

Lead Operator Carrier Panel Review #13

Hyatt Hotel, London Heathrow

Bath Road

4th December 2019

Attendees

Aer Lingus	██████████	NATS	██████████
Airbus	██████████	NATS	██████████
BA CityFlyer	██████████	NATS	██████████
Boeing	██████████	NATS	██████████
British Airways	██████████	NATS	██████████
CAA	██████████	NATS	██████████
CAA	██████████	NATS	██████████
CAA	██████████	NATS	██████████
easyJet	██████████	NATS	██████████
Flybe	██████████	United Airlines	██████████
Gama Aviation	██████████	United Airlines	██████████
Jet2	██████████	United Airlines	██████████
Lufthansa Systems	██████████	Virgin Atlantic	██████████
Lufthansa Systems	██████████	Virgin Atlantic	██████████

Agenda

09:00	Welcome & Introductions	
09:15	Review of Actions from previous meeting	██████████
09:30	Follow up from the Technical Group	██████████ (Flybe)
09:45	Policy and AICs	██████████ (CAA)
10:30	Class E Airspace	██████████
	London Airspace Management Programme	████████████████████
	Prestwick Lower Airspace Systemisation	██████████
	PBN Research Project - Phase 3	██████████
	Heathrow IPA	██████████
	RNAV Stack Swap	██████████
14:45	AoB	
15:00	Meeting End	-

Review of Actions

The Actions reviewed at the meeting are captured in the following table:

#	ACTION	Owner	Status
Action85	[REDACTED]	Lead Operators	CLOSED [REDACTED]
Action86	[REDACTED]	[REDACTED]	CLOSED - [REDACTED]
Action90	[REDACTED]	[REDACTED]	CLOSED - [REDACTED]
Action91	[REDACTED]	[REDACTED]	CLOSED - [REDACTED]
Action92	[REDACTED]	[REDACTED]	OPEN - [REDACTED]
Action93	[REDACTED]	Lead Operators	CLOSED - [REDACTED]

The Actions raised at the meeting are captured in the following table:

#	ACTION	Owner	Status
Action94	[REDACTED]	[REDACTED]	OPEN
Action95	[REDACTED]	[REDACTED]	OPEN
Action96	[REDACTED]	Lead Operators	OPEN
Action97	Provide a timeline for Future Airspace Strategy Implementation North (FASI-N) deployment	[REDACTED]	OPEN
Action98	[REDACTED]	[REDACTED]	OPEN

[REDACTED]

Prestwick Lower Airspace Systemisation - [REDACTED] (NATS)

Question: How do we improve the updating of FMS's in a timely manner following any ACP?
The problem is not in getting the data to the operator but in the operator getting the data onto the aircraft. As such, it is seen as primarily an education piece for airline engineers.

For the Manchester TMA airspace changes Manchester, Liverpool and East Midlands airports have all had to re-start their ACPs under the new CAP1616 process.

In response to a query about the Pilot Common Project (PCP) requirement for PBN SIDs and STARs, GB stated that no acceptable means of compliance has been defined but believed that it will apply to all SIDs and STARs. However, the PBN-IR states one IFP per runway end.

Under the new UK Aviation Minister, any expansion of controlled airspace is under greater scrutiny with Secretary of State sign-off needed for additional controlled airspace as part of an ACP. Therefore, Future Airspace Strategy Implementation North (FASI-N) is reviewing an additional option with a smaller CAS requirement. Another option is the introduction of more Class E airspace to provide greater airspace access for general aviation.

A reflective timeline is expected in time for the next Carrier Panel review.

The Manchester TMA draft design principles were shared with the group. Airlines are invited to review and comment. The group observed that CCOs and CDOs should be factored in, but the airlines' general view is that the design principles are fundamentally the same for every ACP so expect the PLAS requirements to be similar to those for LAMP.

The designs assume the Transition Altitude in Manchester TMA remains at 5,000ft.

The PLAS team are looking to arrange workshops with a northern airline focus group.

PBN Research Project Phase 3 - [REDACTED] (NATS)

[REDACTED]

Heathrow IPA – [REDACTED] (NATS)

[REDACTED]
[REDACTED]
[REDACTED]

RNAV Stack Swap – [REDACTED] (NATS)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

AoB

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

DRAFT