

## Future Airspace Strategy Deployment Steering Group

### 23/06/17 FAS DSG Outcomes and Actions

Version 1.0, July 2017

This document summarises the outcomes and actions from the Jun-23<sup>rd</sup> FAS Deployment Steering meeting. Table 1 summarises the main outcomes from the meeting, organised by theme:

Theme	Meeting outcomes
1. Departure Planning Information	<ul style="list-style-type: none"> <li>The DSG were briefed that Tranche 3 and Tranche 4 of the UK DPI Implementation Programme are behind their original deployment timelines because of issues with Eurocontrol certification, third-party suppliers and the internet connectivity at some regional airports.</li> <li>The revised Tranche 3 plan aims to deploy the cloud-based UK DPI solution at Exeter, Norwich and Inverness Airports between Sept-17 and Mar-18.</li> <li>The end date for Tranche 4 of the programme has been extended to Dec-19 (from Mar-18). The Transport Systems Catapult have engaged NATS to deploy DPI upgrades at six new EFPS enabled airports as part of Tranche 4 (Southampton, Bristol, Cardiff, Belfast International, Belfast City and Farnborough).</li> <li>The remainder of Tranche 4 will concentrate on the deployment of the non-EFPS DPI solution to up-to 14 additional regional airports.</li> <li>The DSG were notified that a submission for additional FAS Funding to complete Tranche 4 and cover the costs of licencing, maintenance and support for the solution to the end of RP2 would be forthcoming once the current budget had been allocated amongst the existing airports.</li> <li>The FAS Policy and Regulatory Programme Board (PRPB) were requested to examine options for covering the costs of licencing, maintenance and support for the UK DPI Capability during RP3.</li> </ul>
2. FAS Facilitation Fund in RP3	<ul style="list-style-type: none"> <li>A short paper describing the considerations and proposal for retaining the FAS Facilitation Fund in RP3 was endorsed by the DSG.</li> <li>The DSG agreed that the principal of allocating funding in line with the construct of the UK unit rate would add value to all areas of the industry as it breaks a specific link with the NERL portion of the rate and provides additional transparency.</li> <li>The DSG members recognised that the fund should not be seen as a definitive replacement for operational contingency budgets which will be part of the wider NERL RP3 contingency proposal.</li> <li>The DSG also endorsed the proposal for an annual Call for Submissions to access the funding, based on airspace modernisation themes or priority areas set by the DSG.</li> <li>A refined version of the DSG paper will be included in the RP3 Consultation Document that is scheduled for publication in September 2017.</li> </ul>
3. FAS Facilitation Fund Investment Board	<p>The DSG were briefed on four FAS Fund Investment Proposals that were considered by the Investment Board in June 2017, from:</p> <p>A. Stansted, supported by NATS: To conduct a GBAS operational trial.</p>

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- B. NERL: For the implementation phase of the FUA State Programme.
  - C. NERL: For a 12-month trial of MET forecasting support in NATS Terminal Control.
  - D. Brighton City Airport: For the delivery of training to ensure APV availability.

Proposals A, B and C were approved for funding. Proposal D was declined because the scope of the request does not align with the provision for FAS Facilitation Funds as set out in CAP1249.

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#### 4. NATS Airspace Plans

- NATS confirmed to the DSG that early stage planning has commenced for the second phase of the London Airspace Management Programme.
  - The original LAMP Phase 2 programme was paused pending the Government's review and subsequent consultation on the UK's Airspace Policy.
  - The second phase, including all related airspace changes to be sponsored by the South East airports will be known externally as Future Airspace Strategy Implementation – South (FASI-South).
  - The airspace redesign programmes in the Manchester and Scottish TMA that are currently known as PLAS will be known as Future Airspace Strategy Implementation – North (FASI-North).
  - The DSG recognised that NATS's core design requirement is for the future systemised terminal airspace to not become a capacity constraint for existing or planned runway developments.
  - NATS have committed to gather and consolidate the FASI-South airspace requirements from the key stakeholder groups (mainly the South East airports) and review them with CAA & DfT by Dec-17.
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#### 5. FASVIG Update

FASVIG Co-Chair provided an update on the group's activities, including:

- Progress on the Airspace Capacity Modelling Project and the acquisition of data to apply the prototype Airspace Capacity Modelling Tool in practice (for example in response to the current Airspace Change Proposal from Biggin Hill Airport to deploy a GNSS approach in Class G).
  - Progress in determining the feasibility of a trial focussing on the deployment of an Electronic Surveillance (ADS-B) solution at a Small Airfield for use as a 'Pseudo Radar'.
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#### 6. FASIIG Update

FASIIG Co-Chair provided an update on the group's activities, including:

- An outline of the FASIIG responses to the Government's Airspace Policy consultation and the CAA's consultation on updated guidance for the Airspace Change Process.
- An outline of the FASIIG's concerns regarding the practical application of an Airspace Change Portal that would provide a transparent platform to share sponsors' ACP materials, related correspondence with the Regulator and allow stakeholders to upload their comments.

The CAA agreed to engage FASIIG representatives in the development of the ACP portal.

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| 7. FAS Deployment Plan Online | <ul style="list-style-type: none"> <li>• The FAS DSG were briefed on the online version of the updated FAS Deployment Plan and the links to the Sky's the Limit Campaign.</li> <li>• FAS DSG members were asked to review the online deployment plan and feedback to the DSG Chair regarding the major milestones they would like to see tracked more closely at the DSG.</li> </ul> |
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*Table 1: Main outcomes of the Jun-23<sup>rd</sup> 2017 FASDSG*

### **Actions**

#	Action	DSG Owner	Date
001	Examine the options for covering the costs of licencing, maintenance and support for the UK DPI Capability during RP3.	PRPB Chair	Sept-17
002	Refine the endorsed DSG Paper on retaining the FAS Facilitation Fund in RP3 and incorporate into the RP3 Consultation Document.	PRPB	Sept-17
003	Gather and consolidate the FASI-South airspace requirements from key stakeholder groups (mainly the South East airports) and review them with CAA and DfT.	NATS	Dec-17
004	Engage FASIIIG representatives in the development of the ACP portal.	CAA	Sept-17
005	Review the online deployment plan and feedback to the Chair regarding the major milestones to be tracked more closely at the DSG.	DSG members	Sept-17

*Table 2: Actions from Jun-23<sup>rd</sup> 2017 FASDSG*

### **Next meeting**

The next FAS DSG meeting will be scheduled for September 2017 at CAA House in London.