Here is the latest airspace and FAS news as well as updates on some of the key FAS projects.

That includes the latest on:

- PBN Research Project - Phase 3 Launched
- DPI Messages to update AMAN Sequence
- Aviation Strategy Consultation
- LAMP to address need to modernise airspace
- Isle of Man and Antrim ACP
- PLAS Deployment Three Update
- FUA State Programme
PBN Research Project - Phase 3 Launched

Phase Three of the Performance Based Navigation (PBN) Research Project has been launched and will build on work completed as part of the first and second phase.

The project will be further researching real world aircraft capabilities, including vertical (VNAV) and lateral navigation (LNAV) together with noise and capacity aspects to inform new national standards for application of high-level PBN routes. The project completes in June 2019 but will provide information on phases up to then.

This builds on the success of Phase 1 which involved live trials and simulator work to demonstrate track keeping accuracy on high-level RNAV1 SIDs and holding patterns. The findings led to the CAA’s PBN Enhanced Route Spacing Guidance (CAP1385) published in April 2016.

Phase 2 involved analysis of RNAV holding, live flight trials of RNAV1 airways and a sizeable flight simulation programme. The final report was delivered to the CAA in early August and is expected to lead to an enhancement of CAP1385 and the creation of a new Airspace Design Handbook.

DPI Messages used to update AMAN Sequence

For the first time ever, Departure Planning Information (DPI) messages have been used to insert flights into the Arrival Manager (AMAN) sequence.

This is expected to lead to a mean improvement to the AMAN sequence, increasing efficiency of Heathrow Cross-border Arrival Management (XMAN), because in-horizon departures will be added to the sequence after push back / during taxi instead of after first system activation message.

The DPI programme is coordinating the implementation of DPI solutions at up to 30 UK airports. DPI collates and shares real time information about when flights plan to depart and when they actually take off.

DPI information is used by the European Network Management Operations Centre and Air Navigation Service Providers to optimise the flow of traffic, reduce network pinch points and minimise air traffic management related delays.

Aviation Strategy Consultation

FASIIG has responded to the Government’s consultation on its approach to developing a new aviation strategy.

It is expected that the strategy will form a core part of the Government’s overall Industrial Strategy when it is published and will have timescales to 2050 and beyond. The strategic focus in the consultation was on where the Government could and should make a difference throughout the aviation sector, with strategic priorities including safety and security, economic growth, passenger experience, competition and the environment.

The FASIIG response to the consultation, which closed on October 13, is published on the FAS website.

CONTACT US

If you have any news or information you would like to share with aviation sector colleagues through this FAS newsletter or the FAS website then please get in touch.

Email us at: FAS@nats.co.uk
LAMP to address need to modernise airspace

The London Airspace Management Programme will address the critical need for modernised airspace in the UK, improving efficiency and meeting the future demands of airports and DfT forecasts. The airspace as configured today will not be able to address those needs.

Meetings have been held with all of the major airports in the south-east to understand their aspirations for growth to 2030 and beyond.

The new concept of operations is based on satellite navigation separations that will permit a step change in capacity.

The individual plans are being integrated into a single deployment plan and simulation models will determine if concepts for the future can absorb demand.

NATS is due to report to the Secretary of State on the plans in November 2017 and May 2018. From May 2018 there is likely to be an intense airspace change development programme, for consultation (in coordination with airports) after 2020 and for deployment in 2024.

Isle of Man and Antrim ACP

The Airspace Change Proposal for the implementation of high-level RNAV1 routes across the Isle of Man and Antrim sectors was approved by the CAA in August.

The change, which was deployed on November 9, will increase capacity for Transatlantic arrivals into Manchester and for arrival and departing traffic into the Belfast/Dublin TMA.

Data will be shared with key Dublin-based airlines and the members of the Operational Performance Agreement (OPA) - NATS and the airlines - on the performance of the airspace through the first year of operation.

PLAS Deployment Three Update

The Prestwick Lower Airspace Systemisation project is currently developing replication of existing procedures at Doncaster with an additional Standard Instrument Departure route to replace the current preferred route. The project is also developing replication and new procedures for routes at Leeds, Birmingham, Newcastle and Prestwick.

The deployment date for the changes is currently scheduled for during 2018.

FUA State Programme

NATS, the Ministry of Defence and the CAA have established a programme to co-ordinate the activities required to introduce the Advanced Flexible Use of Airspace.

AFUA is a crucial element in the delivery of the FAS and Free Route Airspace (FRA). Enabled by advances in technology and new navigational techniques, the FRA will open up routes across Europe, providing more planning capacity, cost savings for airlines and operators, as well as reduced environmental impact.

Similarly, AFUA will help overcome the issues caused by permanently closing areas of UK airspace for military activities.