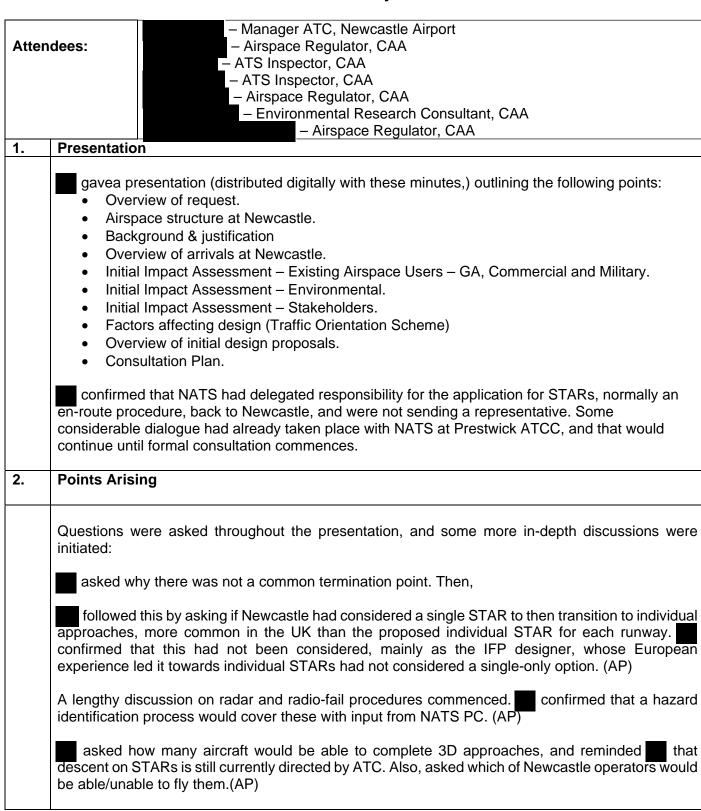


CAA Framework Meeting on Newcastle STAR & RNAV Approaches CAA House, Kingsway, London 1100hrs 8th January 2015



	asked if had any information on an aircraft ability to re-establish on a STAR having previously been taken off for any reason. (AP)
	 highlighted the following points which would need consideration for any subsequent ACP: Fuel upload figures. Forecast traffic levels. Ensure transparency in any statements regarding ground track of procedures. Noise must be considered below 7000ft. How realistic will Continuous Descent Operations be in light of Newcastle's claims and the response on ATC-directed descents on STARs.
	asked if account had been taken of the likely change to Transition Altitude in 2017(?) (AP)
	advised that Warton, NATMAC and Durham Tees Valley need to be included in any consultation. (AP)
	advised that the RNAV procedures would take up to 2 months to be approved and it was recommended that (Airspace Regulator) be contacted direct before any ACP submission.
	recommended asking NATS to assist with any traffic prediction. (AP)
	The group queried if another framework meeting might be necessary, but unless anything significant was to change it was considered not.
7.	Action Points for Newcastle
	 To consider single STAR with transition to individual RNAV approaches. CAA to be advised of decision. Hazard i/d is completed to capture radio/radar fail procedures Obtain data on how many airlines might be able to: Fly these procedures into Newcastle Complete 3D arrivals Re-establish on procedure having been broken-off. Ensure ACP captures: Fuel upload comparison data Transparency in statement regarding track over ground Realistic appraisal of CDO facilitation Consideration given to change in Transition Altitude Include Warton, NATMAC and DTVA in any consultation.
	Meeting closed at 1340.