

UK Airspace Change Programme

Mark Swan, Head of ACOG

Bristol Consultative Committee

19 January 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.

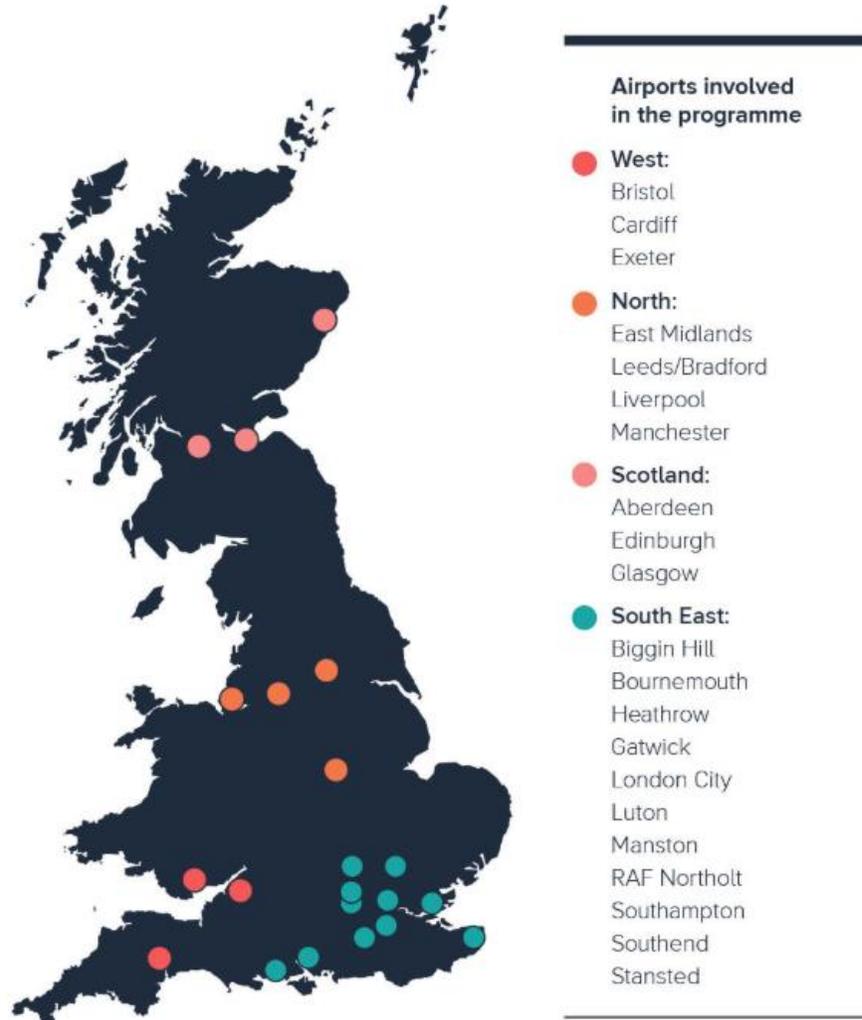


- Airspace is a crucial part of the UK's transport infrastructure and needs to be improved to keep people and goods moving efficiently and reliably.
- The UK's airspace was designed in the 1950s when there were fewer aircraft in the air. Since then the airspace structure and route network that serves aviation has become outdated and inefficient.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

The next step in this process involves the development of 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).

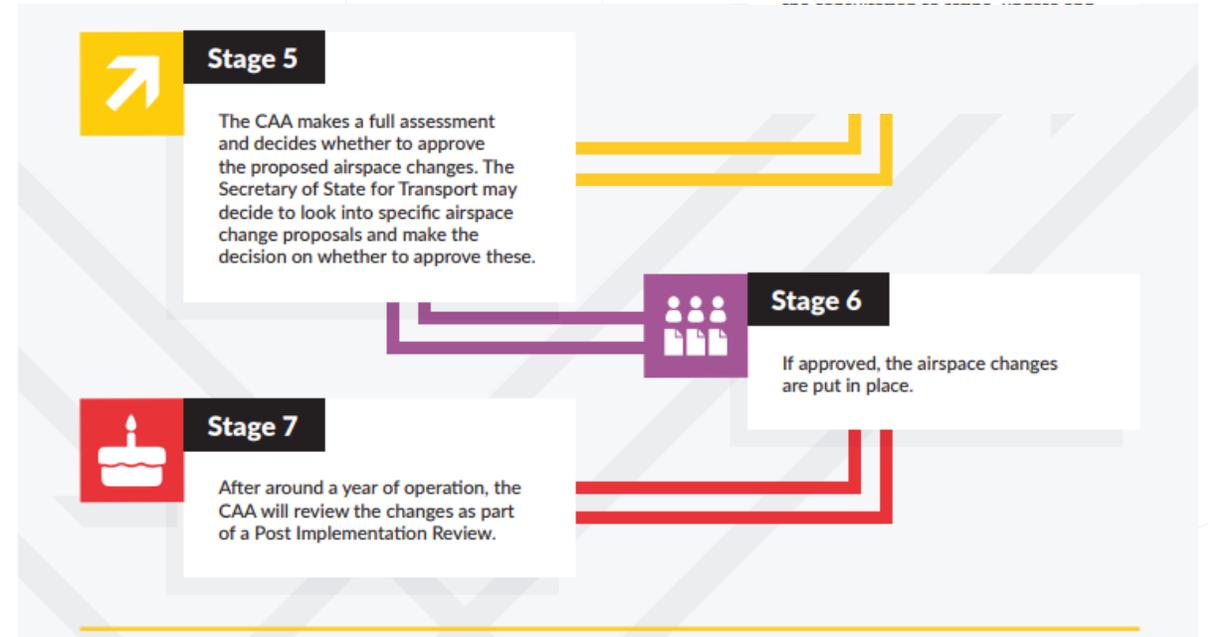
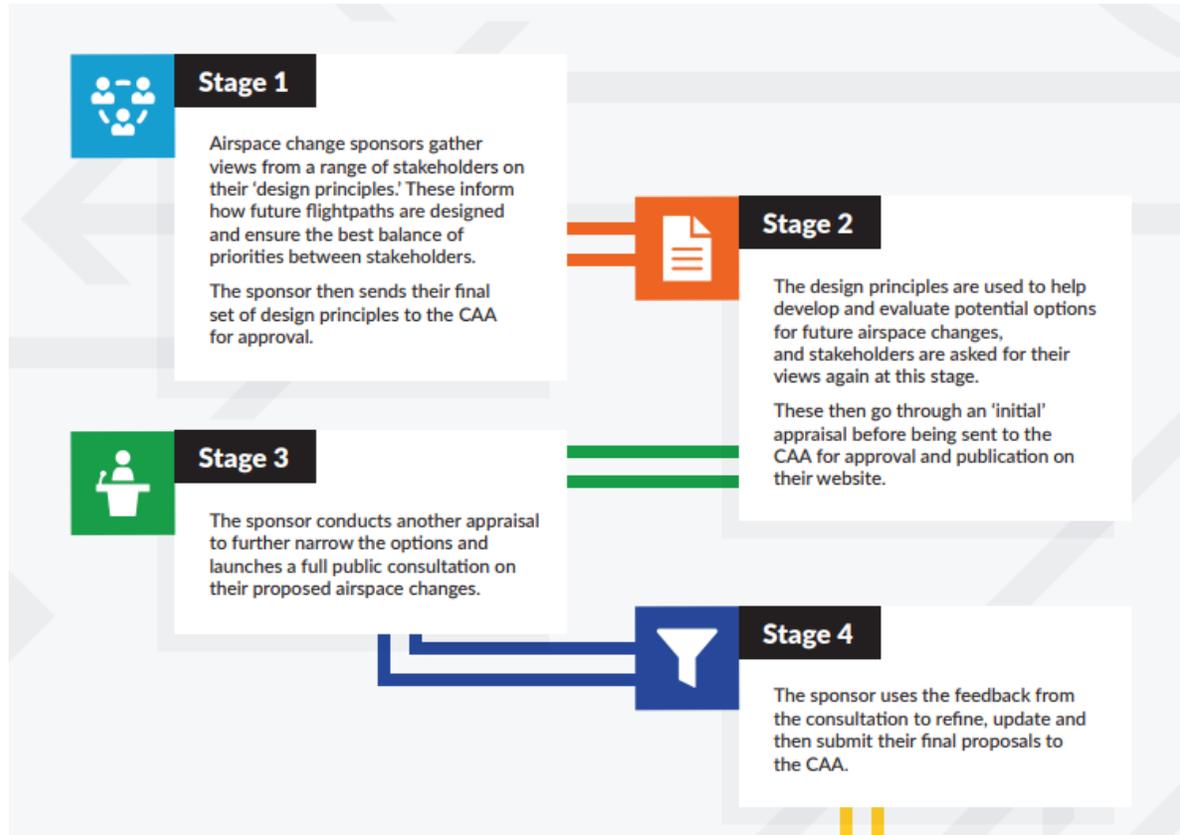
The Masterplan will be produced via an iterative process incorporating more detailed information about the ACPs in line with the CAP1616 process.

An iterative approach will be followed because:

- Airspace changes are long and complicated (The timings of individual ACPs are misaligned).
- Different types of information and levels of detail will be available at different points in the Programme.

The Government is in the process of revising UK Transport Policy:

- Transport Decarbonisation Plan
- Aviation Strategy (inc. net-zero)
- Aviation Recovery Framework



Roles and responsibilities

What is ACOG responsible for?



Overall accountability for producing the Masterplan



Management of the Masterplan development process with Airspace Sponsors and the CAA.



Facilitation of conflicts between airspace designs.



Demonstrating transparency and effective engagement in the MP development process.



Ensuring the Masterplan meets Co-sponsors acceptance criteria and is aligned with Gov. Policy



Engaging other airspace users to facilitate integration rather than segregation of airspace

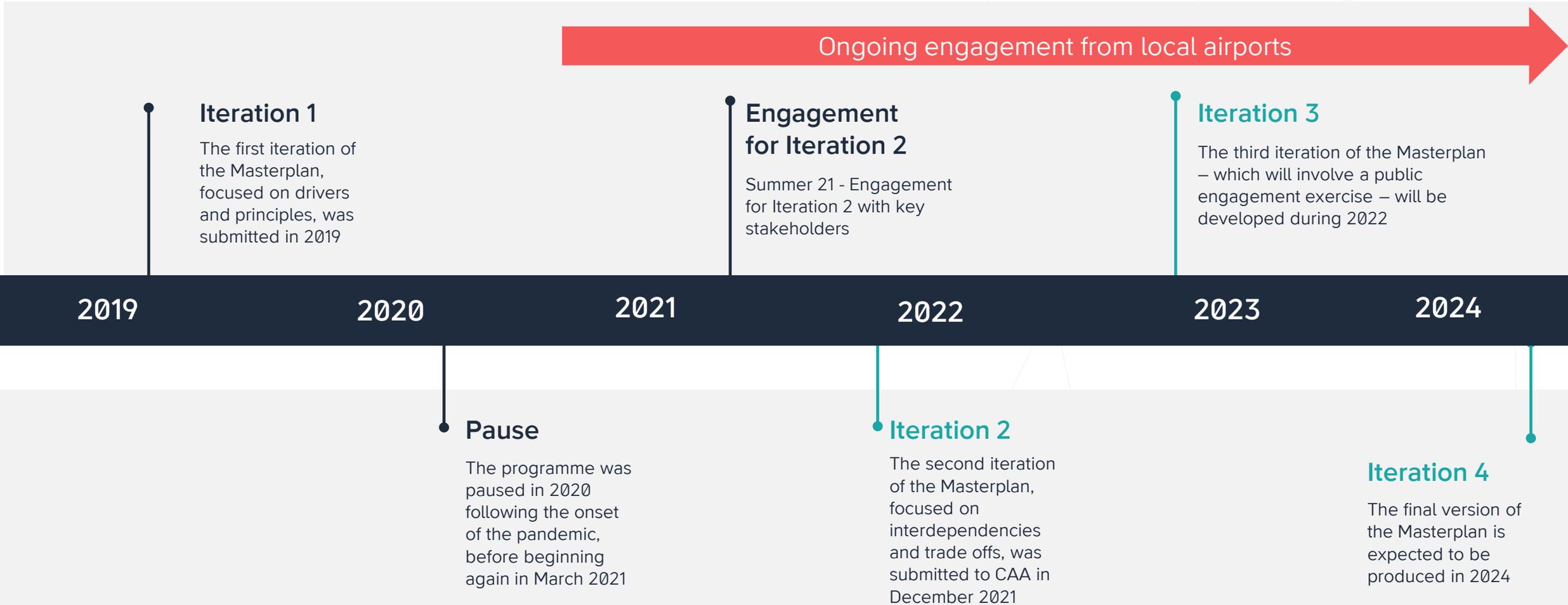
ACP Sponsors' Responsibilities

- Provide relevant data and information to ACOG (as it becomes available) to support development of the draft Masterplan material.
- Coordination with other airports and ensure there is a complete picture provided to those impacted by the programmes
- Engagement and publicly consulting stakeholders on their component ACPs and assisting Masterplan engagement activities.

Co-sponsors' Responsibilities

- Department for Transport: Set policy objectives
- CAA: Oversee process, assessing Masterplan and consulting with Secretary of State for Transport prior to accepting Masterplan

Next steps



Questions?