

► **FAS Policy and Regulatory Programme Board (PRPB)**
May 2017 Meeting - Agenda & Notes; Version 0.2
 10.00 – 13.00, May 4th 2017, CAA House, Apollo, K4, Kingsway

#	Agenda Item	Led by	Start
1	Introductions, agenda review	██████ (Chair) Call ██████	10.00
2	FAS DSG & Investment Board Overview	Chair	10.10
	DfT Policy proposals and consultation	██████	10.30
3	<ul style="list-style-type: none"> General election, Purdah and consequences Airspace Policy Framework Transport Select Committee enquiry into airspace Airspace arrangements for R3. 		
	Airspace Projects	NERL	11.00
4	<ul style="list-style-type: none"> South East & LTMA Optimisation PLAS Swanwick Airspace Improvement Plan TC Improvement DCT and FRA 		
5	Surveillance Strategy and Deployment	CAA	11.30
6	LDLCA: <ul style="list-style-type: none"> HIAL Strategy 	██████	11.45
7	FASVIG – Programme to date FASIIG	██████ ██████	12.00
8	FAS FF – Oversight Mgmt. Update	██████	12.20
9	FAS FF - Proposals		
10	FAS FF Project Progress-	██████	12.30
11	Any other business Purpose and role of the FAS PRPB	██████	12.55

Apologies: [REDACTED] (NERL)

Actions and feedback: from 04 May 2017

PRPB Chair welcome, [REDACTED] attended as part of the intern development course.	
<p>FAS IB and DSG feedback</p> <p>To ensure proposals are meeting the FAS ambition a 1 page FAS scope document should be drafted to include the revised Deployment plan introduction to help in assessing proposal alignment with FAS.</p> <p>Check ToRs of the CAA Airspace resilience programme to better understand the scope of the work. Post mtg note: ToRs uploaded to huddle with notes.</p> <p>Although the current SID replication policy is withdrawn it is still Airspace Regulation intention to apply scalability to any replication proposals; in-line with the airspace change process. It was recognised that implementing a PBN replication will necessarily result in concentration of traffic through the publication of a single source, consistent coding table. Action: Develop a draft combined technical policy document with the technical guidance contained in the SID, STAR and Hold replication policies.</p> <p>Develop and publish an Information Notice to advise all procedure design parties of the withdrawal of the SID replication policy on the 14th of March 2017.</p> <p>Post mtg note: Skywise notification published 11 May 2017</p>	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED] / [REDACTED]</p>
<p>DfT Policy Proposals and Consultation</p> <p>The Transport Select Committee inquiry has now closed with all written responses published on-line; no further work will be undertaken until post the general election where a new committee will decide its priorities.</p> <p>The Autonomous Vehicle Bill (elements impacted the NERL Licence), has been paused with a re-examination likely post general election.</p> <p>The Airspace Policy framework is planned to continue with further consultation on the aviation strategy planned for later in 2017 and an updated Air Navigation Guidance planned for late 2017.</p> <p>DfT have highlighted Airspace Capacity as a main risk to delivering Heathrow R3.</p> <p>The Strategic Case for Airspace modernisation was based on forecast traffic levels without a Heathrow R3, can NERL check if they have created a future scenario with a R3 implemented and also ensure that the baseline traffic levels take into account the recent rapid growth.</p> <p>Current Gov't Brexit approach hints at less support for Single European Sky and industry should assume there will be no access to CEF as a funding mechanism for modernisation. It is not clear whether there will be an alternative UK Gov't supported alternative fund.</p> <p>The DfT have not yet given consideration to the application (or not) of EC runway slot rules.</p> <p>There are approximately 15 Special Instruments within the repeal bill affecting aviation, there will be an opportunity to review these as the drafting of the bill progresses.</p> <p>[REDACTED] has moved on to a new Local Transport post within the DfT.</p>	<p>[REDACTED] / [REDACTED]</p>
<p>Airspace Projects</p> <p>Overview of the R3 developments as per the slide pack and provided to the DSG on the 31st of March. There are still concerns around the application of the respective approval processes; namely the DCO and the Airspace Change Process. CAA, as recommended in the Airport Commission report, will conduct noise footprint analysis on the proposed DCO submitted R3 arrival and departure routes; CAA ERCD advised they will need a significant amount of supporting data from the designs to conduct that work.</p>	<p>[REDACTED]</p>

<p>Post <i>mtg note</i>: see <i>R3 update note by email from</i> [REDACTED].</p> <p>NERL to confirm if NATS CEO ([REDACTED]) has responded to the request by the SoS to Chair a SE Airspace Optimisation group.</p> <p>Post mtg note; Draft response is with [REDACTED] <i>(DfT) for comment.</i></p> <p>NERL is reviving the LAMP 2 project work with any TA implementation tied to that project. NERL needs to ensure that tools and technology needed to support a new TA are retained in the technology deployment plans.</p> <p>Brief overview of NERL airspace programmes and future EFPS deployments provided by [REDACTED]</p>	<p>[REDACTED] to note</p>
<p>Surveillance Strategy Development and Deployment</p> <p>Over view of early draft Sur Strategy proved to the group of review – request to not distribute wider than this group as it is a very early construct (SUR technical experts in NATS can review). Action All to provide comment or thoughts on the draft content by 25th of May.</p>	<p>All</p>
<p>LDLCA, HIAL Strategy</p> <p>See meeting slides, offer from FASIIG to include the HIAL strategy at the next FASIIG mtg.</p> <p>Action: forward offer</p>	<p>[REDACTED]</p>
<p>FASVIG</p> <p>The Airspace capacity model developed for FASVIG needs further processes to be developed around the use of the product. Action: meeting between FASVIG / contractor and NERL re the use of the model, tool credibility and future evolutions.</p> <p>FASVIG look to support the CAA infringement work in identifying the root causes of infringements and potential solutions.</p> <p>The listening squawk brochure will under-go a refresh to reflect current thinking and correct some errors in the original version.</p> <p>FASIIG</p> <p>A recent workshop to develop the industry response to the DfT Airspace Policy framework consultation was well attended with good participation. Headline issues raised concern clarity of the Tier approach and ICCAN independence, also the use of the proposed web portal.</p> <p>DfT advised they have received a couple of hundred responses to the consultation; the main areas raised are; ICCAN independence, CAA independence, overflight policy, Tier definitions, and the lack of appeal function (outside the SoS role).</p>	<p>[REDACTED] / [REDACTED]</p>
<p>FAS Fund Oversight</p>	
<p>AOB</p> <p>GBAS Trial proposal; there may be a FAS Facilitation fund proposal to the June IB to carry out an Feasibility & Options study of a temporary GBAS solution for Stansted to gain better understanding of GBAS benefits and limitations. Action, CAA contacts re Stansted trial of GBAS to NERL ([REDACTED]).</p> <p>FAS Refresh by CAA will include governance arrangements.</p> <p>FAS Facilitation Fund in RP3 – workshop planned for 18th May</p>	<p>[REDACTED]</p>