

## Airspace Change Organising Group

### *Steering Committee Meeting Summary – 24 May 2023*

The ACOG Steering Committee (SC) convened in the Royal Aeronautical Society premises in London on Wednesday 24th May 2023 and considered the following subject areas:

- **The potential for pressure on specialist technical resources** as a result of requirements to support NERL's digital transformation programme in parallel with design and simulation testing of Airspace Modernisation Masterplan airspace change proposals (ACPs) was discussed. NERL assured the Committee that the requirements of the airspace modernisation programme would attract appropriate priority. It was agreed that the subject schedules would be kept under review with the aim of identifying and addressing any potential resource pinch points early.
- **The Committee had conducted a periodic review of its role and objectives** and had identified areas with potential for improvement.
  - To enhance programme delivery support and oversight, ACOG has recruited a Head of Programmes and appointed Account Managers for each of the Masterplan's regional clusters. Going forward, the Head of Programmes will report to the SC routinely on progress against Masterplan milestones.
  - A discussion was had on critical path ACPs. ACOG are aware of inter-dependent ACPs and highlighted the obvious importance of the London Terminal Manoeuvring Area (LTMA) cluster in delivering the majority of airspace modernisation's benefits. ACOG will continue to review and monitor ACPs with high inter-dependencies and benefits potential and report any risks to the Committee.
  - It was agreed that the programme had entered an important phase where understanding and expectation management across a broad and diverse stakeholder landscape would be key. Provision of greater technical detail relating to the Masterplan and the process of airspace change in a digestible format would be beneficial in communicating the modernisation programme's aims and challenges. ACOG Communications will develop suitable material and the Committee members will support its delivery.
- **The Committee examined the first draft of Masterplan Iteration 3.1 (Scotland Transport Manoeuvring Area)(ScTMA).** The Committee welcomed the work undertaken thus far and agreed that mapping the plan against the Civil Aviation Authority's (CAA) CAP2156a Acceptance Criteria was a sensible approach. However, it was felt that the current draft was too long and overly technical, with the risk that it would be difficult for some stakeholder groups to absorb. It was agreed that the structure should be adjusted to provide a concise and readily digestible summary section, with technical detail and mapping to the assessment and acceptance criteria consigned to appropriate annexes.
- **The timing and content of the forthcoming Masterplan 3.1 (ScTMA) Public Engagement Exercise was discussed.** Whilst the timing of the Exercise was not ideal

in programmatic terms, it is a statutory requirement for acceptance of the Masterplan by the Co-Sponsors and, accordingly, will be delivered as planned.

- **Growing recognition of the scale and complexity of the task to modernise the London Terminal Manoeuvring Area (LTMA) airspace structures**, involving up to 12 airports and the overarching higher level route network, is prompting debate about the optimal planning, design and approval approach. Amongst other things, the likely challenges inherent in applying the existing CAP1616 airspace change process to multiple co-dependent ACPs were acknowledged and it was felt this called for intelligent and organised development of this important element of the Masterplan. ACOG have relevant expertise, an established track record and have earned a good reputation for facilitating and organising airspace modernisation and its constituent ACPs impartially. ACOG has also developed relevant and effective tools that are already helping resolve trade-offs and conflicts in an objective way. The Committee therefore felt that ACOG are well equipped to bring together and manage the LTMA airspace change sponsors in a centralised team that employs a structured and collaborative approach to designing a modernised LTMA airspace system. ACOG have already engaged with LTMA stakeholders and have gained good support for the concept. The SC were also persuaded that the implementation of a Precision Based Navigation (PBN) mandate for the LTMA would serve to strengthen ACP sponsors' engagement and also simplify, to a degree, the system design. It was agreed the SC would lend its support to promoting the value of a PBN mandate for the LTMA to the Co-Sponsors and industry.