

Future Airspace Strategy VFR Implementation Group

Terms of Reference

DRAFT For Review

14 February 2014

1. Background

The Future Airspace Strategy VFR Implementation Group (FASVIG) has been established as a joint undertaking between Sports and Recreational Aviation and Military Aviation stakeholders, CAA, NATS, business aviation and other aviation industry stakeholders. The first meeting will be held on 17 Jan 2014. The group aims to work in partnership towards developing a jointly agreed implementation plan delivering the fourth pillar of the CAA's Future Airspace Strategy; **to establish a sustainable future for VFR operations** in the UK FIR. The FASVIG plan will include implementation of technology, procedures, airspace changes and associated policy framework to deliver the improvements to safety, capacity, environmental performance and airspace efficiency of VFR operations required by the Future Airspace Strategy.

2. Objective

The Primary Purpose of the FASVIG is:

"To work through the principle VFR users of UK airspace to develop and agree an implementation plan to deliver the fourth pillar of the CAA's Future Airspace Strategy. The FASVIG will work within a fixed two year timescale commencing January 2014 in order to deliver a set of tangible benefits within the 2016-2020 timescale or earlier where possible."

The intention is to:

- Set the vision
- Define the strategic objectives with dates & action plan
- Monitor & manage the action plan to ensure timely progress
- Identify issues which may require changes to policy and joint positions and a jointly agreed plan for resolution

3. Benefits:

The FASVIG will:

Increase the wider aviation sector's understanding the nature and needs of VFR operations

Obtain agreement with stakeholders on a common shared vision and plan for the future of VFR operations and the outcomes needed to deliver it.

Provide VFR operators and organisations the opportunity to influence current and future policy through the CAA and HM Government.

Record agreed outcomes whilst monitoring and measuring progress towards these objectives.

Enhance consultation and communication between stakeholders who have a role in delivering effective VFR operations

Share relevant data and plans.

Facilitate robust, open discussions on operational issues to the benefit of all concerned.

Develop a greater understanding of future requirements and constraints.

Reach consensus on how best to deploy and exploit the benefits of technologies

4. Working Groups

The FASVIG will establish a number of working groups in order to progress key tasks. Examples of possible sub groups (including those already formed under ASI marked *) may include:

- Electronic Conspicuity *
- Visual Conspicuity *
- Navigation
- Access to Airspace
- Controlled and Regulated Airspace review
- Regulatory Issues
- Environmental requirements
- Equipment cost/benefit
- Safety

These groups will be given deadlines to produce results and report back to the FASVIG.

5. Structure of the FASVIG

The FASVIG will provide governance, direction and resources to sub groups which will be undertaking significant workstreams. The proposed membership is as follows (to be adjusted post FASVIG 1):

Chairmen:

John Brady – Joint chair

Tim Hardy – Joint chair

VFR User Groups:

NCHQ

MOD HQ 1Gp

MOD HQ 22TrgGp

MOD JHC

Ascent Flight Training

AOPA

BGA

LAA

BMAA

BHPA

BPA
BBAC
HCGB
PPLIR
RAeC
RIN
AoA
NATS
BHA
BALPA
Airports and aerodromes
SARG
All NATMAC representatives

MoD:

Cdr Doug Robertson (Point of Contact)

CAA SARG:

Mark Swan
Stu Lindsey
Phil Roberts