

## Meeting Report, NATS NATMAC Consultation Meeting

Location; Heathrow Airport, Old Control Tower Building; 4 April 2008 at 10am

### Attendees:

Peter Jaques	NATS
Clive Grant	NATS
Jim Benson	NATS
Carr Withall	BGA
Bruce Cooper	BGA
John Brady	LAA
Squadron Leader Kevin Walton	SO2 ATC (Area) Airspace 1
Rich Jones	CE, UK Flight Safety Committee

Pete introduced the team and presented the DVD and slide show to the attendees. The slide show was geared to the audience and focussed on the particular issues associated with the proposed TC North routes and procedures and how these would be likely to general aviation operators.

The attendees raised several queries during the meeting and answers were given where possible. The queries are summarised below with a NATS response -

- Do the western and northern boundaries of the GENLO FL65 area need to be quite so low, considering that aircraft will not need to operate at the extremes of the area at FL70?
- Why does the base of the grey area near BASDO/BEDLU on the presented map need to be so low?
- Does traffic on the RNAV Transition from BASDO need to be at 6000ft as early as IBDOR?
- Is it necessary to provide for the level segment in a CDA as most aircraft do not require it?
- Could the OLMIT RNAV Transition route from OLMIT direct to EKTUR?
- Could we review the purple area with a 3500ft base on the presented map?
- Considering that the size of a holding pattern reduces as it gets lower, could we release more airspace at lower levels where the holding pattern is smaller?
- When the pressure is low, could we give FL70 under the holds back to the gliding community; possibly under a Letter of Agreement?
- Could Essex Radar/Stansted INT Director be more available to talk to glider pilots?
- Could we remove the pink/purple areas on the presented map when Stansted is on easterlies?
- Do we still need the 1500ft base of CAS northeast of Stansted and the triangle of airspace southeast of Stansted which protects the Stansted CLN SID?
- Could we re-check airspace bases after the design is finalised?
- Could more airspace be classified as Class D south of Luton?
- Up to FL100, could airspace be Class C instead of Class A?
- Is the 1500ft step by Dunstable required? (BC to provide more details)

All these issues will be considered, alongside those raised by other environmental and aviation stakeholders, in the post consultation design review. A report on the

progress of this review will be published on the NATS consultation website [www.nats.co.uk/tcnconsultation](http://www.nats.co.uk/tcnconsultation) on 22nd July 2008.

- Will airspace at Booker still be released for competitions?

Yes.

- Could the consultation period be extended?

The consultation period has been extended to 19<sup>th</sup> June 2008.

- A request was made for another meeting nearer the consultation closing date to ensure that issues are being addressed.

NATS can only review the design once the consultation has ended and all stakeholder comments have been collated. A design review will need to consider the requirements of all stakeholders and so further meetings with individual stakeholder groups are not being progressed. NATS will contact relevant stakeholders should the post design review require input regarding their specialist subject area. Any amendments to the proposed design will be communicated to all affected stakeholders. Further consultation may be required in some instances.