


► **FAS Policy and Regulatory Programme Board (PRPB)**
November 2017 Meeting - Agenda & Notes; Version 0.2
10.00 – 11.00, November 2nd 2017, CAA House, teleconference

#	Agenda Item	Led by	Start
1	Introductions, agenda review	██████ (Chair)	10.00
2	PRPB ToRs	██████	10:05
3	DfT update	██████	10:10
3	FASVIG 2018/19 proposal	FASVIG	10:20
4	Sustainable Aviation Proposal Low Power Low Drag Noise Metric	All	10:50
5	SDM PBN Workshop	██████ / ██████ ██████████	10:55
6	Any other business	Chair	

Apologies: [REDACTED] (NATS), [REDACTED] (CAA)

Actions and feedback: from 02 November 2017

PRPB Chair welcome : this was a shortened PRPB Agenda conducted by Telecon	
<p>PRPB ToRS</p> <p>Some further minor wording suggestions from the PRPB, these have been incorporated in a</p> <div data-bbox="815 353 962 472"> Adobe [REDACTED] Document</div> <p>final version and republished on Huddle and copied here:</p>	<p>[REDACTED]</p>
<p>DfT Update</p> <p>The new Air Navigation Directions 2017 were outlined, highlighting the more comprehensive requirements on the CAA in paragraph 3 and 10.</p> <p>The new runway NPS is subject to parliamentary approval and will likely proceed through this process in mid 2018.</p> <p>A further Air navigation Guidance consultation will be undertaken in 2018 with regard to developing the Tier approach to airspace change</p> <p>NATS CEO, [REDACTED] will meet with the SoS on the 11th of November</p>	
<p>FAS Fund Project Proposals</p> <p>FASVIG Programme Mgmt Fund application feedback</p> <p>Describe who FASVIG is supporting and representing and what cost benefits and added value working through FASVIG brings.</p> <p>Explain the relationship between the two applications and the risk if one is not approved.</p> <p>Box 7 – explain the funding models investigated and why they are not appropriate.</p> <p>Box 17a - Breakdown the costs against each item listed.</p> <p>Explain which CAA/FAS/DfT groups are supported by this programme versus those supported by individual workstream otherwise it suggest potential double accounting.</p> <p>FASVIG Technical Programme Fund application</p> <p>Describe who FASVIG is supporting and representing and what cost benefits and added value working through FASVIG brings.</p> <p>Explain the relationship between the two applications and the risk if one is not approved.</p> <p>Describe stakeholders engaged and the outcomes of those engagements</p> <p>Workstreams are generally in service of cross industry workgroups – demonstrate that the workstream proposals have been agreed with those workgroups.</p> <p>Describe benefits and how these will be measured by workstream</p> <p>Presentationally, an annex with a table per workstream containing:</p> <p>Description, previous work undertaken during yrs 1 & 2, deliverables and outcomes, benefits and benefits tracking, Costs, workgroups that it is in service off (where relevant) and their agreement</p> <p>How this proposals relates to the recruitment of an airspace consultant by the GA</p>	<p>Action – FASVIG</p> <p>[REDACTED]</p>

<p>community and how these will work together.</p> <p>FAS Fund proposal on Developing a Low Power Arrivals Metric - To be submitted to the IB on the 24th of November</p> <p>FASIIG secretariat and technical support project funding application will be submitted to the IB on the 24th of November</p> <p>Convene a noise study review just to make sure we are being joined up in our approach to Noise research initiatives, not necessarily to provide technical oversight of the projects.</p> <p>Action to arrange</p>	
<p>SDM PBN</p> <p>Information only, SDM PBN workshop presentations can be found at: http://www.sesardeploymentmanager.eu/workshop-performance-based-navigation-pbn-19102017-brussels/</p>	
<p>AOB</p> <p>Next PRPB on the 7th of December, K4 Enterprise, CAA House</p>	