements progressed during 2025, with key milestones delivered, including the updated Deployment Plan and structural airspace reform supported by new policy and governance arrangements. Delivery continued across Performance-Based Navigation, integration and data services, alongside progress against Government commitments, including UKADS and BVLOS trials.

Key challenges: Dependency risks (NATS Deployment Point En Route programme), high-risk areas in Terminal Airspace Redesign and Data Services, ongoing resource/funding pressures and the need to maintain alignment with ICAO/European plans.

Reporting Cycle Commenced

Progress in 2026: The 2026 reporting cycle is underway. Delivery continues across AMS elements, with updates to be captured in the next Annual Progress Report.

We welcome NATMAC members to provide feedback on airspace modernisation progress, impact, engagement, risks, benefits and issues, relevant to the reporting period, by Monday 6th December 2026, on airspace.modernisation@caa.co.uk

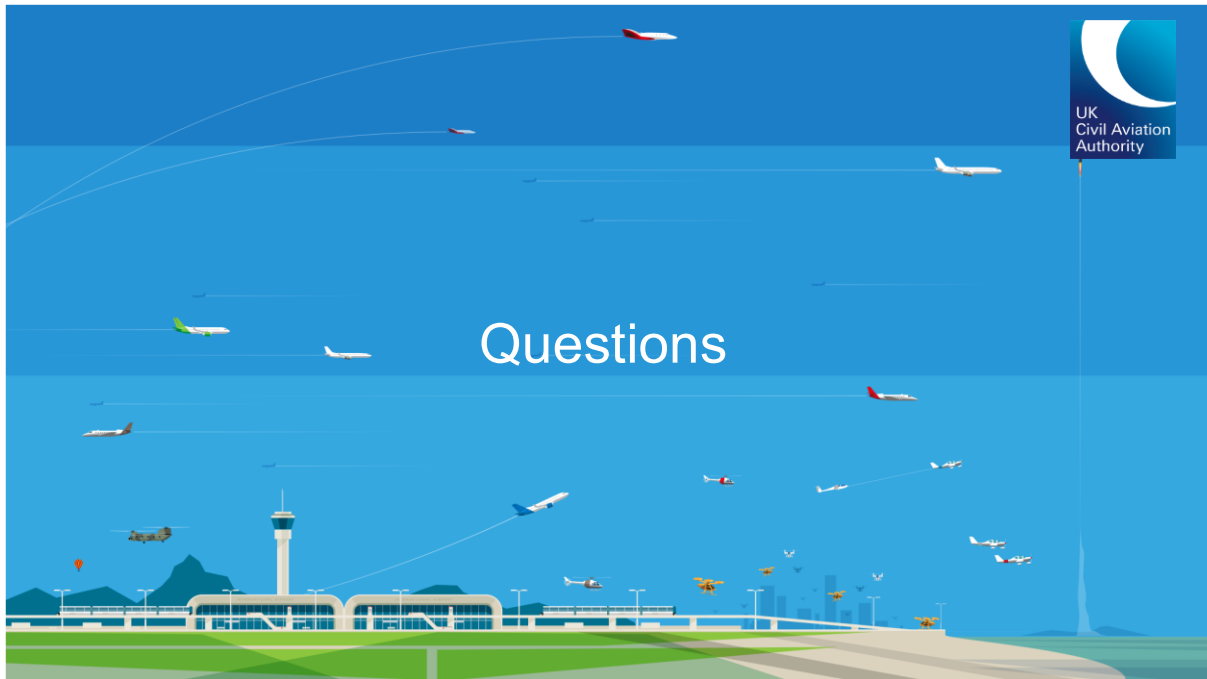
The UK remains the member of The UK remains a member of the **European Civil Aviation Conference (ECAC)** and **EUROCONTROL** and is committed to the LSSIP process, which supports European and global ATM reporting aligned with **ICAO's Global Air Navigation Plan**.

The CAA's Airspace Modernisation Oversight team is streamlining reporting to **align LSSIP with the UK Airspace Modernisation Strategy**. LSSIP is a core requirement of UK membership and supports international alignment, interoperability, and operational efficiency.

The UK LSSIP 2025 report is in progress and due for publication in June 2026.

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Mid-Air Collision Risk Below 500 ft agl

April 2026

Together we will

			
Do the right thing	Never stop learning	Build collaborative relationships	Respect everyone

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NATMAC Engagement

MAC Risk below 500 ft agl

- ORS No4. 1496(5) – Day VFR flight below 500 ft agl
- Drivers
 - Understanding how the permission is used
 - Identifying current mitigations applied by pilots
 - Informing safe management now and in the future



Together we will



Do the
right thing



Never stop
learning



Build collaborative
relationships



Respect
everyone

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Questions



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AOB

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Dates of future NATMAC meetings

- NATMAC 100 – 7th October 2026 (Aviation House, Gatwick)
- NATMAC 101 – 7th April 2027 (Virtual via MS Teams)
- NATMAC 102 – 6th October 2027 (Aviation House, Gatwick)

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