

United Kingdom Future Airspace Strategy

FAS VFR Implementation Group Launch Meeting

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17 January 2014

Timeline – How did we get to where we are today?



- 2003 Air Transport White Paper
- 2005 South-East Airspace Study (SEAS)
- 2008 TSC Call for Evidence on Airspace
- 2009 Development of FAS
- 2011 Publication of the Strategy
 - Creation of FASIIG
 - Creation of FAS NATMAC Sub-Group
- 2012 21st Century Class G Report released
 - Launch event for Phase 1 Implementation Plan
- 2013 Class G Conference
- 2014 Launch of FAS VFR Implementation Group

What is FAS?

Vision



- FAS started life as a CAA-led collaborative project involving:

Department for Transport

Ministry of Defence

NATS

- The Strategy is a flexible framework to determine how the operation, management and regulation of UK airspace should evolve out to 2030

- FAS is an essential enabler for Single European Sky (SES) II and SESAR implementation

- Our approach to modernising UK airspace

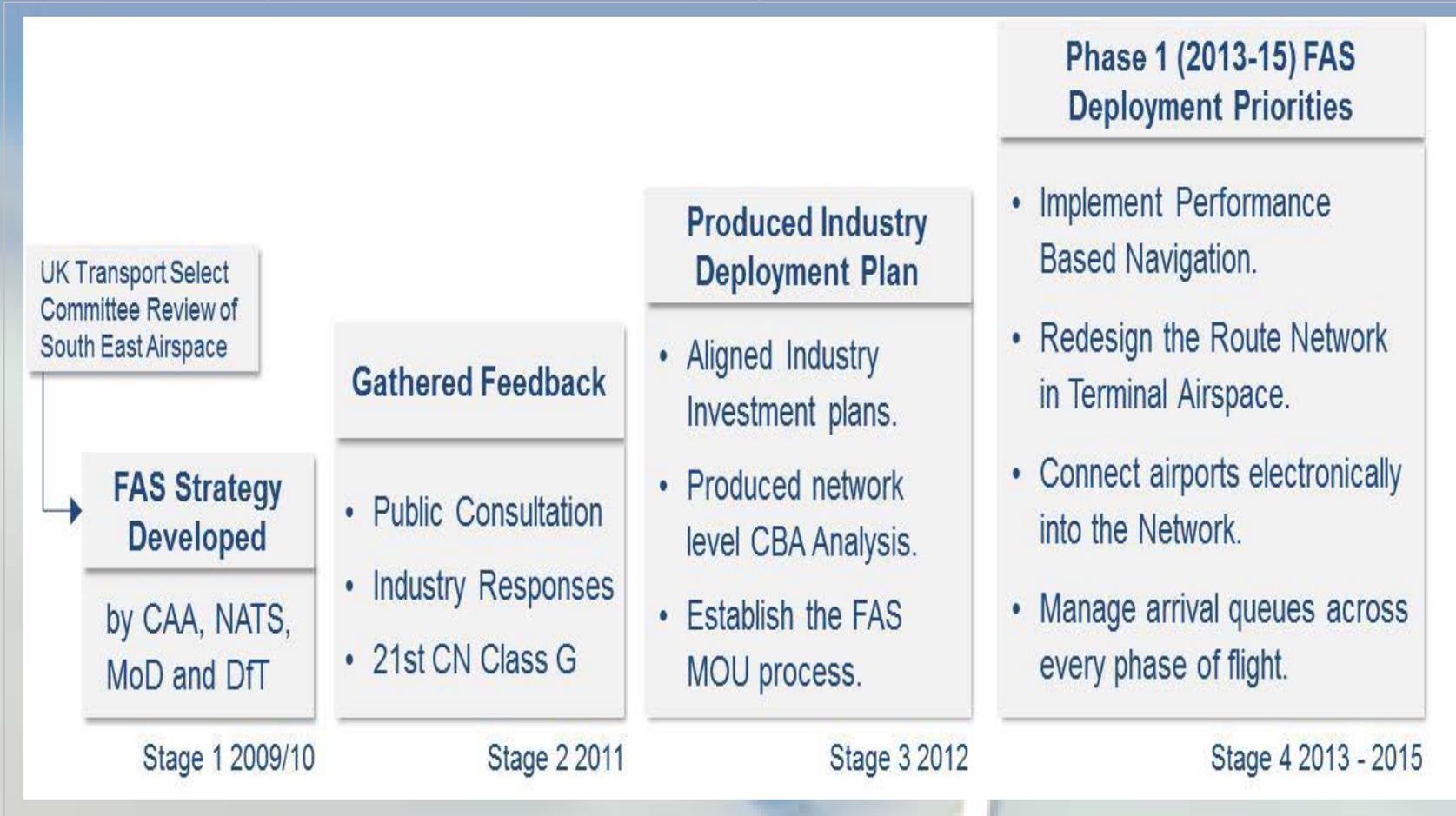
Safe, efficient airspace, that has the capacity to meet reasonable demand, balances the needs of **all** users and mitigates the impact of aviation on the environment

Implementation of FAS will deliver benefits in safety, capacity, the environment and cost effectiveness

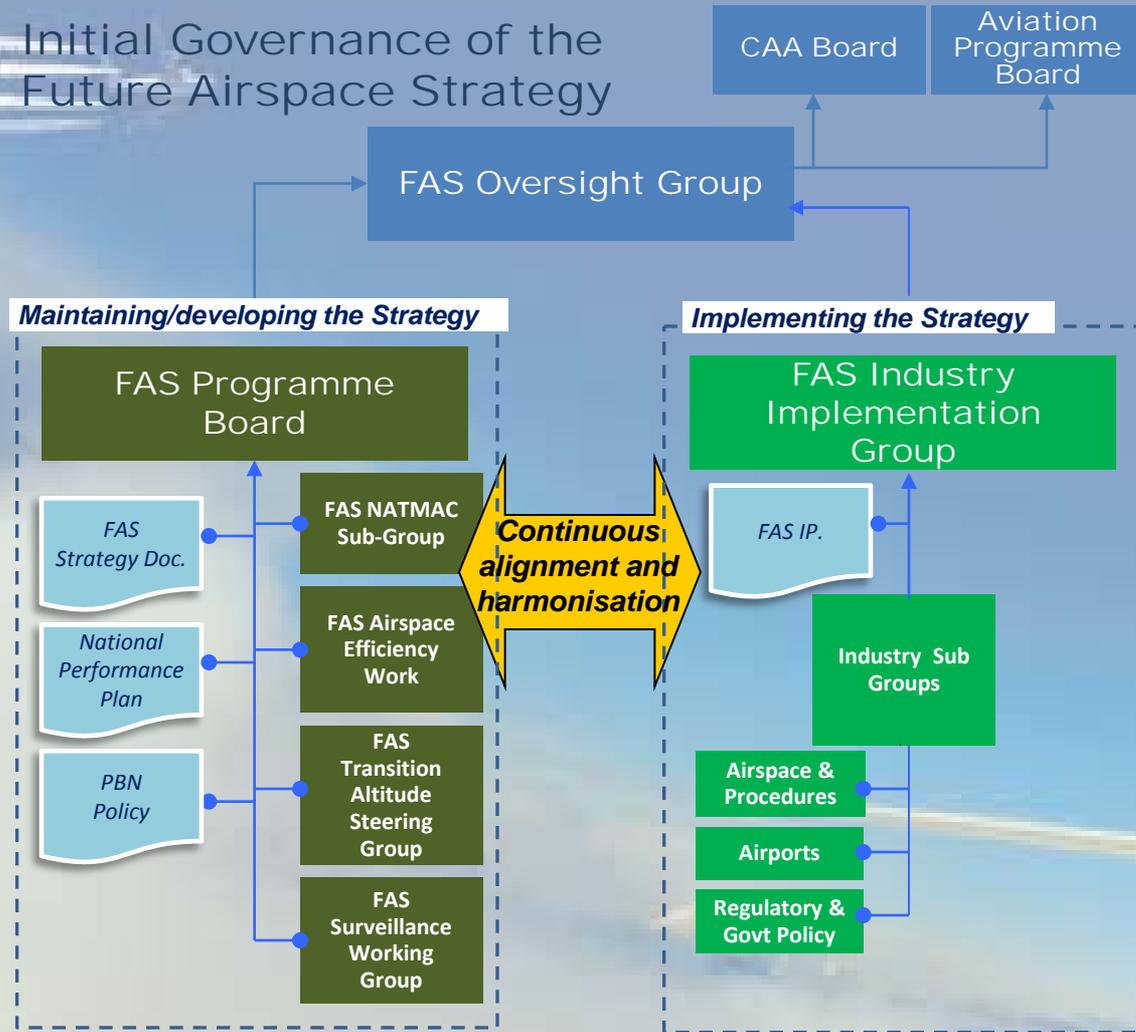


Safety	Capacity	Environmental	Cost
<ul style="list-style-type: none"> - Performance based navigation allows routes to be flown more accurately and consistently - Building flexibility and resilience into the system, reduces the occurrence of pinch points and high risk situations - New communications, navigation and surveillance technology improves situational awareness of users and controllers - Simplification of the airspace structure and classification reduces potential for errors, infringements and level busts 	<ul style="list-style-type: none"> - Increased navigational accuracy enables closer spaced routes - Introduction of free routing, systemisation and ATM support tools enables higher volumes of traffic to be managed - Flexible / dynamic structures accommodate demand when and where it occurs - Reduced reliance on stack holding increases design freedom in the busy terminal airspace - Integration of airspace through FABs mean interfaces are simpler and more efficient - Access to sufficient airspace for non-CAT users 	<ul style="list-style-type: none"> - Enabling more direct routes and optimal vertical profiles reduces GHG emissions - Continuous climb and descent procedures reduce the total number of people impacted by aircraft noise - FAB integration expands environmental benefits across state borders - Reduced reliance on stack holding reduces GHG emissions from delays in the air 	<ul style="list-style-type: none"> - Enabling more direct routes and optimal vertical profiles reduces fuel burn and costs - Building flexibility and resilience into the system reduces delays that impose costs on users and suppliers of airspace - Move to space-based navigation aids removes cost of maintaining and replacing ground infrastructure - Common, simpler approaches to management and regulation through FAB integration reduces costs to users and regulators - Alignment of strategies across different industry partners and across ANSPs allows for a seamless and more cost effective change process as different techniques are introduced

Timeline – How did we get to where we are today for Phase 1 Deployment Plan?



Initial Governance of the Future Airspace Strategy



FAS Oversight Group (FASOG)

Attendance: CEO CAA (chair), DGCA (DfT), CEO NATS, Deputy Head RAF MoD, President LAA, DAP. Chair FASPB and FASIIG in attendance.

Frequency: 6 monthly.

Terms of Reference: Responsible for the successful development of UK airspace system to achieve the benefits envisaged in the FAS. Provides assurance and oversight of the development of the FAS and the implementation of proposed changes. Owns and communicates the aspirations set out in FAS across the aviation sector.

FAS Programme Board (FASPB)

Attendance: CAA Chair, NATS, DfT, MoD, CAA Safety, Legal ERCD, RPG reps, FAS Coord.

Frequency: monthly.

Terms of Reference: Maintain and refine the contents of the FAS, communicate changes to stakeholders. Ensure the implementation programme is coherent with, and delivers on, the aspirations set out in the strategy.

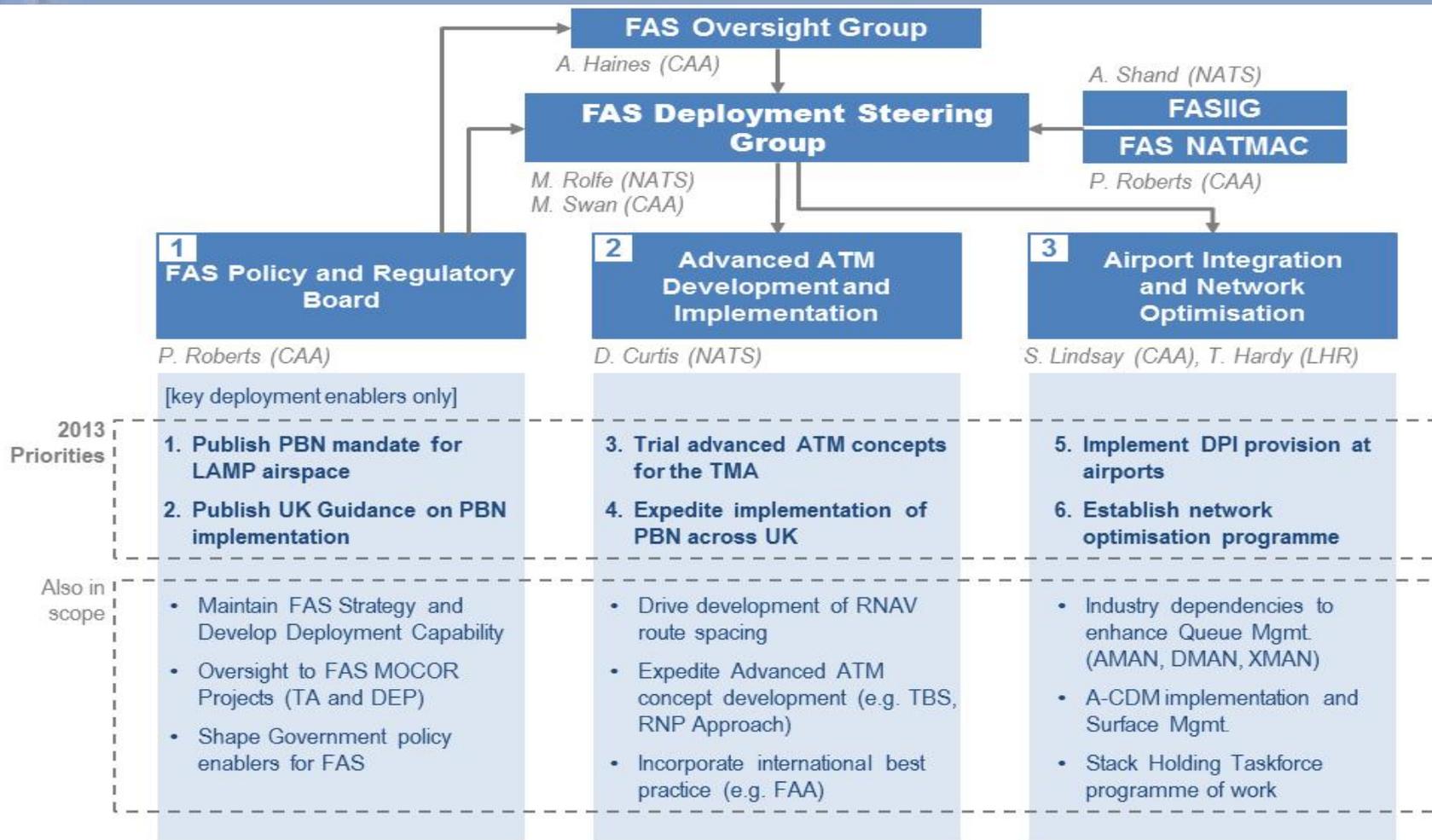
FAS Industry Implementation Group (FASIIG)

Attendance: NATS & BAA co-chair, ANSPs, Airports, Airlines, Aircraft Manufacturers, MOD technical and Regulatory reps.

Frequency: Quarterly or as appropriate.

Terms of Reference: Objective to develop a jointly agreed FAS Implementation Plan by December 2012. Owns, and drives progress against, the FAS implementation programme. Ensures alignment between the delivery plans of the various parties responsible for implementing changes. Manages the overall cost-benefit case.

Governance / Working Groups - 2013



*Group Chair(s)

The Maturity of Cross Organisational Relationships (MOCOR) Framework

1 Core Regulatory Role (the norm)

- The CAA regulates the outputs generated by other organisations as and when they are required to.
- The CAA understands the interests of the organisations it regulates and balances them with those involved in or impacted by its regulatory decisions, to ensure deliverables are safe and efficient.
- Organisations regulated by the CAA understand its obligations, policies and regulatory processes.
- The CAA and the organisations it regulates work together to continually improve the effectiveness of regulatory processes.
- Due to potential conflicts of interest, lack of strategic priority or resource availability the CAA takes no accountability for the delivery of the desired outcomes.

2 Working in Collaboration (occasionally)

- **The CAA and organisations work in collaboration** to deliver desired outcomes through separate but co-dependent projects that are business planned jointly.
- **Projects have separate governance** along internal organisational lines but progress is reported regularly to an appropriate joint governance forum eg the FAS Programme Board.
- **Separate project managers are appointed** by the CAA and other organisations, with the responsibility to proactively sharing information and ensure alignment with their counterparts.
- **The CAA and other organisations take accountability for their outputs** and support the delivery of others, while respecting the obligations and constraints placed on the CAA when fulfilling its role as the regulator.

3 Working in Partnership (the exception)

- **The CAA and the organisation(s) take joint accountability** for delivering desired outcomes as a single project.
- **Cross organisational governance** arrangements are established to drive progress and to provide direction, challenge and assurance.
- **Additional Governance** will be required including 'sign-off' at an appropriate level and specific Terms of Reference.
- **One project manager** is appointed from one of the organisations involved in the project to take responsibility for managing delivery and reporting progress to the cross organisational governance forum on a regular basis.
- **Project team is established for the life** of the project, drawn from the CAA and the organisation(s) as appropriate.
- **Separate CAA regulatory resources** dedicated to regulating the outputs may be identified and attached to the project.

Conclusion

- **FAS is intended to be a coherent response to the challenge of modernising UK airspace to meet the needs of all airspace users**
- **Potential to deliver real benefits in safety, capacity and sustainability**
- **It puts the UK in a strong position to influence in Europe**
- **Delivery inevitably complex given the international, political and sectoral interests**
- **Strong support from AT industry for implementation of Phase 1**
- **Wide collaboration and engagement needed to deliver benefits across the full breadth of the aviation system**
- **It needs a VFR operations pillar to ensure that the needs of this sector are appropriately catered for.**

Thank you for your
contribution to this work

Questions?

24 November 2011