

RAF Brize Norton/ Kemble Liaison Meeting

Tuesday 7th August 2018

Present

Simon Hawker – SATCO

Louise Waterhouse

Neil MacDonald

CA & PFB

Purpose of meeting was to discuss engagement with Brize as part of the Kemble Airspace Change Proposal to be submitted to the CAA using CAP 1616 early next year.

CA talked to the Letter of Agreement, the current and future vision for Kemble and the Design Principles which will underpin the actual choice of approach procedures. Salient features to note include a 40k per year movements target, the expansion of Air Salvage Int'l into Part 145 maintenance work on Airbus and Boeing single-aisle airliners and the construction of new hangars to attract corporate and private jet operators. CA stated that local Parish Councils supported this initiative as it reduced the risk the aerodrome might be sold off to property developers.

An Open House will be held at Kemble on Thursday 16th August for local stakeholders to see how the process works and to give their opinion on the Design Principles already noted, order them in priority and suggest others they may think of.

SH responded positively and made the following points;

Brize and Oxford have to submit their ACPs jointly
London Airspace Management Plan (LAMP) will radically affect airspace in the vicinity with free route airspace above 9000'. Terminal procedures will be designed with the idea of 'letterboxes' in the sky through which departing and arriving a/c with fly to enter or leave CAS.

Mike Hornby is the contact within DAATM at the CAA in London

At the moment arrivals are directed through the airways system to MALBY for release to Brize Zone who then radar vector onto the approach. In Kemble's case the existing LoA works well with good coordination between the units. However, a/c approaching Kemble have to make the last part of this visually. NATS Swannick Sector 23 controllers are the usual conduit for this and also pick up departures from Brize via SIREN.

CA invited them to consider the table of Design Principles and offer their views on which should be prioritised. The consensus was that No 9 should be 1, 1 should be 2 and 5 should be 3. All others remain as currently ordered. CA asked if a short email could be sent capturing those numbers.

The meeting concluded but CA & PFB were given the opportunity to visit the radar room, be briefed on their management plan for traffic both in their zone and using the LARS which extends to 30nm from Brize. Listening in to Brize Radar it was clear that a number of non-transponding targets don't call up for any form of service though they would prefer to hear from these in order to better understand traffic intentions.

Ends