As a Member of the European Union, SES Regulations are binding and directly applicable to the United Kingdom.


For the United Kingdom,
Stu Wain Head of European Airspace Branch
Signature

Date 25 January 2010

Chapter 15 - Annual Report on the Application of FUA

15.1 National organisation and responsibilities at the 3 levels of FUA

15.1.1 At Strategic Airspace Management Level 1

<table>
<thead>
<tr>
<th>FUA Level 1 Implemented:</th>
<th>Y The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:</th>
<th>Y Directorate of Airspace Policy (DAP).</th>
</tr>
</thead>
</table>

Responsibility of the Directorate of Airspace Policy. The Director has responsibilities to both the Secretaries of State for Transport and Defence for the efficiency and safe use of UK Airspace. Within DAP the sponsor for UK FUA Level 1 policy is Assistant Director of Airspace Policy 1.

<table>
<thead>
<tr>
<th>Measures established to ensure consistency between:</th>
<th>ASM and ATFM: Y ASM and ATFM posts are collocated, and engage in daily dynamic interaction.</th>
<th>ASM and ATS: Y ASM and ATS posts are collocated, and engage in daily dynamic interaction between the Airspace Manager, the Pre-Tactical Manager and the Network Manager.</th>
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<tr>
<th>The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:</th>
<th>Y Date and Reference of the Communication: August 2007 UK Annual Report on SES and FUA</th>
</tr>
</thead>
</table>

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):

- Regularly review and address users’ requirements Y

Requirements reviewed at regular meetings of the Airspace Strategy Steering Group (ASSG), attended by all stakeholders, which is chaired by the Assistant Director of Airspace Policy 1.

- Approve activities which require airspace reservation or restriction Y

The Airspace Utilisation & Off-Route Airspace Section (AUORAS), part of DAP, has specific responsibility for coordinating and promulgating all unusual airspace activities that require airspace reservations or restrictions.

- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options Y
AUS establish, coordinate and promulgate temporary airspace structures (normally Restricted Area (Temporary) - (RA(T)). RA(T) only established after comprehensive liaison and coordination with all relevant stakeholders, including the ANSP, thus ensuring that temporary alternative routes are provided to mitigate for the potential disruption caused by the temporary airspace structure being imposed.

- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace

Y

The UK already has a number of Danger Areas with variable vertical limits and which are sub-divided laterally to allow a notified activity to be supported by an appropriate volume of airspace. Procedures and criteria are laid down in the CAP740 promulgated via the UK AIP and supported by DAP Policy statements.

- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures

Y

Airspace structures and the route network are routinely assessed by all stakeholders for maximum efficiency. This task is routinely managed by the Airspace Strategy Steering Group B (ASSG-B) a sub-group of the ASSG. AUS maintain a constant link with stakeholders when creating/dealing with temporary structures.

- Define specific conditions under which the responsibility for separation between civil and military flights rests on the ATS units or on the controlling military units

Y

Civil and military en-route ANSPs are collocated at Area Control Centres (ACCs) in the UK, and responsibilities for separation between civil and military flights are clearly defined in civil and military regulations.

- Establish mechanisms to assess performance of FUA operations

Y

An annual report on FUA is provided to ASSG. However, mechanisms to assess FUA performance have been identified and are still under development. Initiatives include PRISIMIL (Pan European Repository of Information Supporting the Military) and LARA (Local And Regional Airspace management tool). In addition, work is on-going to identify appropriate KPIs and statistics-gathering methodology to support FUA performance assessment.

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures

Y

Based on the annual report to the ASSG however, this workstream is currently being enhanced.

- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities

Y

Data is currently archived manually (through the AMC); work to develop a more automated process is underway, in association with performance assessment mechanisms.

Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions: 

N There are a number of sites in the UK that are protected by permanent airspace restrictions; this is unlikely to change in the near term.

Changes since previous FUA Report: Minor changes to wording.

### 15.1.2 At Pre-tactical Airspace Management Level 2

|--------------------------|---|---------------------------------|---|---|-----------------------------|---|

Responsibilities at Level 2 are split between two bodies:

- **Airspace Management Cell (AMC):** Joint civil/military body based at London ACC, Swanwick, responsible for the principal dynamics of FUA, including the activation of structures and route availability.

- **Airspace Utilisation & Off-Route Airspace Section (AUORAS):** Part of DAP, it has responsibility for the processing of all requests for airspace activities, which because of their nature, cannot comply with ATC or air navigation regulations or need other special arrangements.

The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:

Y

**The established AMC (referred to above) is provided with adequate dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks:**

Y

Introduction of CFMU Interface for Airspace Managers (CIAM) by Eurocontrol has ensured that UK can communicate the pre-tactical ASM task.

Changes since previous FUA Report: Update to the AMC supporting systems.
### 15.1.3 At Tactical Airspace Management Level 3

| FUA Level 3 Implemented: | Y | At tactical level, responsibility is vested in the ACCs, two of which are jointly manned by civil and military staff. Established procedures determine co-ordination protocols for en-route and off-route airspace. |

The State has ensured that the relevant ATS Units and controlling military units:

- Establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level:
  
  Military and civil airspace managers are collocated, and conduct real-time dynamic liaison and decision-making at D-1.

- Establish coordination procedures to ensure the timely and effective exchange of any modification of planned airspace reservations and the adequate notification to all affected users:

As above, the co-location of airspace managers means that activated airspace is handed back dynamically, as soon as it is no longer required.

- Establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:

The UK’s co-location of civil and military ANSPs, and the Joint and Integrated strategic approach to ASM in UK airspace, ensures that civil/military flight interaction is closely coordinated and managed effectively.

- Establish coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace:

  **Specifically:**
  - Position of aircraft
    - Collocation of civil and military ATC controllers, the use of the same radar displays and sophisticated electronic coordination methods ensures the direct-shared exchange of information.
  - Flight intention of aircraft (e.g. exchange of Flight Plan data)
    - Collocated ATC controllers use an automated Flight Data Processing system, which allows all controllers - both civil and military - to determine the flight intention of all aircraft under the control of the ACC.

All airspace reservations are released as soon as activities having caused their establishment cease:

As soon as activities within airspace reservations are completed the operating authority communicates with the Military Airspace Manager, who liaises directly with the collocated Civil Airspace Manager.

**Changes since previous FUA Report:** Minor changes to wording.

### 15.2 Cooperation between Member States at the 3 levels of FUA

#### 15.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures:

| Type(s) of cross-border airspace use is applied in the State: | Y | UK currently has no cross-border airspace, but shares a CDR with Ireland, and liaises closely with that airspace regulator. |

The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:

| N | No formal set of separation standards established with neighbouring States for cross-border civil/military activities. |
15.2.2 At Pre-tactical Airspace Management Level 2

| If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s): | Y | UK has lead AMC status with Irish AMC. However, in order to reconfigure the management of both airspaces following the removal of the upper ATS routes in the Shannon UIR (December 2009), the Airspace Management LoA will be reviewed. |

| Changes since previous FUA Report: | Due to the removal of the Upper ATS Routes in the Shannon UIR (ENSURE), the LoA requires reviewing. |

15.2.3 At Tactical Airspace Management Level 3

| The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities: | N | UK has no plans to engage with this workstream at this stage. |

| Changes since previous FUA Report: | No change. |

15.3 Safety assessment

| The State has established a safety management process to conduct all safety assessment activities before the introduction of any changes to the operations of the FUA: | N | Major ANSP (NATS) currently employs LAPSA\(^1\) as an in-house system of safety assessment. Any FUA change would be managed/overseen by ASSG-B. |

15.4 Performance assessment

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<tr>
<th>Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels</th>
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<tbody>
<tr>
<td>Safety</td>
</tr>
<tr>
<td>Airspace capacity</td>
</tr>
<tr>
<td>Efficiency</td>
</tr>
<tr>
<td>Flexibility</td>
</tr>
</tbody>
</table>

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\(^1\) LAPSA: London Terminal Control ATC Procedures Safety Assessment

LSSIP2010-14 United Kingdom  Part III - Chapter 15-4  Released issue
### 15.5 Compliance monitoring

<table>
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<tr>
<th><strong>The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):</strong></th>
<th>Y</th>
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<tbody>
<tr>
<td>The CAA, as NSA, maintains management and oversight of FUA implementation in UK airspace to achieve compliance with EC Regulation 2150/2005.</td>
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<table>
<thead>
<tr>
<th><strong>The State has established a FUA compliance monitoring processes:</strong></th>
<th>Y</th>
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<tbody>
<tr>
<td>Compliance monitoring is governed by the ASSG through ASSG-B and the Danger Areas User Group (DAUG). The most recent review identified areas for further scrutiny, which has required the instigation of a review of Danger Area activity by Military sponsors and a plan for the inclusion of additional Danger Areas’ management in the AMC process.</td>
<td></td>
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<td><strong>Additional comments:</strong></td>
<td>Nil</td>
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</tbody>
</table>

### 15.6 Problems encountered and need for changes

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<tr>
<th><strong>Problems encountered in the implementation of the FUA regulation and need for changes</strong></th>
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<tr>
<td>Nil</td>
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</table>