

Minutes of Free Route Airspace Assessment Meeting

Location: NATS Whiteley

Date: 08/05/2018

Present



Appointment

FRA Case Officer
Airspace Specialist
Economics Specialist
Project Manager
ATC Lead (Airspace)
Manager ATC Development
FRA ATM Development
Airspace Change Expert

Representing

CAA SARG
CAA SARG
CAA SARG
NATS
NATS
NATS
NATS
NATS

Apologies



Manager Airspace Evolution

NATS

CAA Assessment Meeting Opening Statement

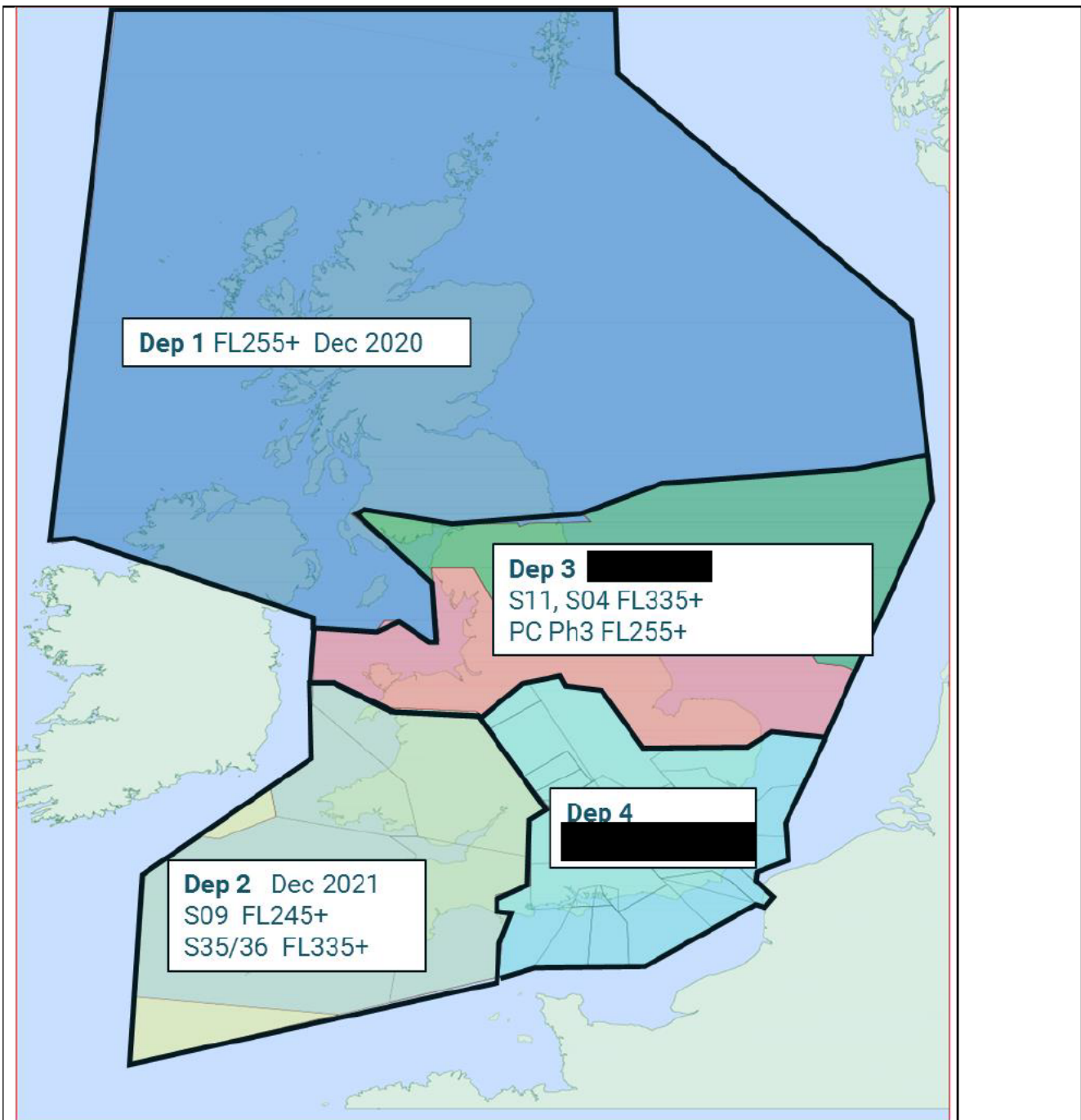
CAA confirmed that the presentation slides would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>The purpose of this briefing was to inform the CAA regarding the developments of the NATS Free Route Airspace (FRA) Programme and the planned Airspace Change Proposal in accordance with the CAP1616 process.</p> <p>The UK is subject to several European mandates which require the implementation of Free Route Airspace. These are identified in the European Commission Pilot Common Project (PCP) Implementing Rule 716 /2014, dated 27th June 2014 (ATM Functionality (AF) 3, Flexible Airspace Management and Free Route).</p> <p>NATS has a long-term strategy to establish all upper airspace as Free Route Airspace (FRA). This is in accordance with Eurocontrol SESAR targets and CAA FAS targets for establishing Free Route Airspace.</p> <p>The first implementation (Deployment 1) by 31 December 2020, aims to:</p> <ul style="list-style-type: none"> • fulfil NATS SESAR Pilot Common Project (PCP) commitment • meet the international commitment to Borealis Alliance FRA • deliver benefit in fuel savings for customers • reduce complexity in many areas of the PC Airspace • enhance service delivery <p>Modernising Airspace is a key factor for NATS. Deliveries of FRA beyond the PCP requirements will aim to deliver fuel, service, capacity and safety benefits across UK airspace.</p>	No actions
<p>Item 2 – Statement of Need (discussion and review)</p> <p>5. Statement of Need</p> <p>Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>In response to SESAR PCP Implementing Regulation EU716/2014, NATS intends to implement Free Route Airspace (FRA) in a phased manner across UK airspace. The SESAR PCP ATM Functionality 3 (AF3) states that Free Route shall be provided and operated in the airspace for which the Member States are responsible at and above flight level 310 in the ICAO EUR region by 1st January 2022. This ACP proposes to introduce FRA in order to comply with this Implementing Regulation within the required timescale.</p> </div> <p>Please specify the altitudes (where applicable) affected by your Statement of Need:</p> <p><input type="checkbox"/> Surface to below 4,000 feet</p> <p><input type="checkbox"/> 4,000 feet to below 7,000 feet</p> <p><input type="checkbox"/> 7,000 feet to below 20,000 feet</p> <p><input checked="" type="checkbox"/> 20,000 feet and above</p> <p>The statement of need was agreed with no amendments.</p>	No actions
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>Benefits</p> <ul style="list-style-type: none"> • Implementation of mandated FRA within the required timescales. • Simplifies flight planning • Reduction in flight planned fuel uplift • Removes DCTs • Facilitates cross-border direct routing <p>Issues</p> <ul style="list-style-type: none"> • Interfaces with lower airspace • Interface with adjoining airspace • Areas of delegated ATS service • Dependent on iTEC implementation (2020) (civil & mil) • Transitional arrangements 	No actions

<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>Interfaces with lower airspace Design of specified entry/exit points with connectivity to lower route network Extant lower ATS routes beneath the FRA will have their upper limits modified to be consistent with the FRA base levels.</p> <p>Interfaces with adjoining airspace Interfaces will be tailored to suit adjacent airspace. At the boundaries of the FRA areas within the UK FIR, the extant ATS routes will be truncated to the boundary, as the FRA areas are phased-in incrementally.</p> <p>Areas of delegated ATS service Coordination with adjacent ANSPs will be required to ensure the areas of delegated ATS service are managed appropriately.</p> <p>FRA implementation is dependent on iTEC implementation (planned 2020)</p> <p>Transitional arrangements The extant DCT network is accepted as compliant with AF3, 3.2.3. Extant DCTs will remain in place as a transitional measure until they are superseded by FRA. All DCTs within the FRA areas will be removed as FRA is rolled out.</p>	<p>No actions</p>																														
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>CAA stated that the proposed changes will fall within the CAP1616 Airspace Change Process.</p> <p>NATS' expectation is that the ACP will be categorised as Level 2C. This is due to all proposed changes being above FL200. CAA agreed with this assessment. Level to be confirmed at stage 2B</p> <p>The ACP will propose implementation in 4 phases. A single consultation will cover all 4 phases.</p> <p>Guidance request: use of AIP ENR 3.5 "Other Routes" for routes to-from FRA CAA agreed to provide guidance on which sections of the AIP should be used for the routes to-from FRA, and also how and where in the AIP it is best to define the volume of FRA.</p>	<p>CAA to provide guidance on AIP</p>																														
<p>Item 6 – Provisional process timescales</p> <table border="0"> <thead> <tr> <th>Stage</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Stage 1 – Assessment meeting</td> <td>08/05/2018</td> </tr> <tr> <td>Stage 1 – Define</td> <td>26/10/2018</td> </tr> <tr> <td>Stage 2 – Develop</td> <td>29/03/2019</td> </tr> <tr> <td>Stage 3 – Consult</td> <td>30/08/2019</td> </tr> <tr> <td>Stage 4 – Update and Submit</td> <td>31/01/2020</td> </tr> <tr> <td>Stage 5 – Decide</td> <td>16/07/2020</td> </tr> <tr> <td>Stage 6 – Implement (Dep 1)</td> <td>03/12/2020</td> </tr> <tr> <td> Implement (Dep 2)</td> <td>02/12/2021</td> </tr> <tr> <td> Implement (Dep 3)</td> <td>██████████</td> </tr> <tr> <td> Implement (Dep 4)</td> <td>██████████</td> </tr> </tbody> </table> <p>Proposed Deployment Plan</p> <table border="0"> <tr> <td>Dep 1 (Dec 2020)</td> <td>PC FRA FL255+Phase 2 FL255+</td> </tr> <tr> <td>Dep 2 (Dec 2021)</td> <td>South West of Swanwick Airspace (Sectors 9, 35 & 36)</td> </tr> <tr> <td>Dep 3 ██████████</td> <td>Sectors 4 & 11 and the remainder of PC airspace.</td> </tr> <tr> <td>Dep 4 ██████████</td> <td>Deployment over the remainder of the UK FIR. Dates to be confirmed – target 2024/25</td> </tr> </table> <p>Earliest deployment is targeted for Dec 2020. Hence the planned ACP timetable is predicated on this. All dates are aspirational. There are many dependencies which could influence implementation dates and implementation is subject to CAA approval. As such all dates are conditional on approval and can be subject to change.</p>	Stage	Date	Stage 1 – Assessment meeting	08/05/2018	Stage 1 – Define	26/10/2018	Stage 2 – Develop	29/03/2019	Stage 3 – Consult	30/08/2019	Stage 4 – Update and Submit	31/01/2020	Stage 5 – Decide	16/07/2020	Stage 6 – Implement (Dep 1)	03/12/2020	Implement (Dep 2)	02/12/2021	Implement (Dep 3)	██████████	Implement (Dep 4)	██████████	Dep 1 (Dec 2020)	PC FRA FL255+Phase 2 FL255+	Dep 2 (Dec 2021)	South West of Swanwick Airspace (Sectors 9, 35 & 36)	Dep 3 ██████████	Sectors 4 & 11 and the remainder of PC airspace.	Dep 4 ██████████	Deployment over the remainder of the UK FIR. Dates to be confirmed – target 2024/25	
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Item 7 – Next steps
 Engagement with stakeholders will be necessary to mitigate any issues before proceeding. Development work continues, to explore options, refine the designs and coordinate the timescales.
 Work also continues in order to engage effectively with airlines and airports and MoD. Engagement with stakeholders regarding design principles is planned.

Item 8 – Any other business
 CAA requested that the list of stakeholders proposed and list of engagement with stakeholders thus far is added (see below)

List of stakeholders Stakeholders

Airlines Aer Lingus Air Canada Air France Air New Zealand UK Air Tanker American Airlines Austrian Airlines BA Cityflyer BAR BMI Bristow Helicopters British Airways Cityjet CargoLux Delta Airways DHL Eastern Airways EasyJet Emirates Etihad FedEx FinnAir VLM	FlyBe Gamma Aviation German Wings Gulf Air Iberia Jet2 KLM Logan Air Lufthansa Novair Qatar Airways RyanAir SAS Saudia Stobart Air Tag Aviation Thomas Cook Thomson/TUI Turkish Airlines United Airlines Virgin Airlines WizzAir	Added by NATS	
National Air Traffic Management Advisory Committee (NATMAC) Members Aviation Environment Federation (AEF) Airport Operators Association (AOA) Aircraft Owners & Pilots Association (AOPA UK) Association of Remotely Piloted Aircraft Systems (ARPAS UK) British Airways (BA) British Aerospace Systems (BAE Systems) British Airline Pilots Association (BALPA) British Air Transport Association (BATA) British Balloon & Airship Club (BBAC) British Business & General Aviation Assoc (BBGA) British Gliding Association (BGA) British Hang Gliding & Paragliding Assoc (BHPA) British Microlight Aircraft Association (BMAA) British Model Flying Association (BMFA)		British Parachute Association (BPA) British Helicopter Association (BHA) European UAV Systems Centre Ltd General Aviation Safety Council (GASCo) General Aviation Alliance (GAA) Guild of Air Traffic Control Officers (GATCO) Helicopter Club of Great Britain (HCGB) Heathrow Airport Ltd Heavy Airlines Honourable Company of Air Pilots Light Aircraft Association (LAA) Light Airlines Low Fares Airlines (LFA) Ministry of Defence (MoD) PPL/IR	
Other Lido Jeppesen		NavBlue Sabre	
List of meetings (to date) with stakeholders			CAA to confirm
Date	Meeting	Attended by	
19 th December 2017	FRA CONOPS Review	NATS, EUROCONTROL	
10 th January 2018	Flight Plan Buffer Zones (FBZs) in FRA	NATS, CAA	
13 th February 2018	FRA Update	NATS, Lufthansa Systems (LIDO)	
14 th February 2018	FRA Update	NATS, Sabre Data Services	
28 th March 2018	FRA Update	NATS, British Airways	
2 nd May 2018	FRA Update	NATS, Jeppesen	
Mandated Change Governance			
Since the proposed change is legally mandated, how does this alter the governance?			
PBN Specification of FRA connecting routes			

What is the CAA's recommendation for the specification of connecting routes to/from FRA (RNAV1 or RNAV5)? There was some discussion of this point. The CAA confirmed that it was for the ANSP to decide and justify which specification to use. Options for each should be included and tested during consultation.	
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Actions Arising From Free Route Airspace Assessment Meeting

Subject	Name	Action	Deadline
ACP level of change	█	CAA to confirm assessment of Level 2C or 2B change is appropriate. To be confirmed at Stage 2.	29/03/2019
Phased implementation strategy	█	CAA to confirm proposed implementation strategy is acceptable	29/06/2018
AIP delineation	█	CAA to provide guidance on appropriate AIP sections and how FRA should be defined in the AIP. (Swedish AIP possible example)	31/10/2018
Stakeholder list	█	Provide a list of primary stakeholders to be targeted. (Included above)	22/05/2018
Stakeholder engagement	█	Provide a list of engagement with stakeholders thus far. (Included above)	22/05/2018
Mandated Change Governance	█	CAA to confirm: since the proposed change is legally mandated, how does this alter the governance? Answer: CAP1616 process needs to be followed.	29/06/2018

NATS Enroute Ltd
ACP Sponsor