

# Developing the UK's Future Airspace Strategy (FAS)

Briefing to NATMAC Members

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# Background and Aim of FAS

## Background to FAS

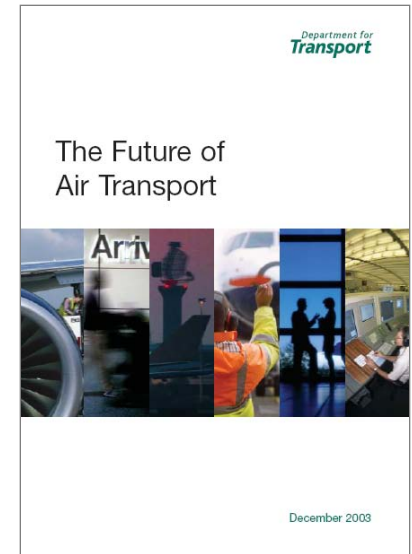
The 2003 Future of Air Transport White Paper and 2006 Progress Report highlight need for FAS

## Aim of FAS

Develop a strategy for structured development of UK airspace arrangements

FAS viewed as a **framework of options** deployed depending on circumstances

Options inevitably **involve trade-offs** where optimising one aspect of the problem can only be achieved at the expense of another. **Safety will not be traded off.**



# Progress to Date

## ***June 09 – Nov 10: Phase 1 Scoping the Issues – Completed***

5 Work streams:

- Safety (CAA – SRG)
- Environment (CAA – ERCD):
- Capacity & Demand (CAA – ERG)
- Technology and Operations (CAA – DAP & NATS)
- Institutional & Legal (CAA – Legal)

## ***Nov 09 – June 10: Phase 2 Developing the Themes – Underway***

- Understanding and managing trade-offs
- Incorporating the results of demand scenario models
- Stakeholder analysis / roles and responsibilities for implementation
- Preparing for consultation

----- **May 2010 Election?** -----

## ***Autumn 10: Phase 3 First Draft for Consultation***

# Key Issues and trade-offs being considered in FAS

## **Prioritising Environmental Impacts**

FAS seeks clear guidance on relative importance of climate change in airspace terms... i.e. vs capacity, passengers, aircraft noise etc

## **Concentration vs Dispersion**

FAS a good opportunity to revisit concentration policy in light of proposed improvements in Nav. performance

## **Capacity, Resilience and Access to Airspace**

FAS considers balancing demand/supply for capacity, building greater resilience into system and accommodating needs of all airspace users

## **European Integration, Flexibility and National Self Determination**

New approaches driven by SES II / SESAR present opportunities; FAS considers how UK adopts changes in the right way at the right time

## **Step Changes in Safety Assurance**

Safety not traded-off; FAS considers where 'step changes' in regulation are needed to assure safe implementation and operation of new approaches