Future Airspace Strategy Deployment Steering Group

24/11/17 FAS DSG Outcomes and Actions

Version 1.2, November 2017

This document summarises the outcomes and actions from the November 24th FAS Deployment Steering Group 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	• The CAA Chair of the DSG reiterated the need for the CAA to step down from this Chair, a measure thought necessary by the CAA to ensure there is no perceived conflict of interest. • This created an option to review the role of the FAS DSG along with the other airspace groups. NATS will bring this review to the next DSG in March 2018 (2nd of March). • This would allow alignment of the DSG with the master architect role. • Observations were raised that the Strategic direction pursued through the DSG should be owned by the State. The master architect role is a delivery role. • NATS was seen as master architect as well as commercial service provider and therefore has conflicted interest, a CAA Director level attendance is required to ensure some oversight of the DSG Chair. • DfT advised that the DSG is at a technical level, and therefore not appropriate for DfT to Chair. • Legal and policy advice is an important element to be retained in the group post-review.
2. Airspace Change	• The DfT member advised that airspace would be consulted on through the DfT aviation strategy consultation in autumn 2018. • Industry members highlighted the need to ensure airport input to the airspace change tier (now 'level') 2 policy developments. The DfT confirmed this would result in a change to the policy framework towards the end of 2018. • The DFT representative highlighted the importance of independence / neutrality in the role of ICCAN Chair. • The CAA advised that it is their intention to introduce the new Airspace change process (CAP 1616) on the 2nd of January 2018 alongside an interim online portal that provides relevant links and training for airspace change sponsors. • The new portal is likely to be launched towards the end of 2018; aligned with any revised guidance post further Government consultations.
3. UK Airspace Modernisation	• A refresh of the UK Airspace modernisation ambition was presented, ultimate ownership of the document needs to be clarified. • Industry representatives highlighted the need to align with the ATM Master-plan developments and to consider the need for a wider operational resilience element in support of airspace modernisation. • FAS Implementation-North simulation of the ScTMA airport changes was completed in November 2017, potential airspace change is planned for 2019. • FAS Implementation-South has engaged with the airport community, summarised in the pre-meeting distributed paper; the Secretary of State has been briefed on the FAS-South airspace operational concept. • The next London TMA Airport Coordination Group is planned for next week; a progress update will be provided at the next DSG.
4. DPI deployment.	• The DSG congratulated the Transport Systems Catapult on their delivery of the DPI programme to date. • TSC highlighted the DPI benefits study based on T2 airports, the

		report will be distributed to DSG members.
5. FASIIG Update	•	The FASIIG_28 meeting is scheduled for the 30th of November, meeting outputs will be summarised by newsletter here: www.futureairspace.aero
6. FASVIG Update	•	FASVIG highlighted the work to date on their work programme, including the potential Electronic Conspicuity (EC) work. An EC programme update was requested from the CAA for the next DSG.
	•	As guidance to the Investment Board; a discussion was held on the principle of continued use of the facilitation fund to support the running costs of the FASVIG organisation.
	•	The DSG agreed that the principle had been recognised with the initial funding of the FASVIG Ltd. Model.
	•	FASVIG highlighted the wide support from the GA associations and flying community and that they can continue to facilitate engagement between the GA and commercial aviation operations. The DSG was content that as a vehicle to deliver a specific work programme the FASVIG could fulfil this task.
	•	The FASVIG work programme scope should be clear on how coordination will be effected where State level programmes already exist.
	•	The DSG requested the IB to consider: How best to test value for money from FASVIG in delivering their work programme; FASVIG should explain more fully the alternative funding sources tested by FASVIG; DSG should ensure the Facilitation Fund governance mechanisms are adequate to provide oversight of projects, including value for money.

Table 1: Main outcomes of the November 24th 2017 FASDSG

#	Action	DSG Owner	Date
001	Distribute Chapter 3 of the FAS refresh to DSG members for consideration and input to development of the document	CAA	With Notes
002	TSC to distribute DPI deployment benefits study	TSC	With Notes
003	Electronic Conspicuity programme update to be provided to the next DSG (2nd March 2018)	CAA	2nd March
004	Investment board to progress FASVIG management and work programme funding applications	IB Chair	31 January 2018

Table 2: Actions from November 24th 2017 FASDSG

Next meeting
The next FAS DSG meeting is scheduled for 02 March 2018 at CAA House in London