

**CAA Framework Meeting
on
Newcastle STAR & RNAV Approaches
CAA House, Kingsway, London
1100hrs 8th January 2015**

Attendees:	<ul style="list-style-type: none"> – Manager ATC, Newcastle Airport – Airspace Regulator, CAA – ATS Inspector, CAA – ATS Inspector, CAA – Airspace Regulator, CAA – Environmental Research Consultant, CAA – Airspace Regulator, CAA
1.	Presentation
	<p>█ gave a presentation (distributed digitally with these minutes,) outlining the following points:</p> <ul style="list-style-type: none"> • Overview of request. • Airspace structure at Newcastle. • Background & justification • Overview of arrivals at Newcastle. • Initial Impact Assessment – Existing Airspace Users – GA, Commercial and Military. • Initial Impact Assessment – Environmental. • Initial Impact Assessment – Stakeholders. • Factors affecting design (Traffic Orientation Scheme) • Overview of initial design proposals. • Consultation Plan. <p>█ confirmed that NATS had delegated responsibility for the application for STARs, normally an en-route procedure, back to Newcastle, and were not sending a representative. Some considerable dialogue had already taken place with NATS at Prestwick ATCC, and that would continue until formal consultation commences.</p>
2.	Points Arising
	<p>Questions were asked throughout the presentation, and some more in-depth discussions were initiated:</p> <p>█ asked why there was not a common termination point. Then,</p> <p>█ followed this by asking if Newcastle had considered a single STAR to then transition to individual approaches, more common in the UK than the proposed individual STAR for each runway. █ confirmed that this had not been considered, mainly as the IFP designer, whose European experience led it towards individual STARs had not considered a single-only option. (AP)</p> <p>A lengthy discussion on radar and radio-fail procedures commenced. █ confirmed that a hazard identification process would cover these with input from NATS PC. (AP)</p> <p>█ asked how many aircraft would be able to complete 3D approaches, and reminded █ that descent on STARs is still currently directed by ATC. Also, asked which of Newcastle operators would be able/unable to fly them.(AP)</p>

	<p>■ asked if ■ had any information on an aircraft ability to re-establish on a STAR having previously been taken off for any reason. (AP)</p> <p>■ highlighted the following points which would need consideration for any subsequent ACP:</p> <ul style="list-style-type: none"> • Fuel upload figures. • Forecast traffic levels. • Ensure transparency in any statements regarding ground track of procedures. • Noise must be considered below 7000ft. • How realistic will Continuous Descent Operations be in light of Newcastle's claims and the response on ATC-directed descents on STARs. <p>■ asked if account had been taken of the likely change to Transition Altitude in 2017(?) (AP)</p> <p>■ advised that Warton, NATMAC and Durham Tees Valley need to be included in any consultation. (AP)</p> <p>■ advised that the RNAV procedures would take up to 2 months to be approved and it was recommended that ■ (Airspace Regulator) be contacted direct before any ACP submission.</p> <p>■ recommended asking NATS to assist with any traffic prediction. (AP)</p> <p>The group queried if another framework meeting might be necessary, but unless anything significant was to change it was considered not.</p>
7.	Action Points for Newcastle
	<ul style="list-style-type: none"> • To consider single STAR with transition to individual RNAV approaches. CAA to be advised of decision. • Hazard i/d is completed to capture radio/radar fail procedures • Obtain data on how many airlines might be able to: • Fly these procedures into Newcastle • Complete 3D arrivals • Re-establish on procedure having been broken-off. • Ensure ACP captures: <ul style="list-style-type: none"> ○ Fuel upload comparison data ○ Transparency in statement regarding track over ground ○ Realistic appraisal of CDO facilitation • Consideration given to change in Transition Altitude • Include Warton, NATMAC and DTVA in any consultation.
	Meeting closed at 1340.