

# WHAT HAS THE FUTURE AIRSPACE STRATEGY EVER DONE FOR US?

By Steve Hutt, FASVIG Programme Coordinator



FASVIG programme  
co-ordinator Steve  
Hutt currently flies a  
PA-28-180 and is also  
building an RV-7

**D**o you have a vague memory of seeing that headline last year in the April issue of *Light Aviation*? The article asked you to tell us what needed to be fixed about airspace so we could use the Future Airspace Strategy (FAS) to do something about it.

LAA members are not known for reticence when it comes to saying what regulations should be changed but unfortunately there was no avalanche of ideas. Disappointing. So without much of an outside steer, a bunch of aviators (including some LAA people), ATC and airline people, plus the military and the regulators, came together under the banner of FASVIG (FAS VFR Implementation Group) and came up with numerous ways to make VFR flying better and easier. Slimmed down and compressed into packages, our list is set out on the post-it notes (below). The CAA wants to deliver the FAS for us as well as for commercial operations so it is willing to buy into and support our project. But if we want it to happen we have to get on with it. If we don't do it (and by we, I mean the GA community), nobody else will.

Perhaps the biggest item in there is to identify geographic areas which are really important to us and develop a process within the CAA that formally recognises those areas as part of airspace policy. That way, the places you need to fly will not just be 'brown field sites' waiting for controlled airspace to

be 'developed' or 'improved' for other users, they will have a recognised and present purpose. And having identified the important areas, we can go straight in to find out if the way the airspace is structured and regulated is right for us, and if it is not we can change it. Trust me, we really can!

Hot on the heels of that package is a review of controlled and regulated airspace to identify areas which are not being fully used for their purpose. Obvious examples include Glasgow, where the airspace was designed for two runways but now they only have one, and Liverpool where the CAS is all the way down to the ground some 15nm from touchdown when airliners should be above 4,000ft. Presently there is no incentive for anyone to give up airspace they are not really using, but we can change that too!

There is a lot more in these packages but these two in particular need local knowledge so we need YOU to come together in area groups to understand and identify issues within the area you regularly fly. An ideal agenda item for your next Strut meeting, perhaps? Or we can help you run remote discussion groups using conference calls or internet systems which we can set up for you. Just send me an email via [consultation@laa.uk.com](mailto:consultation@laa.uk.com) and I will do the rest.

We cannot make this work without you, so do please get in touch. We may never get another opportunity to change things for the better about where and how we can fly. ■

## FASVIG MEMBER ORGANISATIONS

AOPA  
 Ascent Flight Training  
 BGA  
 BHA  
 BHPA  
 Birmingham Airport Limited  
 Blackpool Airport  
 BMAA  
 CAA  
 Cambridge International Airport  
 CHIRP  
 Damyns Hall  
 easyJet  
 GAA  
 LAA  
 Leeds/Bradford International Airport  
 Light Airlines  
 MOD  
 NATS  
 PPL/IR  
 RIN  
 Shoreham Airport  
 Stapleford Flying Club  
 UKAB

*(This is not a closed membership group. If other organisations feel FASVIG is relevant to them they are welcome to engage with the Group.)*

### MODERNISING AIRSPACE

Critical areas in UKFIR for VFR  
**VFR accepted as core traffic in Terminal airspace**  
 VFR requirement in London airspace design  
**Design terminal airspace for VFR**  
 Modernise regulated airspace  
**Remove under-utilised CAS**  
 Transparent airspace change process

### ACCESS TO AIRSPACE

Understand capacity of terminal airspace  
**CTR/CTA optimised for VFR traffic**  
 Remove under-utilised regulated airspace  
**Flexible Use Airspace**  
 Accessible military ATZs  
**Minimise TRAs**  
 No Class A below 10,000ft

### VFR EFFICIENCY

NOTAMs compatible with graphic display  
**NOTAM relevant to time**  
 VFR user-friendly TRA definitions  
**ADS-B(out) available**  
 Deconfliction between civil and military  
**Infringement risk warning tools**  
 Modernise and simplify RTF  
**Bring back ICAO FIS service names**  
 Transition Altitude 18,000ft

## A LITTLE BIT OF BACKGROUND ABOUT ME AND FASVIG

Like most GA pilots, I too am frustrated by the seemingly constant chipping away at Class G airspace. Having helped out on past LAA airspace campaigns and with an unquenched desire to help improve the lot of GA, when the call was put out for someone to take on the role of FASVIG Programme Coordinator, my interest was sparked. After a bit of investigation I decided to throw my hat in the ring and was fortunate enough to be offered the role. I started 1 July 2014.

Many in the various 'alphabet soup' flying organisations have a background in commercial or military flying. Mine is a little different. My career was in IT and I've spent a lot of time working remotely, coordinating large strategic IT projects involving people from multiple companies. The first 21 years of my working life was spent at British Airways so

there was an aviation angle to the IT (for those current and ex-BA pilot readers, my first IT job at BA was implementing the now defunct SWORD Flight Planning system back in 1980).

Having learnt to fly at Shoreham about ten years ago, I currently fly a nice old PA28-180 out of Goodwood and am (slowly) building a Van's RV-7. Building the RV introduced me to the RV community in the UK and as a result expanded my horizons by the good fortune to have been able to participate in a number of the European RV fly-outs in recent years – that helps a lot in comparing and contrasting UK versus European airspace.

FASVIG was established by the CAA in January 2014 to improve the efficiency and effectiveness of VFR operations in the UK, mirroring the work of FASIIIG – the FAS Industry Implementation Group, which

is addressing commercial operations in controlled airspace. One focus of FASIIIG is introducing CCO/CDO (continuous climb/descent operations). CCO/CDO offers the possibility of raising the bases of some controlled airspace around airports so this has potential benefits for us in GA.

FASVIG aims to work within a fixed two year timescale to deliver a set of tangible benefits within the 2016-2020 timeframe or earlier where possible. We are currently developing the FAS VFR Implementation Plan (see post-it notes) and we've just had FASVIG Meeting 4 (my first) to review it. Once finalised, that document will be followed by a FAS VFR Deployment Plan to make it all happen.

My job is the help pull all the people, organisations and activities together, maintain the focus and keep a beady eye on progress!