

► **FAS Investment Board**

March 2017 Meeting - Draft Agenda; Version 1_1

09.00 – 10:15, March 31st 2017, CAA House, Conference Room 1

#	Agenda Item	Led by	Start
1	Introductions, agenda review	██████ (Chair)	09.00
2	NERL fund – Airspace Change Charge	Chair	09:10
3	NERL Fund – MET Services in TC Ops	Chair	09:20
4	NERL Fund – ScTMA Study	Chair	09:30
5	NERL Fund – PBN Research Proj Ph3	Chair	09:45
6	Summary for DSG	Chair	10:15

Attendees		
Name	Role	Organisation
██████	Chair	CAA, ██████████
██████	Airlines UK Representative (formerly BATA)	Virgin Atlantic
██████████	IATA Representative	British Airways
██████████	A4E Representative (formerly ELFAA)	Easyjet
██████	NERL Fund	NERL
██████	FAS Future VFR Co-Chair	FAS VFR Implementation group
██████	FAS Future VFR Co-Chair	FAS VFR Implementation group
██████████	FASIIG Co-Chair	NATS ██████████
██████	FASIIG Co-Chair	British Airways
██████████	Airports Representative	AOA
██████	████████████████████	CAA, Future Airspace Team
██████████	CAP 1249 Owner	CAA, Consumers and Markets
MoD and DfT	Open chair should either party wish to attend	
Investment fund Proposers	As required and invited as necessary to present their proposals	

Apologies:

Actions and feedback

Agenda item 1

Welcome to [REDACTED], attending on behalf of CAA Consumers & Markets.

Action: Consumers and Markets to update (as part of a wider review on the continuing relevance of the document as a whole) CAP 1249 to reflect the removal of the Deployment Steering group from the FAS Facilitation Fund investment decision making process; this task is now carried out by the FAS Investment Board.

CAA, Consumers & Markets

Agenda item 2

The investment board highlighted significant concerns with the fact that the extra funding to meet increased regulatory process was not given wider consideration by the CAA and other stakeholders, and that these associated costs should have been met from the existing CAA budget.

It was felt that in this case the FAS Facilitation Fund was being used as a point of first resort and although the CAA consultation cited the new process as an enabler for FAS, the IB members felt that it was not what the fund was set up for.

The investment board agreed that new airspace change process was a good idea and recognised that the airline community would pay for it in some-way however, the airline representatives felt as though they had no choice but to agree funding and that it called into question the validity/function of the Investment Board.

Reluctantly the Investment was agreed but it was noted that this was a substantial amount of money that could impact the facilitation funds ability to support future proposals more aligned with FAS research and deployment.

Agenda item 3

Although service resilience is within the FAS framework, this proposal was not robust enough in its benefits case to convince the Board to agree to this investment. **The proposal was therefore declined** at this time with a suggestion that the benefits be more explicitly developed regarding the national implications, that the benefits by airport be more clearly explained, and what would happen at the end of the trial i.e. how does this enhance MET office capability in the (sustainable) long term. The re-worked proposal would be distributed ex-committee for further views on the investment and potentially a telecom arranged for a decision.

NERL to update proposal.

IB secretariat to distribute and arrange telecom if needed.

Any commitment to fund this proposal would not guarantee future support beyond delivery of the activity detailed within this proposal.

Agenda item 4

The ScTMA study investment proposal was supported and agreed. The investment applies to this study only and should not be taken as commitment to future funding. The outcomes of the study i.e. airspace methodologies to service airport departure peaks should be made available nationally as potential solutions for other areas.

Action NERL to ensure the study outcomes are available through FAS

Agenda item 5

The PBN research Project Ph3 was supported and agreed.

The Ph3 NERL scoping study output should be distributed to the IB membership.

Action NERL to distribute the scoping study report.

This is the final element of PBN research that the IB will consider, NERL should ensure that there is no duplication of effort within this research and other global research is fully considered where relevant. The Board expects future demands on the fund that are related to PBN should involve deployment of the capability.

Agenda item 6

The above provides the record of submission from the IB to the DSG.

The role of the CAA policy and Regulatory Programme Board (PRPB) in reviewing Investment Proposals needs to be reviewed; the Board felt that the PRPB does not provide suitable assurance that submitted proposals meet the constraints of CAP1249, or that suggestions on draft proposals discussed at PRPB are subsequently being heeded prior to final submission to the IB.

Action CAA FAS support to look at the PRPB effectiveness.