

**Agenda for Airspace Strategy Board – 25 October 2018, 3.45pm – 5.45pm**

<b>Agenda Item</b>	<b>Topic</b>	<b>Time</b>	<b>For discussion or information</b>
1	Introduction to the Board and Terms of Reference	15 minutes	Information
2	DfT and CAA proposal on Vision Statement and objective for airspace modernisation	30 minutes	Discussion
3	Governance: <ul style="list-style-type: none"><li>▪ General update and timeline</li><li>▪ DfT and CAA role as co-sponsors</li><li>▪ Membership and funding</li><li>▪ CAA Delivery Monitoring and Oversight</li><li>▪ NERL AMOG Programme Management Office</li></ul>	45 minutes	Discussion
4	Update on Aviation Strategy Green Paper and Airspace Document	10 minutes	Information
5	Update on CAA Airspace Modernisation Strategy	10 minutes	Information
6	Delivery Update on FASI-N and FASI-S	10 minutes	Information

# Airspace Strategy Board

## Terms of Reference

September 2018

<b>Purpose</b>	<b>This document sets out the terms of reference for the Airspace Strategy Board. It includes a description of the Board's function, scope, membership, roles, meeting arrangements, interfaces, challenges and risks.</b>
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### 1. Context

- 1.1 The Airspace Strategy Board (ASB) is responsible for engagement on strategic policy direction for UK airspace modernisation. The DfT and CAA defined airspace modernisation in the draft Airspace Modernisation Strategy (AMS) as *"changing and developing its structural design, and the operational concepts and technology that are used to fly and manage air traffic"*.
- 1.2 The ASB is chaired by the DfT Aviation Minister and demonstrates the strategic leadership role of the UK government with regard to airspace modernisation.
- 1.3 The DfT and the CAA are co-sponsors of airspace modernisation in the UK.

### 2. Function of the Airspace Strategy Board

- 2.1 The ASB brings together a wide range of interested major stakeholders to discuss national airspace policy and the strategic objectives of UK airspace modernisation.
- 2.2 The ASB supports the national airspace modernisation programme in achieving its objectives, as defined in the draft CAA AMS. The draft AMS sets out a draft objective but the first action of the ASB will be to develop a consensus vision ahead to inform the publication of the AMS in December 2018. The DfT and CAA will jointly make a proposal to the ASB for discussion.
- 2.3 The Board will advise DfT on potential changes to the overarching policy, regulatory, legal and funding framework if these are required to address delivery issues in the airspace modernisation programme and to ensure the programme achieves the target outcomes.
- 2.4 The co-sponsors will lead on updating the ASB, with other governance groups reporting issues to the ASB up the governance chain via the co-sponsors. The ASB may also receive delivery updates from other groups where requested.

### 3. Scope and Authority

- 3.1 To set the strategic policy direction for the UK airspace modernisation and to consider potential policy changes where these are required to develop policies that aim to ensure the programme delivers the benefits and target outcomes.
- 3.2 The ASB will provide advice to the DfT Aviation Minister and DfT Secretary of State and the government in order to consider and implement policy change if required.

- 3.3 To agree the vision for UK airspace modernisation and objectives ahead of publication in the final CAA AMS.
- 3.4 To receive updates on delivery of airspace modernisation from other groups in the governance structure where requested.
- 3.5 To engage with a wide range of interested major stakeholders.
- 3.6 To commission papers, updates or information from groups within the Airspace Modernisation Governance Structure.
- 3.7 To keep the overall UK Airspace Modernisation Governance structure under review.

#### **4. Group Membership**

- 4.1 The ASB membership is comprised of a wide range of stakeholders. Membership will be kept under review.
- 4.2 The table below sets out the ASB membership at initiation.

Organisation	Number of reps	Expected attendees
<b>DfT</b>	5	DfT Aviation Minister (Chair) DfT Aviation Director DfT Aviation Policy Deputy Director DfT Aviation Capacity Director DfT Non-Executive Director
<b>CAA</b>	1	CEO or nominated representative
<b>NATS</b>	1	CEO or nominated representative
<b>MOD</b>	1	Assistant Chief of The Airstaff (ACAS)
<b>Scottish Government</b>	1	
<b>Welsh Government</b>	1	
<b>Northern Irish Government</b>	1	
<b>IPA</b>	1	
<b>ICCAN</b>	1	Head Commissioner
<b>Airports</b>	5	AOA x 1 Airports x 4
<b>Airlines</b>	2	Airlines UK x 1 Airlines x 1
<b>General Aviation</b>	1	
<b>Community noise groups</b>	2	ANEG community representatives to nominate
<b>Airport Consultative Committees</b>	1	ACC secretary to nominate
<b>Environmental</b>	2	Aviation Environment Federation Sustainable Aviation
<b>Local Authorities</b>	1	SASIG

## 5. Meeting Arrangements

5.1 Meetings shall be held twice yearly and be held at the DfT.

5.2 The first meeting will be held in October 2018. Thereafter meetings will be held in April and October, subject to diary constraints or other reasons for scheduling at a different time.

- 5.3 The DfT Aviation Minister will set the agenda but welcomes suggestions from members on topics or issues together with the following standing agenda items:
- a. Vision, objectives & benefits
  - b. Communications & stakeholder management
  - c. Delivery progress
  - d. International considerations
  - e. AOB
- 5.4 Meeting minutes will be made publically available on the DfT website
- 5.5 The Board will be supported by a secretariat from the Aviation Policy Division. The Secretariat will be responsible for:
- Scheduling meetings;
  - Preparing the agenda based on input from members;
  - Circulating papers by email in advance of the meeting; and
  - Drafting and circulating minutes.

## **6. Key Interfaces**

- 6.1 The ASB sits at the top of the governance structure for the UK Airspace Modernisation.
- 6.2 The co-sponsors may choose to escalate issues to the ASB. This will be dependent on the policy or issue in question. The co-sponsors will lead on updating the ASB, with other governance groups reporting issues to the ASB up the governance chain via the co-sponsors.
- 6.3 The Board can also commission work from other groups within the UK Airspace Modernisation Governance Structure.

## Airspace Strategy Board Expected Attendees – 25 October

Organisation	Name	Role	Seats
Department for Transport (Chair)	Baroness Sugg	DfT Aviation Minister	5
Department for Transport	Dan Micklethwaite	DfT Aviation Director	
Department for Transport	Sarah Bishop	DfT Aviation Policy Deputy Director	
Department for Transport	Caroline Low	DfT Aviation Capacity Director	
Department for Transport	Tony Poulter	DfT Non-Executive Director	

Organisation	Name	Role	Seats
Scottish Government	Frances Pacitti	Director for Aviation, Maritime, Freight and Canals	1
Northern Irish Government	John McGrath	Deputy Secretary - Transport and Resources Group	1
Welsh Government	TBC	TBC	1
Ministry of Defence	Air Vice-Marshal Gerry Mayhew CBE MA RAF	Assistant Chief of The Air Staff (ACAS)	1
Civil Aviation Authority	Richard Moriarty	Chief Executive	1
Infrastructure Projects Authority	Andrew Farrimond	Senior Policy Official	1

Aviation Environment Federation	Tim Johnson	Director	1
NATS	Martin Rolfe	CEO	1
Community Noise Groups	Charles Lloyd  John Stewart	Chair of Aviation Communities Forum  Chair of HACAN (Heathrow Association for the Control of Aircraft Noise)	2
Airlines (note, seats rotating)  British Airways  Virgin Atlantic	  TBC  Phil Maher	  Executive Vice President Operations	2
AOA	Karen Dee	Chief executive	1
Airports (note, seats rotating)  Heathrow Airport  Gatwick Airport  Luton Airport  Edinburgh Airport	  John Holland-Kaye  Stewart Wingate  Nick Barton  Gordon Dewar	  CEO  CEO  CEO  CEO	4
SASIG (Strategic Aviation Special	Councillor Keith Artus	Chairman	1

Interests Group)			
UK Airport Consultative Committees	Colin Flack	Chair of UKACCs Working Group and Birmingham ACC	1
Sustainable Aviation	Neil Robinson (to also represent MAG)	Chair	1
General Aviation	Byron Davies	General Aviation Champion	1
ICCAN	Not attending until appointed	Head Commissioner	1



## **Airspace Strategy Board Minute - 25<sup>th</sup> October 2018**

<b>Attendees:</b>	
Baroness Sugg – DfT Aviation Minister (Chair)	Phil Maher - Virgin Atlantic
Dan Micklethwaite – DfT	John Holland-Kaye - Heathrow Airport
Sarah Bishop - DfT	Byron Davies – General Aviation Champion
Caroline Low - DfT	Tim Norwood- Gatwick Airport
Tony Poulter –DfT Non-Executive Director	Nick Barton - Luton Airport
Gary Cox – Scottish Government	Gordon Robertson - Edinburgh Airport
Air Vice-Marshal Gerry Mayhew CBE- MOD	Keith Artus - SASIG
Richard Moriarty - CAA	Colin Flack - UKACC
Andrew Farrimond - IPA	Neil Robinson - Sustainable Aviation/MAG
Martin Rolfe - NATS	Tim Johnson - Aviation Environment Federation
Charles Lloyd - Aviation Communities Forum	<b>Apologies:</b>
John Stewart - HACAN	NI Government
Karen Dee - AOA	Welsh Government
Alex Cruz - British Airways	ICCAN (Not attending till appointed)

### **Agenda item 1- Introduction and terms of reference**

#### **Welcome and introduction**

Baroness Sugg introduced attendees and welcomed them to the first meeting of the Airspace Strategy Board (ASB).

She set out that:

- Airspace modernisation is a priority for the DfT;
- That DfT and the CAA are co-sponsors of airspace modernisation and will provide the joint leadership required for the programme; and
- That engagement with the aviation industry is very important as they are responsible for delivering airspace modernisation.

DfT set out that, whilst airspace modernisation is intended to deliver significant benefits for communities affected by aviation, the Government's policies on issues such as noise and the environment must be considered in the wider context. Baroness Sugg explained that the department would soon be hosting roundtables to discuss sustainable growth and noise policy in the context of the upcoming Aviation Strategy, and that therefore these issues would not be covered in detail at this meeting.

#### **Terms of Reference**

DfT explained that the department has worked with the Infrastructure and Projects Authority, NATS and the CAA to create the governance structure, which will be headed by the ASB. This structure had not yet been finalised at all levels, but the meeting agreed it was important to get the ASB up and running.

DfT set out the key functions of the ASB:

- To discuss key strategic issues;
- To provide advice to DfT on potential changes to the overarching policy, legal and funding framework; and
- To receive delivery updates.

DfT also set out that the ASB is not a decision making board, and that the focus of the Board is national. DfT will set the agenda for meetings, working with the CAA as co-sponsors, and minutes will be made available publically. It was also noted that there had been considerable demand for attendance from interested stakeholders, but that unfortunately it was not practical to accommodate everyone. It was suggested that, in order to ensure fairness in future, some seats would need to rotate between different interested stakeholders.

The following points were made in discussion:

- The meeting supported the need to create the ASB and the ToR presented.
- There was some challenge over whether the Board should have a broader scope which extended to wider noise policy.
- DfT reiterated that the focus of the board should be on airspace modernisation. However, DfT proposed that at the next ASB there should be a discussion of how the environmental policies within the Aviation Strategy Green Paper fit with our policies on airspace modernisation. DfT also reiterated that there are other forums to discuss environmental policies, and that noise would be discussed in more detail at the upcoming Ministerial Aviation Strategy roundtables.

## **Agenda Item 2 – Objective for airspace modernisation**

DfT explained that a new proposed objective for airspace modernisation had been jointly developed by DfT and the CAA, further to the draft objective that was published in the draft CAA Airspace Modernisation Strategy in July 2018. Attendees raised a number of points in discussion:

- That the objective should be up-front if its intended purpose is to create more capacity.
- That the objective was about growth and resilience.
- That the first parameter should be clear that it did not just relate to commercial aviation.
- Concerns were raised that existing policy and regulation (e.g. CAA duties) meant that industry interests would always be prioritised over community interests.

DfT noted the discussion, and emphasised that there was a balance of competing interests inherent in the airspace modernisation process and that it would be necessary to have trade-offs between them. All parties were encouraged to focus on the end benefits and to 'lean in' to ensure progress takes place. There was general consensus that doing nothing was not an option.

DfT made clear that the objectives had not yet been finalised, and that the department would review them before setting out an updated objective in the Aviation Strategy Green Paper and CAA airspace Modernisation Strategy. This would take into account views from stakeholders, including those which had been put forward in the meeting.

### **Agenda Item 3- Governance**

DfT introduced the Governance structure which had been developed with the CAA, NATS and the IPA. Stakeholders had contributed to the proposal through engagement sessions and there was general consensus on the structure. The meeting discussed a number of key points:

- The ASB sits at the top of the governance structure;
- The DfT and CAA have made a commitment to act as co-sponsors;
- The CAA are developing a Delivery Monitoring and Oversight function to oversee and track the delivery of the Airspace Modernisation Strategy.
- The final governance structure will be published in December.

DfT set out the Government's expectation that funding for airspace modernisation, including for the governance groups, will be provided by industry.

The CAA set out its commitment to co-sponsor modernisation and its role in running the Delivery Monitoring and Oversight function, which will act as a bridge between industry delivery groups and the strategic level to coordinate activity and elevate risks. The CAA will fulfil two distinct airspace roles; to consider whether to approve Airspace Change Proposals, and the economic regulation of NERL.

NATS presented on the proposed Airspace Modernisation Organising Group (AMOG) Programme Management Office. This will coordinate the programme to deliver airspace change and ensure it is integrated and optimised with the en-route modernisation. NATS emphasised that collaboration is necessary to be successful as programme management cannot be delivered by NATS alone. The Boards underneath AMOG will also be vital to coordinating airspace changes and the governance structure ensures the group reports to the FASI-S Board. Attendees highlighted that developing a structure is important step in ensuring delivery.

NATS also set out that it had been commissioned by DfT and the CAA to produce a masterplan of the airspace changes required. This was due in the middle of 2019.

The Board supported DfT and the CAA making the commitment to act as co-sponsors and agreed it was a positive step that the Government is supportive of airspace modernisation. There was interest in seeing the masterplan in due course and understanding the timetable for airspace changes.

Representatives from various groups identified the importance of effective communication with those affected by these changes, whilst others stressed the importance of finding balanced solutions and implementing fair packages of mitigations.

The meeting recognised that resource will need to be carefully managed over the upcoming years across the sector to ensure it is used in the right place at the right time. It was suggested that AMOG could be used as a tool for managing this resource, with DfT also playing a role in coordination.

**Agenda item 4 -December publications**

DfT set out to the Board that the department will publish the Aviation Strategy Green Paper later this year, which will include a section on airspace. Given the amount of detail required on airspace the department will also publish further information separately alongside the Green Paper.

DfT explained what information is due to published in December:

- The objective for modernisation;
- The role of DfT and CAA as co-sponsors;
- The final governance structure;
- A consultation proposal on legislation to direct a sponsor to bring forward an airspace change;
- NATS feasibility work and CAA assurance of this work.

**Agenda Item 5 – Update on Airspace Modernisation Strategy**

The CAA provided an update on their Airspace Modernisation Strategy. It had received 263 responses to its consultation from the public, and was now in the process of adapting the Strategy to take on stakeholder views. The feedback had focused mainly on the objective, which the meeting had discussed under agenda item 2.

There was broad support for the detail and initiatives in the Strategy, which will be provided to the Secretary of State in December. It will also be published on the CAA website. It would be updated in 2020, once the Aviation Strategy work had been completed and any new policies introduced.

DfT stressed how important it was for everyone to continue to engage with the Airspace Modernisation Strategy (AMS).

**Agenda Item 6 - Delivery update on FASI-North and FASI-South.**

FASI-North - NATS explained that there are a number of CAA decisions pending over the next year.

FASI-South - It was felt that there had been excellent input from airports and airlines as to what they were looking for going forward, with lots of proposals progressing. A masterplan of these changes would be written by NATS by mid-2019.

The Aviation Communities Forum and other community representatives felt that, whilst progress had been made from an industry perspective, there had not been similar developments for communities. A number of suggestions were made, including minimising the impact for those who lose out through airspace modernisation or a comprehensive package for those affected.

The Board agreed that a balanced outlook was needed with considerations made for both industry and communities, whilst ensuring clear and transparent communication as to the benefits and costs for those affected. It was recognised by all attendees that airspace modernisation would never be welcomed by everyone but could deliver improvements on the current status quo.

**Concluding comments**

Baroness Sugg concluded the meeting, saying she felt it had been beneficial and that it was a positive step to be discussing airspace modernisation with senior aviation stakeholders. This view was supported by the Board.

The Board agreed that more regular meetings were needed rather than the proposed bi-annual format and it was suggested the next meeting be held early in 2019.

The Board agreed that the next meeting would include an update on progress and that it should take place after the Aviation Strategy Green Paper had been published. There will also be an agenda item to discuss the policies within the Green Paper and how they interact with airspace policy.

**ACTION:**

- DfT to arrange next ASB meeting.
- DfT to add a discussion on how environmental policies in the Aviation Strategy Green paper fit within Airspace Modernisation at next ASB meeting.

# AMOG role

Martin Rolfe, CEO

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- Challenge to manage and coordinate a programme to deliver airspace change at airports in the South East and Northern England integrated and optimised with the En-Route modernisation in 2024/5.
- Concept of systemisation delivers significant capacity increases that will only be realised with an integrated delivery programme.
- DfT and CAA as co-sponsors of the AMS requested NATS to fulfil the PMO for Airspace Change.
- Teams across airports and NATS are in need of the resource, support, governance and skills that AMOG will bring.
- We are seeking funding through FAS for 2019 and through the RP3 Settlement to 2025. The airspace change process is prolonged and in order to start deploying in 2024 the programme must start now.
- The programme shall be transparent and governed by a board including Airline and Airport representatives and have accountability lines to the AMS governance through the DfT and CAA.

# Airspace Updates

Martin Rolfe, CEO

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## Scottish region Airspace change

- A significant step in collaborative airspace modernisation will see developments for Newcastle, Doncaster and Birmingham deployed and integrated in May 2019
- Scottish TMA Modernisation, CAA decision expected 30 November and deployment scheduled for February 2019
- Edinburgh airspace changes ACP target implementation of February 2019

## Project Lightning

- Creation of revised danger areas in the North Sea, for UK Military training to accommodate new F35 Lighting.
- CAA decision expected November 30 for February 2019 implementation.

# Delivery Update – FASI-South



## LAMP Airspace change

- TMA Workgroup and FASI South Airports Board established. All have committed to or already started the CAP1616 process
- First common goal plan across the programme created
- Feasibility report delivered

## London region Airspace changes

- Enhanced Time based separation now operational at Heathrow providing wind resilience with average gains of between 0.8-2.6 landings per hour.
- RP2 Swanwick Network Improvements continue with airspace changes optimising the Jersey/Brest and Maastricht interfaces to be delivered in December 2018.
- Farnborough airspace change approved for a December 2019 deployment.
- NERL Programmes created for Queue Management (e.g. AMAN/DMAN and enhanced TBS), Airspace Systemisation (e.g. LAMP, Heathrow Independent Parallel Approach) and Lower Airspace Tools in advance of RP3 delivery.

# Thank you