

**MINUTES OF THE MAST MEETING**  
**16<sup>th</sup> December 2009**

Present:

Tim Robinson (TJR) (Chair)	-	BAA
Phil Layton (PL)	-	NATS
Jane Gothard (JG)	-	NATS
Gemma Pitts (GP)	-	NATS
Alan Stockill (AS)	-	Met Police

Item	Notes	Action
<b>1.</b>	<b>Introductions</b>	
	Completed.	
<b>2.</b>	<b>Review Of Previous Meetings Actions and CCM</b>	
2.01	CCM was updated with the latest status	
2.02	Previous minutes item 5 It was proposed that MAST have a website which is a new tab on the BAA airside website. TJR to ask Steve Buckeridge about how to progress this. Content needed.	TJR
2.03	Previous minutes item 6 CAT I/III debate. It was noted that there are many options for runway safety and that these could be debated at FLOPC. JG undertook to set-up a working group with the NSL safety working group to consider the technology available to prevent runway incursions. Human factors for the flight deck will be a key factor. Graeme Clark from BAA should also be engaged.	JG
2.04	Previous minutes item 10 PC reported that the Runway Incursion tool kit is available free.	
<b>3.</b>	<b>Feedback</b>	
3.01	None reported this meeting.	

<b>4.</b>	<b>Safety Report</b>	
4.01	JG gave the runway incursion report in “MAST 161209.ppt” There was a debate about ref 916 and whether this was in fact a runway incursion. Key points were that the start of the runway is considered to be the start of the tarmac. Overall it was agreed that capturing the learning from runway incursions was key. 16 incursions for 2009 at the time of the meeting there was a reduction from the previous year.	
4.02	Unauthorized push backs had reduced at the time of the meeting.	
4.03	Aircraft “cut-up” by vehicles had increased from 3 to 18 incidents. It was thought that this was caused by the increased number of back of stand roads at LHR and these have increased recently due to development work at the airfield. This means that in essence A and B licensed drivers are at the back of stand and next to the maneuvering area. MAST recommended a back of stand road speed of 10 mph (rather than 20mph and the use of a beacon. TJR to discuss with Keith Polkey.	TJR
4.04	JG gave the update on the driver van run as presented in “MAST 161209.ppt” slide 12. Key point to note was that “wig wags” are used at crossing points and MAST recommends that these are only used at runway entry points. TJR to progress through solutions and minor projects.	TJR
4.05	AIP text for push back clearance was reviewed in “MAST 161209.ppt” Slide 14. Additional AIP text was also reviewed in slides 15 – 19. JG will proposed new text to Richard Smith which will be similar to that presented here.	JG
<b>5.0</b>	<b>Safety KPIs</b>	
5.01	Not reviewed at this meeting other than as part of the safety report above.	

<b>6.0</b>	<b>Action Plan</b>	
6.01	Not reviewed at this meeting other than as part of the safety report above.	
<b>7.0</b>	<b>ICAO guidance on hotspots</b>	
7.01	The guidance was reviewed in paper copy only. Examples were examined on line for Helsinki and Lisbon. MAST recommended publishing any known hotspots as described in these documents. TJR to speak to Richard Smith about the feasibility of progressing this idea.	TJR
<b>8.0</b>	<b>Feedback from the A380 meeting</b>	
8.01	When looking at the A380 routes in the AIP the meeting had suggested that the Yellow taxiway colour on the map should be taken all the way up to the runway to show that the exits are Code F compliant as well. MAST supported this suggestion. TJR to check with Richard Smith.	TJR
8.02	Due to misrouting of A380s on Link 25/26 it was proposed to paint additional link indications on the taxiway. TJR to is progressing this thorough his solutions team.	TJR
8.03	NERL are looking at the approach speeds for the A380. In general 170kts to 5 nm is better for B737 operators. Stable approach criteria are also a factor in this. TP noted that BA have a procedure to be stable by 1000ft and noted that USA pilots are not used to the speed regime as they don't tend to have vortex separation. GP and JP are meeting with Karen Bolton in the new year (2010) to represent BAAs views. GP noted that there is now a distance based separation rather than time based. TP was concerned with go-arounds being based on this separation for wake vortex reasons when vortex separation will be in reality affected by MET conditions on the day.	
<b>9.0</b>	<b>AOB</b>	
9.01	Details of the Airfield Resource Management Course were put forward for 20 <sup>th</sup> Jan 2010.	
9.02	Action plan to be updated with latest KPIs. Strategy for 2010 will inform the KPIs needed to measure success.	
9.03	GP will be running road shows for BA and welcomes suggestions.	
9.04	GP raised the issue of vehicles on the runway with strobes.	
<b>10.0</b>	<b>Date of next meeting</b>	
10.01	10 <sup>th</sup> Feb 10 Istanbul room at Compass Centre	

Minutes prepared by Tim Robinson 9<sup>th</sup> Feb 2010