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ACOG & the UK Airspace Change Programme

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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 modernisation is a critical national infrastructure programme

- 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 Since then the airspace structure and route network that serves aviation has become outdated and inefficient.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

The impact of COVID

- The programme paused in March 2020 owing to the pandemic
- Most airports were in stage 2 of the CAP 1616 process when the programme paused
- In March 2021 Government announced funding of £5.5 million to enable participating airports to remobilise their programmes
- All eligible airports have reconfirmed their commitment to airspace modernisation and are remobilising their airspace change proposals.

Which airports are involved?

Airports involved in the programme

West:
Bristol
Cardiff
Exeter

North:
East Midlands
Leeds/Bradford
Liverpool
Manchester

Scotland:
Aberdeen
Edinburgh
Glasgow

South East:
Biggin Hill
Bournemouth
Heathrow
Gatwick
London City
Luton
Manston
RAF Northolt
Southampton
Southend
Stansted

- 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 Airspace Change Masterplan

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 the 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**

What won't be included in the masterplan

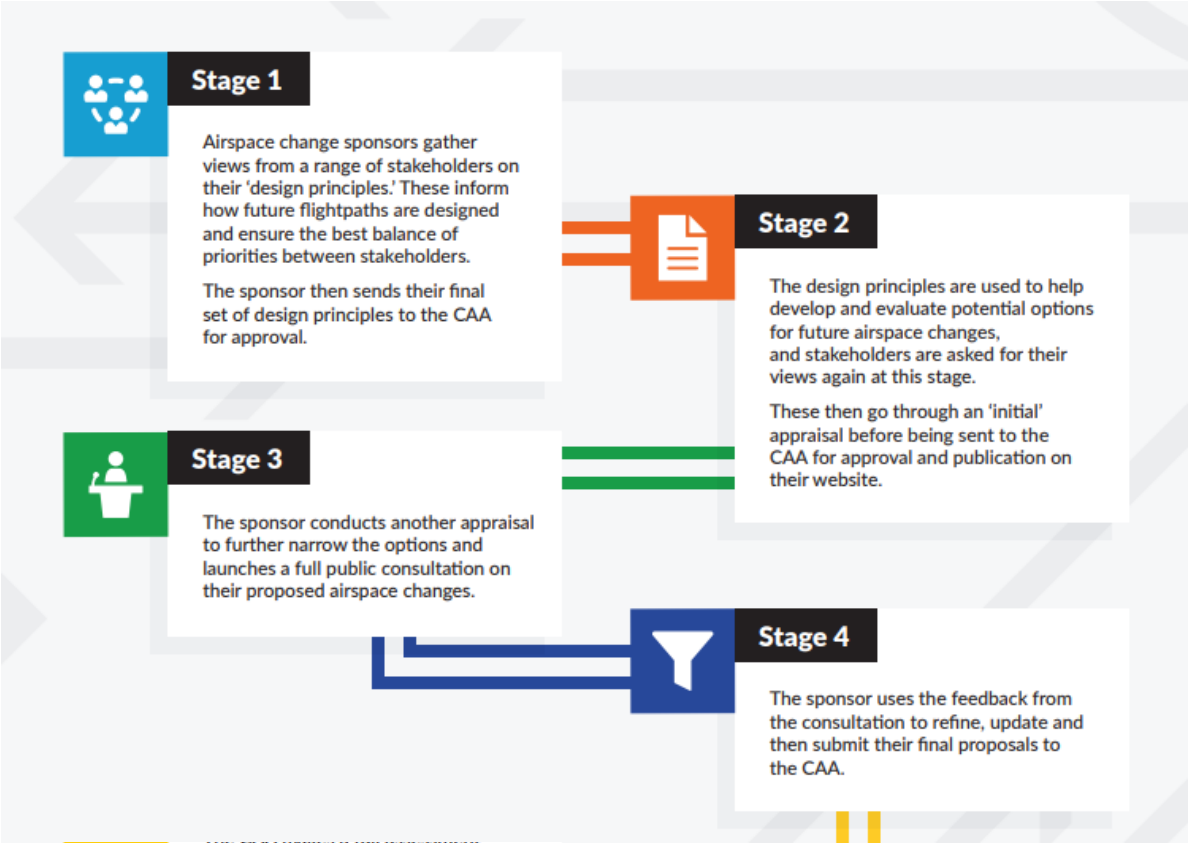
1. The Masterplan does not show the full details of individual airspace designs or solutions – these will be consulted on by airspace sponsors

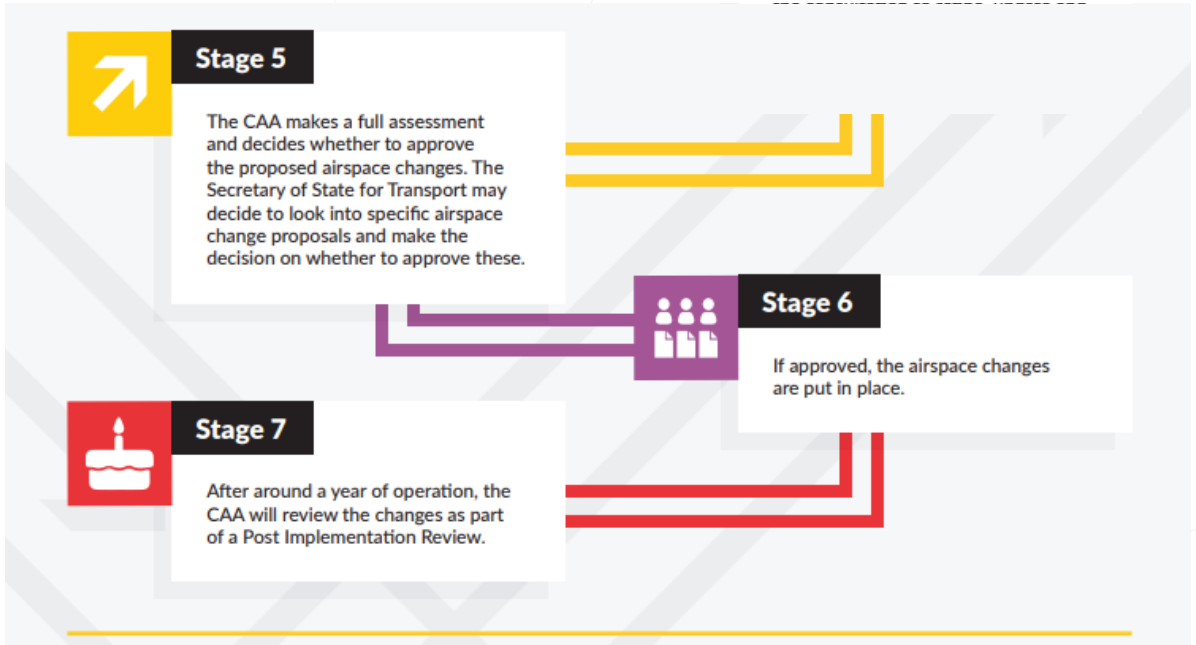
2. The Masterplan must be consistent with the CAA's on-going review of the Airspace Classification.

3. Other ACPs requiring coordination may arise during the life of the Masterplan and be included in future iterations.

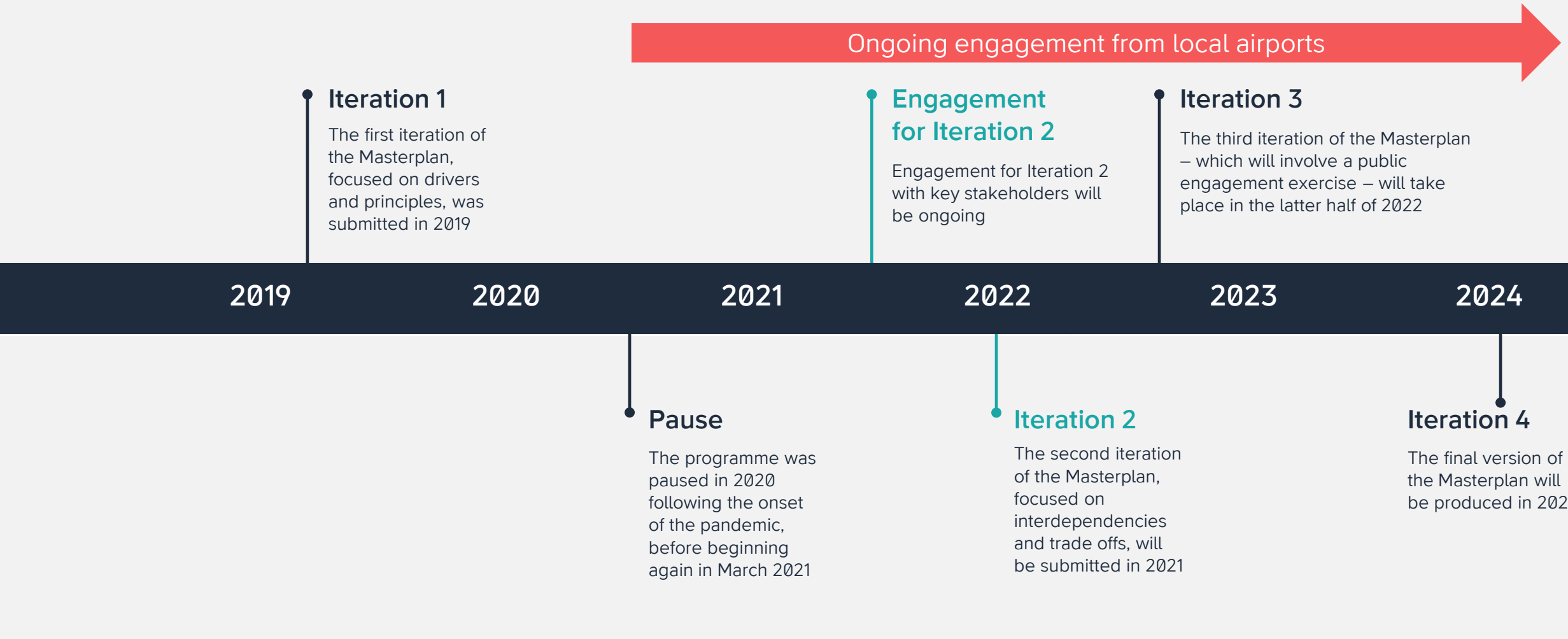
4. ACPs with no interdependencies do not require coordination and may proceed in isolation of the MP.

Airspace sponsors are required to follow CAA's CAP 1616 process





What are the immediate next steps for the masterplan?



Questions?