

## FASVIG 1 POST-MEETING REVIEW

### **DRAFT #3**

Following FASVIG 1, the ideas and concepts developed by stakeholder groups during the “standing in 2020” session have been sifted and condensed to form vision statements describing the nature of VFR operations in 2020. These would form a structure for the next stage of FASVIG work.

#### Background

*The FAS Vision is to provide 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.*

*The FAS captures the benefits of modernising the airspace system in the areas of safety, capacity, environment and cost.*

*In a written statement on to Parliament on 6 Nov 13 the Minister for Transport said: General Aviation can and should contribute to the UK's economic success, whilst providing a safe environment for participants and the public. The Government's aim is therefore to make the UK the best country in the world for general aviation.*

*The objective of FASVIG is “to provide a sustainable future for VFR operations”*

#### The FASVIG Vision

The vision statements developed from FASVIG 1 have been organised into the 4 benefit areas set out in the FAS. They describe the 2020 VFR aviation environment to which we would aspire. They are:

##### Safety Benefits

1. Risk to and from VFR operations is assessed, mitigated and under control..
2. Aircraft flying VFR are able to detect and avoid (all/most/some/like) aircraft.
3. The collision risk for military aviation is substantially reduced and acceptably mitigated.
4. ANSPs with responsibility for CAS are able to detect (all/most/xx%) potential incursions and can therefore mitigate risk.
5. Communications infrastructure is available to all airspace users and provides integrated notification for relevant aerial activities and many individual flights.
6. The airspace structure relevant to VFR operations is easy to understand and use.
7. Preferred VFR transit routes that satisfy Rule 5 are established through all CTRs and CTAs.
8. GA pilots flying VFR in all types of aircraft are able to access controlled, regulated and restricted airspace with certainty and confidence.

9. The nature of different VFR operations is well understood by other VFR operators, ANSPs and CAT operators.
10. Transition altitude is 18,000ft throughout the FIR.
11. Training for airspace use is core to UK pilot training and has increased GA pilot competency significantly.
12. VFR flights are not constrained to fly low over inhospitable areas.

#### Capacity Benefits

13. VFR aircraft are not excluded by regulation from airspace below (10,000ft) except for safety and security reasons.
14. Controlled, regulated and restricted airspace is designed for modern aircraft performance and occupies the minimum volume for its essential purpose.
15. Dynamic FUA is applied effectively and safely to all relevant airspace.
16. Design and regulatory criteria for controlled, regulated and restricted airspace have been revised to minimise the impact on other airspace users and communities..
17. Controlled, regulated or restricted airspace is regularly reviewed and that which is no longer essential or appropriate has been returned to Class G, with conditions where appropriate.
18. Where new controlled, regulated or restricted airspace is proposed the impact on VFR operations is established, consulted, validated and understood before the application point.
19. PBN procedures at all airports have been designed to minimise the requirement for CAS.
20. Airspace planning is based on a strategic approach.
21. No VFR aircraft is excluded from controlled, regulated or restricted airspace when it is not being used for its intended purpose.
22. Airspace reserved for particular activities is only notified for periods when and where the activity is actually taking place.
23. UAS are able to operate autonomously in unregulated airspace with a better level of safety than manned aircraft.
24. A developed CANP (or similar) concept provides real time information on group VFR operations which may not be conspicuous to other aircraft.
25. Information management systems and data are shared with users and enable airspace to be used easily, effectively and safely.
26. ATC services to VFR aircraft are simple, relevant, effective and available to a greater number of users in the place and time they are most needed.

27. Revised separation standards have improved capacity for VFR flight in all airspace.
28. Introduction of the FASIIG plan has realised airspace and efficiency improvements for VFR flight.

#### Environmental Benefits

29. VFR flights are not constrained to fly low over populated or sensitive areas.
30. Greater flexibility of routing has reduced the environmental impact of VFR aircraft.
31. Growth in GA has triggered the development of more environmentally friendly aircraft and systems.
32. Noise reduction measures for GA aircraft are not constrained by airworthiness regulations.
33. Direct routing and airspace availability has reduced fuel burn for VFR aircraft by (xx%).

#### Cost Benefits

34. The size and value to the economy of GA is well known and has grown by (10/15/xx%) since 2014.
35. Direct routing and airspace availability has reduced nugatory transit flying for VFR aircraft.
36. Military aviation and training is more cost effective by (xx%).
37. The UK FIR is the best place (in the World) (in Europe) for VFR operations.
38. Aviation training in the UKFIR has grown by (100%/?) with the repatriation of facilities from abroad driven by cost and efficiency improvements