

# *Future Airspace Strategy VFR Implementation Group*

*FASVIG 2 Meeting*

*Friday 21<sup>st</sup> February 2014*

# Agenda

- *Welcome Introduction & Apologies*
- *Minutes of FASVIG 1*
- *Matters Arising*
- *Adoption of Terms of Reference*
- *FASVIG Working Arrangements*
- *Confirmation of Future FASVIG Meeting Dates for 2014*
- *FASVIG Vision Statement; Discussion & Agreement*
- *FASVIG Workstreams*
- *Next Steps*
- *Close*



# *Actions Arising from FASVIG 1*

- *Date of Next meeting: Friday 21<sup>st</sup> February 10-13hrs, CAA House Kingsway, London.*
- *Future Meeting Schedule: see Method of Working document; to be agreed at next meeting*
- *ToRs, Purpose & Objectives: circulated. All to review and approve at next meeting*
- *Working Arrangements Document: circulated. All to review and approve at next meeting*
- *FASVIG; Proposed Workstreams, Leadership and participation. To be developed from output of FASVIG 1 To be circulated for discussion and approval at next meeting*
- *FASVIG 1 Presentations: to be circulated with record of FASVIG 1*
- *Document Repository; to be established to hold FASVIG documentation, agendas/ minutes, discussion papers & presentations*



# *FASVIG Vision Statements*

- *Initial Capture from FASVIG 1 sifted & condensed to form Vision statements describing the nature of VFR operations in 2020*
  - *38 Statements; Initially grouped into 4 benefit categories*
    - *Safety*
    - *Capacity*
    - *Environmental*
    - *Cost*
- *Re-categorised into 4 themed workstreams*
  - *Safety & Risk*
  - *Information management & communications*
  - *Airspace*
  - *Regulation*



# Safety & Risk

- *Risk to & from VFR operations is assessed, mitigated and under control (1)*
- *Aircraft flying VFR are able to detect and avoid (all/most/some/like) aircraft (2)*
- *Collision risk for military aviation is substantially reduced and acceptability mitigated (3)*
- *ANSPs with responsibility for CAS are able to detect (all/most/xx%) potential incursions and can therefore mitigate risk (4)*
- *Outcome*
- *Training for airspace use is core to UK pilot training and has increased GA pilot competency significantly (11)*



# *Information Management & Communications*

- *Communications infrastructure is available to all airspace users and provides integrated notification for relevant aerial activities and many individual flights (5)*
- *IM systems and data are shared with users and enable airspace to be used easily, effectively and safely (25)*
- *ATC Services for aircraft are simple, relevant, effective and available to a greater number of users in the place and time they are most needed (26)*
- *A developed CANP (or similar) concept provides real time information on group VFR operations ( eg mass launch), which may not be conspicuous to other aircraft (considerations for police/medivac ops) (24)*
- *Airspace reserved for particular activities is only notified for periods when and where the activity is actually taking place (22)*



# Airspace

- *The airspace structure relevant to VFR operations is easy to understand and use (6)*
- *Preferred VFR transit routes that satisfy Rule 5 are established through all CTRs and CTAs (7)*
- *Controlled, regulated or restricted airspace is regularly reviewed and that which is no longer essential or appropriate has been returned to Deregulated airspace, with conditions where appropriate (17)*
- *Airspace Planning is based upon a strategic approach (20)*
- *Outcome*
- *Introduction of the FASVIG Plan has realised airspace and efficiency improvements for VFR flight (cf FASIIG) (28)*



# Regulation

- *VFR aircraft are not excluded by regulation from airspace below (10,000ft) except for safety and security reasons (13)*
- *UAS are able to operate autonomously in unregulated airspace with a better level of safety than manned aircraft ( 23)*
- *Restricted separation standards have improved capacity for VFR flight in all airspace (27)*





# Airspace & Regulation

- *GA pilots flying in all types of suitably equipped aircraft are able to access controlled airspace with certainty and confidence (8)*
- *Controlled, regulated and restricted airspace is designed for modern purpose aircraft performance (PBN) and occupies the minimum volume for its essential purpose (14)/(19)*
- *Dynamic FUA is applied effectively and safely to all airspace (15)*
- *Where new controlled, regulated or restricted airspace is proposed it has been designed to minimise impact on other airspace users/communities (16) and the impact on VFR operations has been established, consulted, validated and understood before the application point (18)*
- *No VFR aircraft is excluded from controlled, regulated or restricted airspace when it is not being used for its intended purpose (22)*
- *Aviation training in the UKFIR has grown by (xx%) with the repatriation of facilities from abroad driven by cost and efficiency improvements (38)*



# Outcomes

- *The size and value to the UK economy is well known and has grown by (10/15/xx%) since 2014 (34)*
- *Military aviation and training is more cost effective by (xx%) (36)*
- *Direct routing and airspace availability has reduced navigational transit flying for VFR aircraft (35)*
- *Growth in GA has triggered the development of more environmentally friendly aircraft (31)*
- *The nature of different VFR operations is well understood by other VFR operators, ANSPs and CAT operators (9)*
- *VFR Flights are not constrained to fly low over populated or sensitive areas (29) or inhospitable areas (12)*
- *Greater flexibility of routing has reduced the environmental impact of VFR aircraft (30)*
- *Direct Routing and airspace availability has reduced fuel burn for VFR aircraft by (xx%) (33)*
- *The UK FIR is the best place in (World/Europe) for VFR operations (37)*

# *Workstream Table Discussions*

*Briefing*

# *World Cafe Discussion*

- *4 Themed table discussions*
  - *Safety & Risk Management*
  - *Information Management & Communications*
  - *Airspace*
  - *Regulation*
- *Delegates to rotate around each table in turn*
- *Table chair to capture discussion points*
- *2 minute summary of main issues to 'start' each new groups discussion*
- *Cumulative table discussion provides 'Rich Picture' of issues*
- *Short plenary session to share table headlines to whole forum*

# *Table Leads*

- *Safety & Risk Management:*
  - *Trevor Wilcock/Andy Hurry*
- *Information Management & Communications:*
  - *Julian Scarfe*
- *Airspace:*
  - *John Williams*
- *Regulation:*
  - *Tom Hardie*

# *Table Discussion Qs*

*Review the Subject Vision statements for each theme:*

- What are the key aspects of the statements that will need to be explored?*
- What information and data will be required to understand the problem space?*
- What are the workstream activities that will need to be developed?*
- Identify any dependencies, milestones that are relevant?*
- Are there any significant omissions in this workstream ?*

# FASVIG Programme

Class G Conference

