



# ACOG Presentation to SASIG

6 July 2022

# About ACOG

ACOG's role is to coordinate the delivery of key aspects of the UK Government's **Airspace Modernisation Strategy** that will contribute to the Government's vision for quicker, quieter and cleaner flights

These initiatives involve the redesign of airspace across the UK to make the most of the capabilities of modern aircraft and navigational technologies that have been developed in recent years.

ACOG was formed in 2019 as a fully independent organisation within NATS under the direction of the Department for Transport and Civil Aviation Authority,

ACOG operates independently of NATS and the airports that make up the programme, reporting into an ACOG Steering Committee governed by an independent Chair.

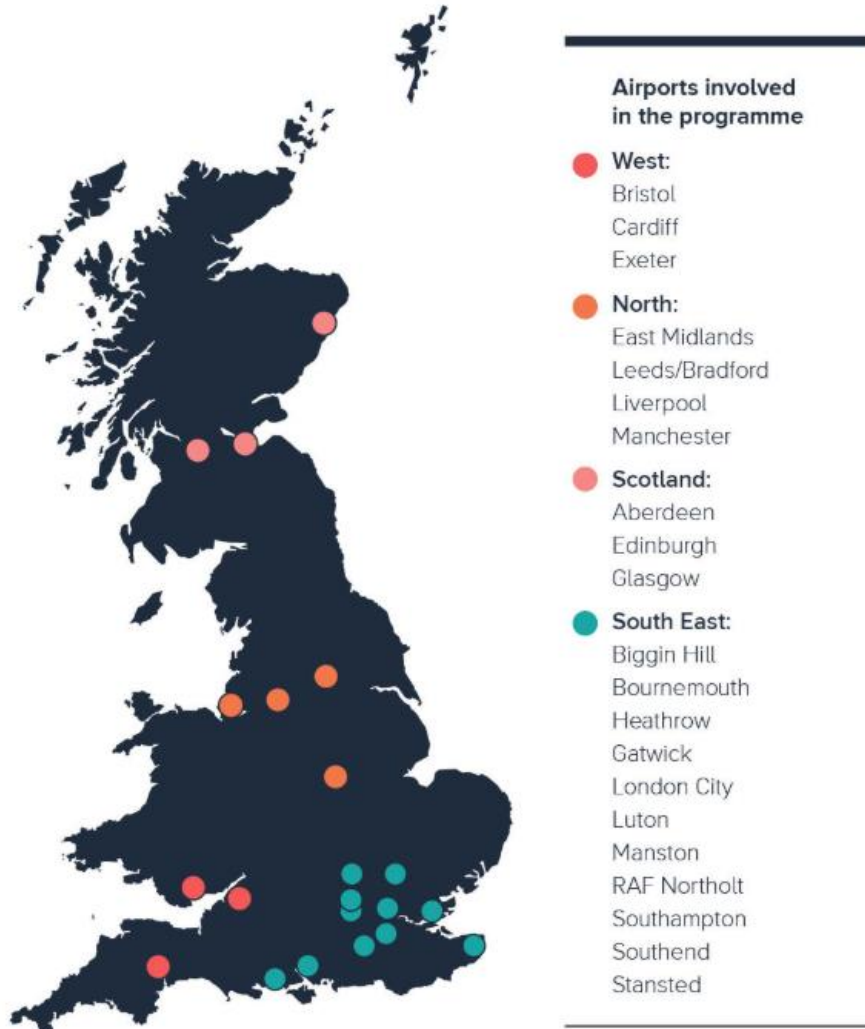


- Airspace is a crucial part of the UK's transport infrastructure and needs to be improved to keep people and goods moving efficiently and reliably.
- The UK's airspace was designed in the 1950s when there were fewer aircraft in the air. Since then the airspace structure and route network that serves aviation has become outdated and inefficient.
- The DfT & CAA (as AMS co-sponsors) have confirmed the ongoing imperative to modernise the UK's airspace despite COVID 19.

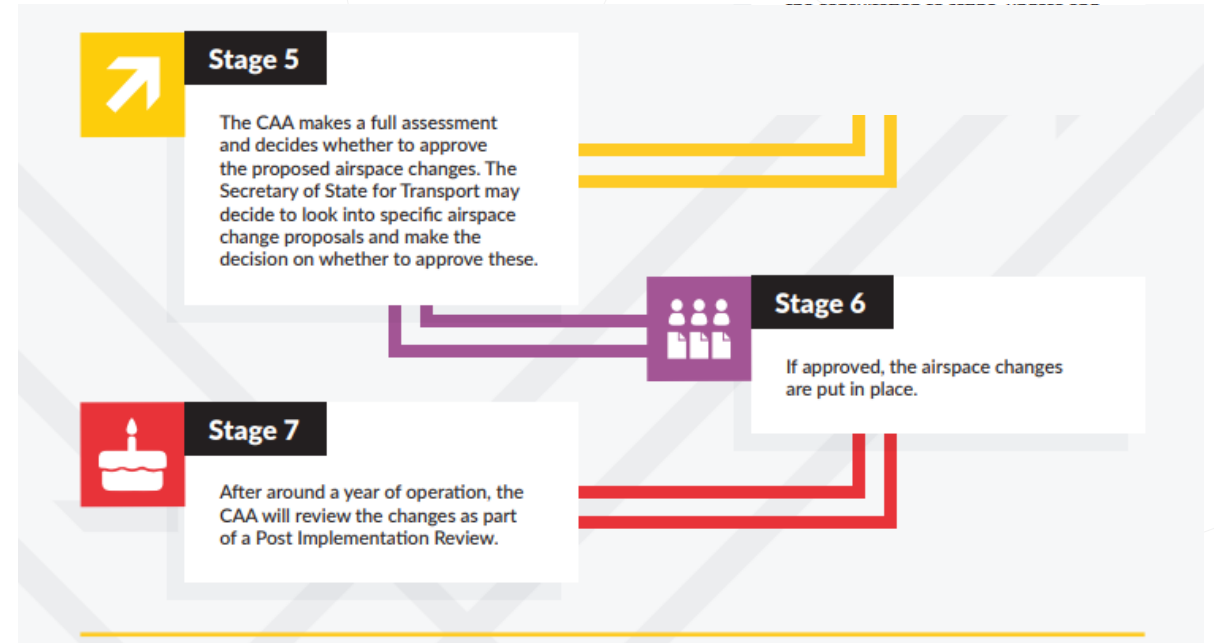
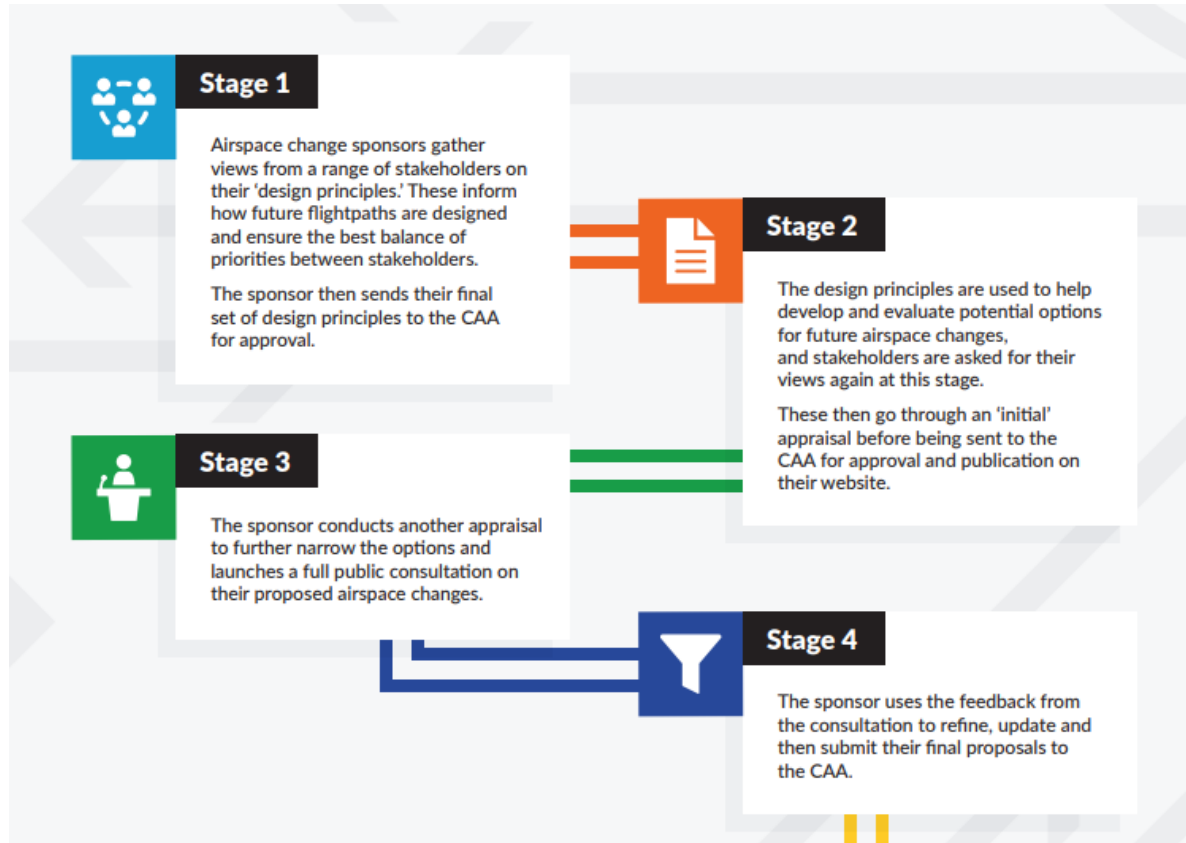
#### Key drivers of airspace modernisation:

1. Improving efficiency, enabling growth and reducing delays
2. Improving environmental performance and reducing emissions per flight
3. Better management of noise impacts
4. International alignment
5. Accommodating new forms of aviation and integrating other airspace users

# Which airports are involved?



- There are 21 airports (and NATS) across the UK involved in the national Airspace Change Programme.
- Airports included in the programme were identified by NATS as airports where there are interactions between each other. However, this doesn't preclude others being added to it.
- Airports are grouped into 'deployment clusters' based on the nature of their interactions. Changes will be deployed in clusters over a number of years.
- Airports are responsible for modernising their route network up to 7000ft and NATS for everything above this. ACOG will work with airports and NATS to ensure the programme is coordinated



ACOG is tasked with creating the Airspace Change Masterplan. This is a high-level co-ordinated implementation plan that identifies which individual but interdependent airspace design changes need to be developed to deliver the range of benefits that modernisation will bring, and when. It will:

-  **Identify the interdependent ACPs** and the range of benefits that they are expected to deliver
-  **Describe the potential conflicts, trade-offs and interdependencies** between proposals and the concepts/solutions available to resolve them.
-  **Present a credible Programme Plan** for implementing the ACPs in a sequence of deployment modules.
-  **Demonstrate how the benefits and negative impacts** of modernisation are tracked and managed appropriately, in line with Government policy.
-  **Demonstrate how stakeholders have shaped** the development of the Masterplan through engagement.
-  **Conduct a specific General Aviation Impact Assessment**

# Why do we need an Airspace Change Masterplan?

The UK market for Airport and Air Traffic Services is privatised and competitive:



Multiple different organisations sponsor the Airspace Change Proposals (ACPs) needed for modernisation.



An uncoordinated, piecemeal approach would generate network inefficiencies, increase negative impacts and limit the overall benefits.

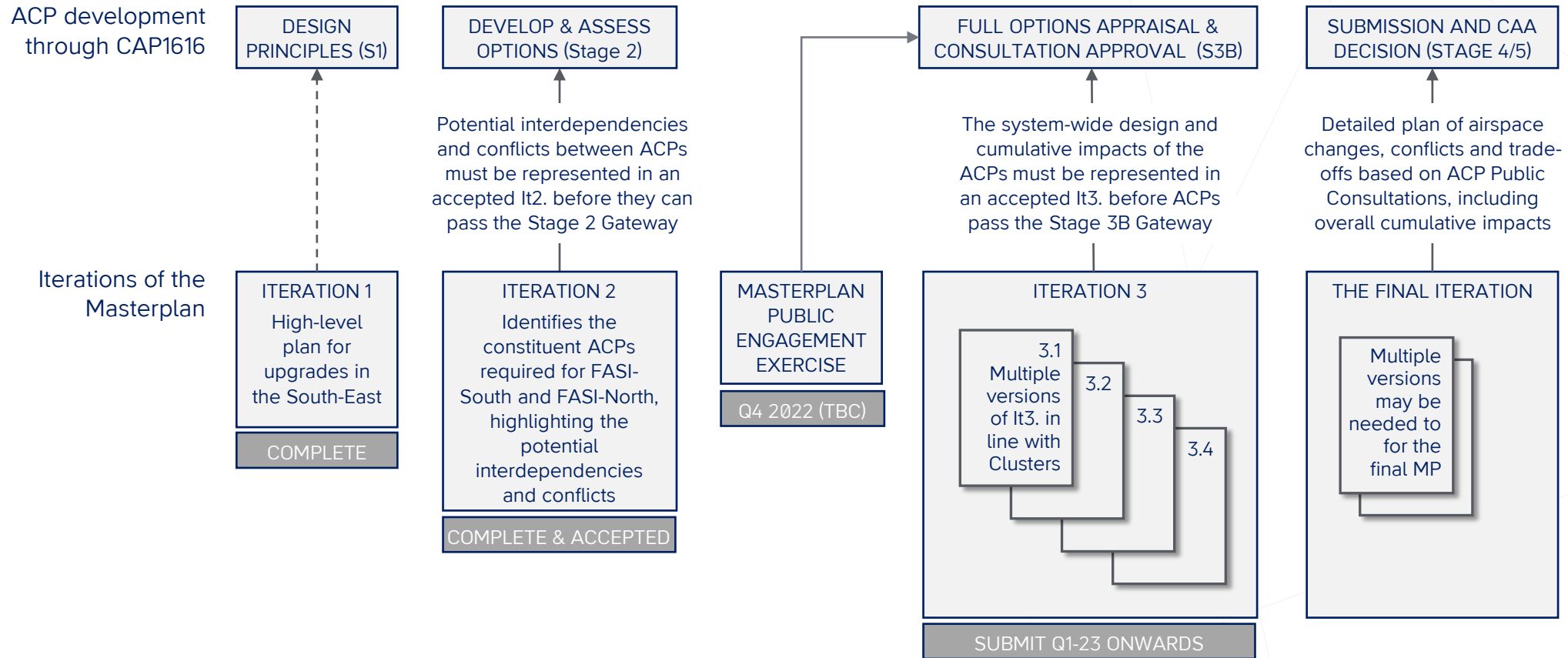


Some Sponsors may be incentivised to push ahead with local airspace changes that could constrain future developments.



Some Sponsors may choose not to invest in airspace change (the Masterplan can be used by the CAA when advising government to compel changes).

# The Airspace Masterplan is being developed following an iterative approach.



\*The 'Constituent ACPs' are those proposals included in the Masterplan



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Iteration 3 will describe the proposed airspace structure and route network (without detailed designs) and the trade-offs between interdependent ACPs, building on Iteration 2.

- Sponsors cannot pass the Stage 3 Gateway and begin their ACP Public Consultations until:
  - a) The system-wide design and ACP interdependencies of the proposed options;
  - b) The cumulative impacts and trade-offs associated with the interdependences; and
  - c) The approach to coordinating consultations across interdependent ACPs.are all represented in an accepted version of Iteration 3 of the Masterplan.
- The data used to inform points a) and b) opposite will be drawn from the ACPs' Full Options Appraisals produced by Sponsors at Stage 3A.
- The approach to coordinating consultations for interdependent ACPs will be determined by integrating the Sponsors' consultation strategies, also produced at Stage 3A.
- **Multiple versions of Iteration 3 will be required because the regional clusters of ACPs are misaligned.**

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## Public Engagement Exercise

- ACOG is required to engage with relevant stakeholders and the public to ensure that the content of Iteration 2 and the information developed for Iteration 3 is sufficiently explained and understood.
- A Public Engagement Exercise must be conducted by ACOG before Iteration 3 is submitted to the Co-Sponsors for assessment and acceptance into the AMS.
- The public engagement exercise is to provide all stakeholders with the opportunity to input on the approach to managing conflicts and interdependencies between the constituent ACPs, and identify any potential gaps or improvements in the Masterplan

## Masterplan Public Engagement Exercise

# Clustered approach to the PEX

**Clustered approach:** The unavoidable misalignment of ACP timelines requires the Masterplan to be divided into regional clusters of interdependent proposals.

**The PEX will be consist of:**

- One public call for information.
- Four supplementary engagement exercises, 1 for each regional cluster.



## Masterplan Public Engagement Exercise (and regional engagement): scope

PEX Scope	Public Call for Information	Regional Engagement
1. System-wide design	National-level blueprint description of 2040 airspace structure & route network.	More detailed airspace blueprint for the cluster of ACPs when viewed collectively.
2. Gaps and Improvements	National view of all ACPs needed for modernisation & seek inputs on gaps.	Not applicable to regional engagement.
3. Interdependencies	ACP interdependencies, conflicts and solutions by cluster (based available info)	More detailed interdependency, conflict and solutions described based on the ACP FOAs.
4. Cumulative Impacts	Conceptual case study information about cumulative impact assessment methods.	More detailed cumulative impact info. for the cluster of ACPs based on FOAs.
5. Decisions made so far	Present ACP development programme by cluster & summarise Stage 2 bi/tri-lats.	More detailed description of decisions made to integrate options based on the FOA.
6. Coordinated Consultations	High-level sequence of consultations and description of coordinated approach.	More detailed description of the scope and timelines for coordinated consultation.

# Questions