

Future Airspace Strategy Deployment Steering Group

22/09/17 FAS DSG Outcomes and Actions

Version 1.0, September 2017

This document summarises the outcomes and actions from the September 22nd FAS Deployment Steering meeting.

Table 1 summarises the main outcomes from the meeting, organised by theme, Table 2 summarises the actions from the meeting:

Theme	Meeting Outcomes
1. DSG working arrangements	<ul style="list-style-type: none"> Administration, including the distribution of papers, and contact details needs to be updated. The group has been advised of the need for the CAA Chair of the DSG to step down, this is a measure thought necessary by the CAA to ensure there is no perceived conflict of interest. FASIIG (as well as the other members of the DSG) highlighted the need for the CAA to remain committed to the airspace modernisation programme in-line with their obligation in the CAA Directions. The CAA reinforced its commitment to supporting UK airspace modernisation but confirmed that it could not sit as chair. DSG members re-stated that airspace is part of the national infrastructure and required national leadership. CAA confirmed that it would Chair the group for the discussion on future governance at the next meeting, but that agreement was needed to move on from that point; potentially with an interim solution pending final agreement.
2. Airspace Change	<ul style="list-style-type: none"> The CAA advised that it is still their intention to introduce the new Airspace change process (CAP 1520) in early 2018. Further work is needed on the development of the online airspace change portal, in the meantime the CAA website would temporarily fulfil this role alongside the use of "Citizen space" DSG members highlighted the consultation best practice they have developed over recent years, any portal should be able to reflect this learning The DfT representative recalled that they are refining the Airspace policy documentation and the CAA Directions with the intention of publishing by the end of the year. The industry representatives noted that early publication of the material was in everyone's best interest. DSG members requested the background to the CAA Portal Statistics, how was industry input counted? As a single input against 30+ individual public ones? Or as individual members of the FASIIG? DSG members strongly support the publication of both Government policy and CAA Airspace change process as a matter of urgency; either together or independently. DfT advised there will be a consultation on aviation growth in Summer 2018; details tbc.
3. UK Airspace Modernisation	<ul style="list-style-type: none"> A refresh of the UK Airspace modernisation ambition was presented, the plan is for the publication in early 2018 of a document that can sit beside the Strategic case for Modernisation (published by DfT) and the Industry deployment plans. In the refresh, FAS becomes an overarching term describing the three documents above with cross industry ownership. FAS Implementation-North is progressing with simulations planned for November 2017. Airport airspace plans are being revisited with further immediate refinements planned by Edinburgh Airport in response to CAA regulatory requests.

	<ul style="list-style-type: none"> FAS Implementation-South has engaged with the airport community and plan to present to the Secretary of State in early 2018. DSG members highlighted that engagement with stakeholders outside the airport community is required. Gatwick airport representative provided an overview of the recent London TMA Airport Coordination Group; convened to help coordinate airspace plans and inform the FASI-S programme plans.
4. FAS Facilitation Fund in RP3	<ul style="list-style-type: none"> An overview of the paper drafted by the DSG sub group was discussed. A future facilitation fund for the period 2020-2024 is supported, its construct and governance yet tbd. The draft paper will be retained for use in the upcoming RP3 (2020-2024) consultation.
5. DPI deployment beyond 2020.	<ul style="list-style-type: none"> The Transport Systems Catapult presented potential options for on-going DPI costs beyond 2020; approx £3k per airport. It was commented that this does not seem a lot per airport however, DSG members recognised that that one size does not fit all and that in isolation £3k may not appear as a lot of money Airports will assess DPI by perceived value and benefit and an airport with 20,000 ATM's against 400,000 ATM's would assess those differently. Those who do not perceive DPI as value or beneficial will simply switch it off. DSG members advised that the FAS Facilitation fund is for enabling initial deployments and not ongoing costs therefore, 2020+ costs for DPI should sit with the individual airports and not within the FAS facilitation fund.
6. FASIIG Update	<ul style="list-style-type: none"> The recent FASIIG/27 meeting (20 September) was outlined; a FASIIG newsletter will be published on the website www.futureairspace.aero which will include a meeting overview. FASIIG will continue to require contracted secretariat support to the end of RP2 (Dec 2019).
7. FASVIG Update	<ul style="list-style-type: none"> FASVIG highlighted the recently agreed adjustment to their implementation work programme. The proposed ADS-B trial at GA airfields is still in the planning stage. FASVIG highlighted that there are number of devices, such as but not exclusively PilotAware, in use that operate outwith the aviation protected spectrum. The CAA noted that the Electronic Surveillance Roadmap project will look to develop a method to include the wider community in the Electronic Conspicuity development programme.

Table 1: Main outcomes of the September 22nd 2017 FASDSG

#	Action	DSG Owner	Date
001	Review contact names and addresses to ensure they are current and ensure papers are distributed in a timely fashion	Temporary DSG Secretariat	ASAP
002	All DSG members to provide thoughts and suggestions on future DSG chair and secretariat and process of selection	Temporary DSG Secretariat	31 st October
003	Collate an options paper with CAA commitment embedded, developed from members inputs at action 002 and referencing CAA obligation in the DfT Directions	CAA	24 th November
004	Confirm how the portal stats were collated and provide details of content that will be expected	CAA	24 th November

	to be uploaded online		
005	Feedback to DSG Secretariat on the 2020+ Strategic capabilities document	DSG Members	31 st October
006	NATS FASI letter to airports to be circulated to DSG members	NATS	ASAP
007	Provide an overview of FASI engagement to date. To be distributed ahead of the next DSG	NATS	17 th November

Table 2: Actions from September 22nd 2017 FASDSG

Next meeting

The next FAS DSG meeting is scheduled for 24 November 2017 at CAA House in London