

# Extension of NIGIT 1H to BEDEK 1H

## Assessment Meeting Minutes

### 12/04/2019

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**Notes written:** 12/04/2019

**Change from original notes V1.0:** Additional text included - the CAA confirmed that the proposal is within the scope of CAP1616 and that the provisional level of the ACP would be 2C.

Appointment	Representing
Airspace Change Specialist	NATS
Engineering Graduate	NATS
DVOR Project Manager	NATS
DVOR Case Officer	CAA

#### CAA Assessment Meeting Opening Statement

CAA confirmed that the presentation slides would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

#### Meeting Notes

NATS ran through a slide pack document summarising the following:

- Statement of Need
- Proposal background
- Potential change options and pros/ cons

- Option 0: baseline (do nothing)
- Option 1: extend NIGIT 1H back to BEDEK
- Provisional timescales for ACP
- Engagement and Summary

## Summary of discussion

The CAA confirmed that they have agreed to an expeditious timescale in order to progress the extension of EGLL NIGIT 1H in response to a potential safety issue. The CAA are content that this proposed change is necessary due to the highlighted risk.

NATS have agreed to use the most up to date STAR charts in the upcoming ACP; in order to display the upcoming IFP changes, as part of the SAM/ OCK ACP (to be implemented in May 2019).  
Captured as an action below.

Slight updates made to the Assessment Meeting Slides:

- Slides 5 & 7 – note included about the withdrawal of OCK 1A and replication of OCK 1D, as part of the SAM/ OCK implementation in May 2019
- Slide 9 - “Expected decision date” updated to 12/06/19. This is to reflect the AIS deadline and a more reasonable period of time for the CAA to review the documentation over. This also aligns with the DfT requirement to allow 4-weeks, after an ACP approval, for a proposal to potentially be called in by the SoS.

NATS confirmed that the track between BEDEK – NIGIT is flown the same as the published ATS Route P2.

NATS confirmed this proposal has no impact on lateral or vertical descent profile/ track flown.

CAA confirmed that the nature of this proposal is within the scope of CAP1616.

CAA confirmed that the provisional level of the ACP would be Level 2C.

## Actions arising from BEDEK – NIGIT Assessment Meeting

Subject	Name	Action	Deadline
Online Portal	NATS	NATS to upload a redacted version of the assessment meeting slides and minutes (this document) to the portal	12/04/19
Online Portal	NATS	NATS to upload a combined Stages 1-3 document for this proposal to the portal	12/04/19
ACP	NATS	Use most up to date STAR charts for the ACP, displaying the SAM/ OCK changes	29/04/19