

IFISA – FISO Seminar, Ottawa

10-12 Sep 24

Nigel Ibbetson

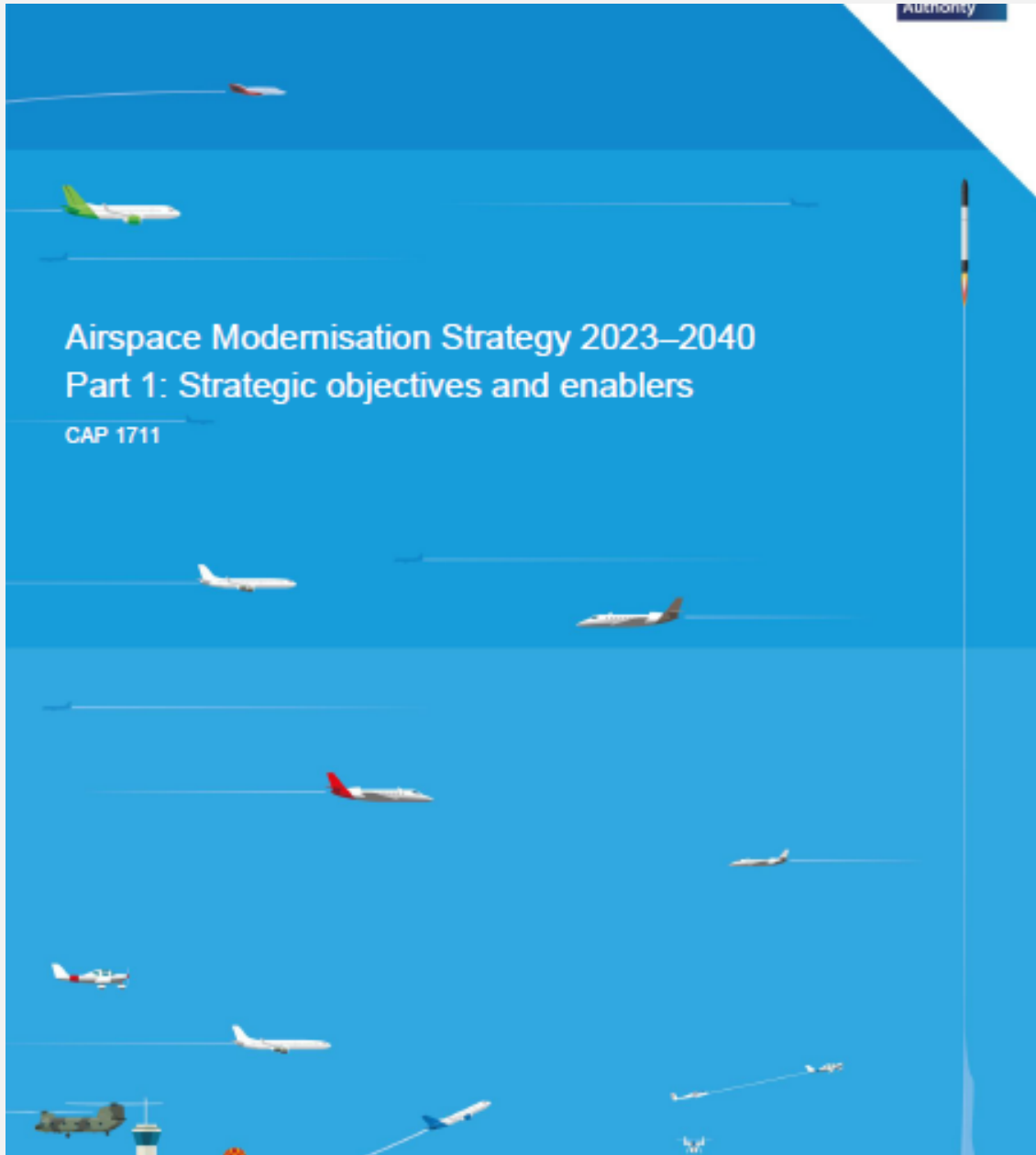
Airspace & ATM Policy Specialist



Airspace Modernisation Strategy 2023-2040

What is the United Kingdom doing with airspace modernisation?





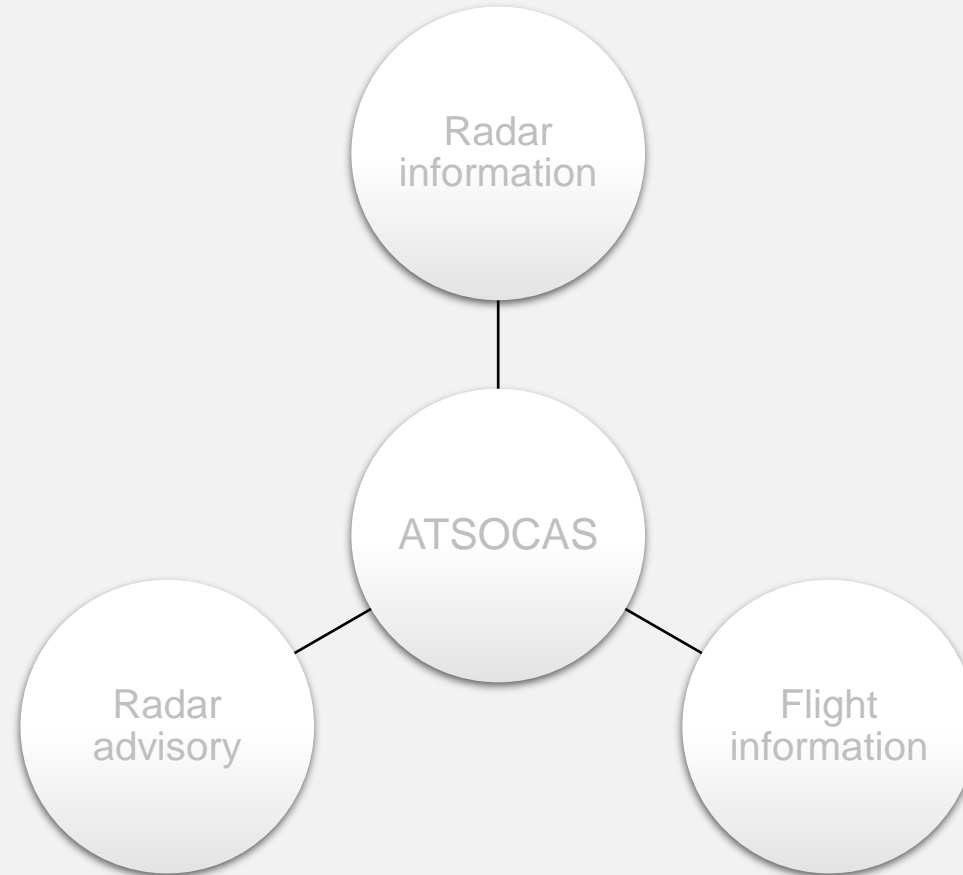
The story so far

Airspace Modernisation Strategy

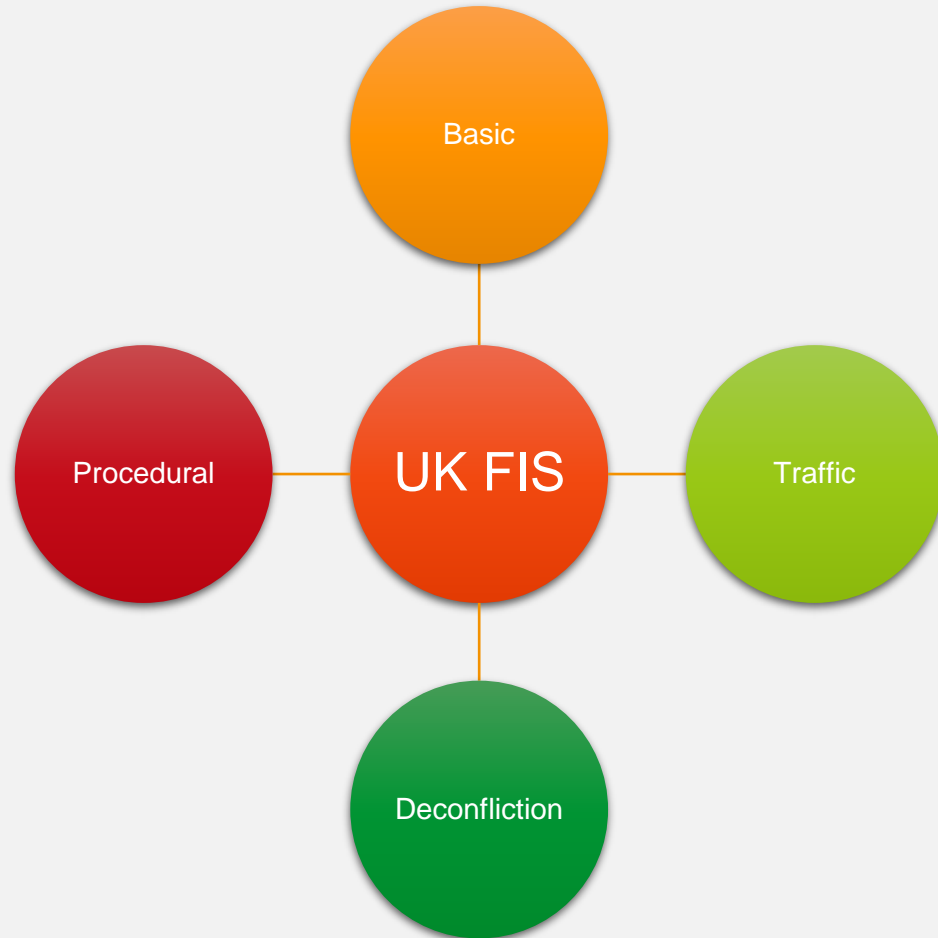


UK Flight Information Service

Legacy UK Flight Information Services (pre 2008)



Current UK Flight Information Services (since 2008)



The UK FIS are designed to balance the provision of advice and information provided to pilots, in order to assist them in safely achieving the objectives of the flight.

- When operating VFR and only in need of information on general airspace activity, local altimeter settings, etc, then it's likely that a Basic Service will be appropriate.
- If operating IFR in IMC and 'see and avoid' principles may be difficult or impossible to apply and assistance from ATC is required to deconflict you from other aircraft in your vicinity, then it's likely that a Deconfliction Service will be appropriate. This is the only surveillance-based UK FIS where a controller will provide you with this type of advice.
- Traffic Service may be requested under VFR or IFR where surveillance based information from ATC on other traffic is sufficient to help to avoid other traffic visually.

Basic Service

A Basic Service is intended to offer the pilot maximum autonomy and is available to IFR flights in Class G airspace, or VFR flights in Class E and Class G airspace. If the ATCO or FISO are aware of airspace activity that may affect your flight they will tell you; however, this is subject to their workload and the avoidance of other traffic is solely the pilot's responsibility. Maintain a good lookout.

Traffic Service

Under a Traffic Service, an ATCO will use radar to provide you with detailed traffic information on specific conflicting aircraft; they will not provide you with deconfliction advice, regardless of your meteorological conditions. A Traffic Service is available to IFR flights in Class G airspace, or VFR flights in Class E and Class G airspace.

Deconfliction Service

Only available to IFR flights in Class G airspace. An ATCO will use radar to provide you with detailed traffic information on specific conflicting aircraft AND advice on how to avoid that aircraft. However, the pilot retains responsibility for collision avoidance; you can opt not to follow the ATCO's advice.

Procedural Service

Only available to IFR flights. A non-surveillance service in which deconfliction advice is provided against other aircraft in receipt of a Procedural Service from the same ATCO; the ATCO will not be aware of any other aircraft. The pilot is responsible for collision avoidance. Maintain a good lookout.

Vision for UK FIS alignment with ICAO FIS

- Scope of ICAO FIS already in UK law through Standardised European Rules of the Air (SERA)
- Alignment of UK FIS with ICAO FIS in UK to be based on ICAO SARPs and PANS ATM
- Removal of planned deconfliction minima
- Addressing ATZ in Class G which current act as pseudo CAS
- Subject to the associated licensing framework and training requirements being addressed – enable the use of ATS surveillance systems by FISOs
- The ambition and alignment of UK FIS with ICAO FIS will be linked to the use of appropriate airspace structures. ANSP determines the needs for ATS and then, if required, an Airspace Change Process (ACP) for an appropriate classification of airspace support by a sufficient safety argument
- **Observe and learn from other states' FIS**
- **UK legislative and decision-making process to amend/change rules commenced. Project to conduct this recently approved by the CAA/DfT, ICAO FIS Delivery Group initiated.**

UK FIS alignment with ICAO FIS Project

- ICAO FIS Delivery Group initiated. Held quarterly, includes UK CAA stakeholders and UK MOD.
- Wide stakeholder engagement (inc 60+ ANSPs), neighbouring states (DEN, GER, CAN)
- ‘Call for Input’ survey conducted with stakeholders to gain opinion and feedback on proposals [CAP3007: ICAO FIS Implementation Call for Input - Engagement Response Document | Civil Aviation Authority \(caa.co.uk\)](#)
- Technical Solution development with simultaneous Safety Assurance process. Subsequent stakeholder-wide engagement planned to ‘test’ the technical solutions.
- Broad consultation prior to decision making and any rulemaking activity.
- Confirmation of timelines.
- Training (pilots, ATCOs, FISOs); implementation and deployment.
- Post-implementation review

Thank You

Nigel.Ibbetson@caa.co.uk

