FASVIG Introductory Meeting

The Future Airspace Strategy Industry Implementation Group FASIIG

Tim Hardy - Airside Director, Heathrow Airport

Heathrow

Making every journey better


Virgin
Heathrow

The FASIIG Objective

"To work collaboratively across the aviation industry to develop and agree an implementation plan to deliver the CAA's Future Airspace Strategy for the 2015-2020 timescale. The FASIIG will work within a fixed two year timescale in order to deliver an implementation plan which delivers a set of tangible benefits within the 2015-2020 timescale or earlier where possible."

The ATM Challenge

1. Capacity
2. Efficiency
3. Safety
4. Environmental Impact

Standing in the Future

Standing in 2020

- **Background**
  - Less domestic and more regional flights
  - Accommodate a traffic increase of 40%
  - Fewer airlines
- **Government & Regulatory Policy**
  - Airspace is recognised as National Infrastructure and we have harmonised national & FAB airspace plans which are endorsed by governments
  - ACPs are no longer required
  - Regulatory policy in advance
  - Industry is meeting government environmental policy targets
  - National transportation strategy includes optimisation of regional airports & joined-up airport strategy
  - Rules are aligned
  - Punctuality is measured against time of arrival (driven by CAA statistics)
  - Night noise mitigation
  - Airspace defined by capability & equipment
  - CO2 managed at EU level

Standing in 2020

- **Institutional**
  - Harmonisation of ANSPs & increased competition
  - Removal of differential charging
  - Atlantic FAB
  - Single FAB regulator
  - ATC paid for by those that use it
- **Infrastructure**
  - Additional runways have been approved/built
  - Some regional airports may close
- **Performance**
  - Safety (per flight) improvement through introduction of technology & no Airprox
  - Efficiency & environmental high on the agenda & Lower per flight cost
  - Fly what you [*operators*] filed
  - Performance and capacity have been improved
  - 100% Continuous Descent Approach/Continuous Climb Departure & tailored arrivals implemented where beneficial
  - Harmonised Global Transition Altitude
  - Resilience to external factors (inc. weather) & operations are predictable
  - Airlines operate in accordance with schedules/slots
  - No airborne holding
  - Measurable performance
  - Schedule matches capacity
  - Best equipped best served

FAS Deployment Plan Update – December 2013

- PBN Implementation
- Integrate UK Airports into the European ATM System
- Implement Queue Management and Reduce Reliance on Stack Holding
- Raise the Transition Altitude to 18,000ft
- LAMP (London Airspace Management Programme

Challenges for the VFR Community

Describing our agreed jointly held views

Maintaining perspective

Reconciling areas of competing interests

Keeping engaged

Working towards our goals

Stakeholders sign a ‘Memorandum of Understanding’

Collaborative Decision Making