Industry Coordination for the Airspace Modernisation Strategy

ICAMS #6 Report

Version 1.0, December 2020

Introduction

1. This report summarises the outcomes and actions raised at the fifth ICAMS meeting held on 17th December 2020. The final version of the report will be submitted to the Department for Transport (DfT) and the Civil Aviation Authority (CAA) in their capacity as co- sponsors of the Airspace Modernisation Strategy (AMS). The meeting attendees are set out in table 1 and the actions raised are set out in table 2.

2. ▨▨▨▨▨▨▨ (NATS) and ▨▨▨▨▨▨ (AOA) started as ICAMS co-chairs as of this meeting.

Meeting Attendees ICAMS #6

Organisation		Organisation	
ACOG	▨▨▨▨	Gatwick Airport	▨▨▨▨
ACOG	▨▨▨▨	Heathrow Airport	▨▨▨▨
ACOG	▨▨▨	Leeds Bradford Airport	▨▨▨▨
AGS Airports	▨▨▨	Liverpool Airport	▨▨▨▨
Air Navigation Solutions	▨▨▨	London City Airport	▨▨▨▨
American Airlines	▨▨	Luton Airport	▨▨▨
American Airlines	▨▨▨	Manchester Airports Group	▨▨▨▨
AOA	▨▨▨ *(co-chair)*	NATS	▨▨▨▨
BALPA	▨▨	NATS	▨▨
Biggin Hill Airport	▨▨▨▨	NATS	▨▨ ▨▨
Birmingham Airport	▨▨▨▨▨	NATS	▨▨
CAA	▨▨▨	NATS	▨▨▨
CAA	▨▨▨	NATS	▨▨▨▨▨
CAA	▨▨	NATS	▨▨▨ *(co-chair)*
CAA	▨▨▨▨▨	NATS	▨▨▨
Cyrrus	▨▨▨▨	NATS	▨▨
DAATM	▨▨▨▨▨	NATS	▨▨▨
Delta Airlines	▨▨▨	NATS	▨▨▨
Delta Airlines	▨▨▨	NATS	▨▨▨
DfT	▨▨▨▨	Northolt	▨▨▨▨
DfT	▨▨▨▨	Osprey Consulting Services	▨▨▨▨
easyJet	▨▨▨▨	PPL IR	▨▨▨▨
Edinburgh Airport	▨▨▨	Ryanair	▨▨▨▨
Exeter Airport	▨▨▨	Southampton Airport (NATS)	▨▨▨
GATCO	▨▨▨▨	TUI	▨▨▨
Gatwick Airport	▨▨▨▨	United Airlines	▨▨▨

Table 1

All Action raised prior to ICAMS #6 have been closed. Actions raised at ICAMS #6 as follows:

	Owner	Due
1. ▨▨.	All	Jan-21
2. ▨▨	All	Jan-21
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		All	Mar-21
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Table 2

Actions Review

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ICAMS Terms of Reference

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AMS Initiatives and ICAMS Priority Deliverables

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Free Route Airspace (FRA)

25. ██████████████████ Airspace Development at NATS, provided an update on the Free Route Airspace Deployment 1 project, which Removes all flight plannable routes from circa 1/3 of UK airspace, applicable at FL255+ in airspace within the domain of the NATS Prestwick ACC.

26. Due to a lack of radar coverage in far NW boundary of the Scottish FIR, routes there will be controlled by the RAD. This is also the case in the far North Sea boundary with Denmark; here, some airspace has been delegated to Denmark and routes will be controlled by the RAD.

27. For this first FRA implementation NATS flight planning system requires intermediate waypoints to be filed on the FIR boundary.

28. Flight Plan Buffer Zones (FBZs) will be added around Danger Areas in FRA. The filing of intermediate waypoints is required to avoid FBZs where otherwise the corner would be cut.

29. Video clips were used in slides 42-47 to illustrate the benefits of the FRA deployment 1 change, as modelled by the Eurocontrol Network Manager. Orange tracks represent flights from a sample day in July 2019. The purple tracks represent how flights would have been able to fly if that airspace was designated as Free Route. Additionally, slide 47 shows the benefit of FRA across the whole of the Borealis alliance. The KJFK to UUEE route showed a reduction in track distance of 22nm.

30. The UK Free Route Airspace Implementation dates:
    a. Deployment 1 (Scottish): Q4 2021
    b. London West: spring 2023.
    c. The remainder: likely early RP4 - dependent on NATS DP-Enroute System

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