

Inter FAB Operations Workshop

UK-IRE FAB Best Practice and Lessons
Learnt

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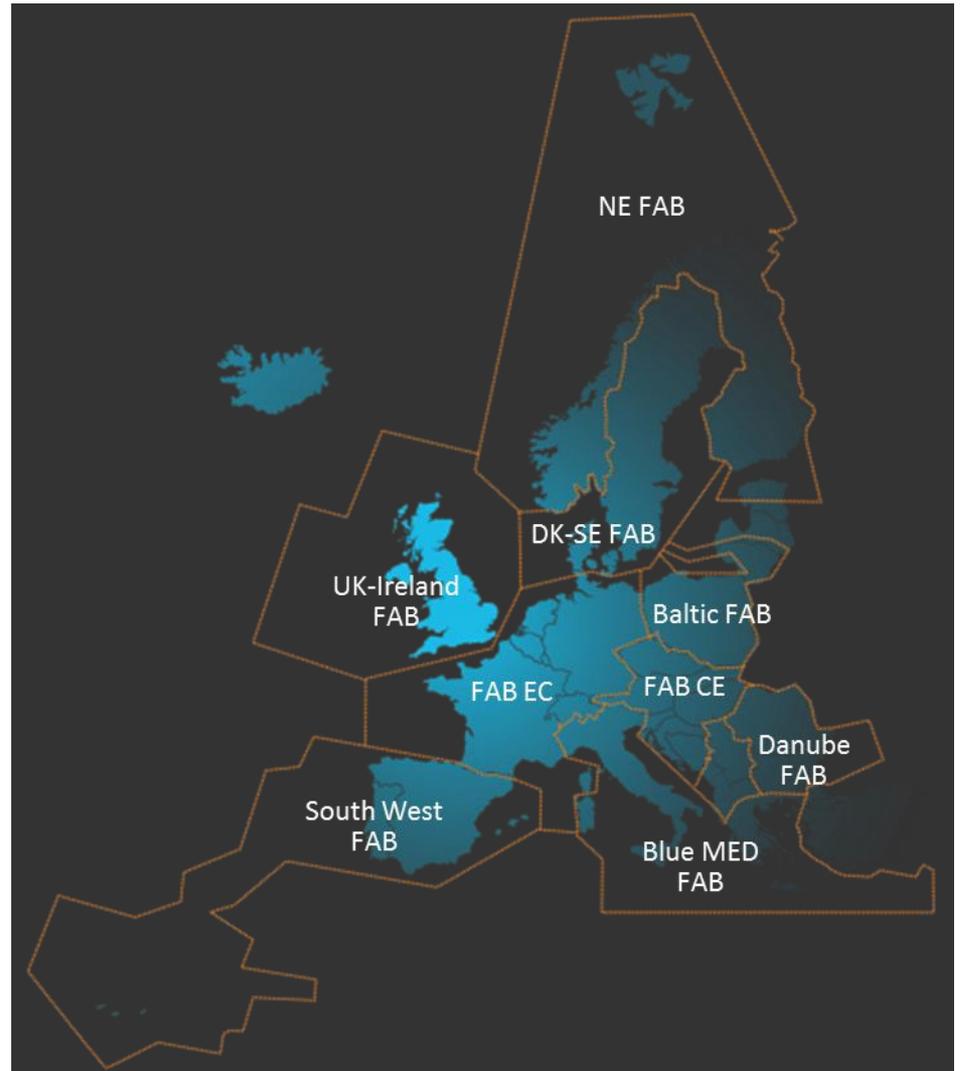
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Introduction

Alastair Muir – NATS
Director Prestwick

Co-chair of the DSOT
Leadership team – shared
role with Sean Patrick from
the IAA



Overview of DSOT project

The DSOT project was instigated in 2013 tasked with investigating the future concept of Dynamic Sectorisation within the UK-Ireland FAB airspace.

- > Leadership team formed with senior members of the ANSPs and regulators
- > Core team formed with representation from ANSPs, Regulators and militaries
- > 16 objectives set for the core team to deliver against
 - Including success criteria
- > Multi phase trial delivered that allowed all of the objectives to be met by the project

DSOT phases

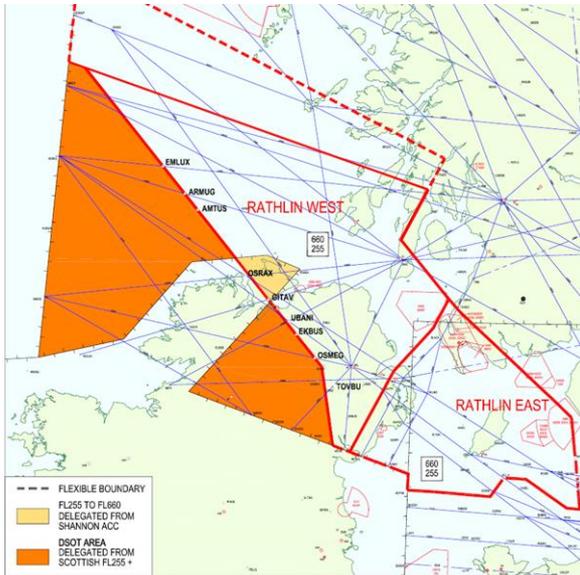
DSOT was delivered via two phases which provided the necessary environment to collect the data required to allow the project objectives to be met.

> Phase 1 – Temporary Airspace Transfer Trial

- The GAT service within a sub sector of NATS airspace was provided by the IAA for a period of time using the current systems
- Started and completed via AIRAC deliveries due to current system capabilities

> Phase 2 – Future System Interoperability

- An operational shadowing trial was undertaken to investigate the future Flight Data Processor systems interactions
 - Connecting iTEC and COOPANS
- Testing included 'switching on and off' of sectors using existing iTEC and COOPANS functionality envisaged to be the solutions for dynamic sectorisation operations in the future



DSOT Phase 1 Airspace

Best Practice and Lessons Learnt



Post trial assessments have identified three key areas of the project that contributed to the projects success.

- > Strong team construction
 - with commitment and accountabilities
- > Understanding customer impact
 - and engagement
- > Harmonisation of delivery methodologies

Strong team construction



From the outset the DSOT team were provided with clarity from the leadership team of the expectations and accountabilities.

- > Influential Leadership team established that had senior representation and allowed informed decisions to be made promptly
 - Representatives from ANSPs, Regulators and Trade Unions
- > Core team set up with clear accountabilities set for each member.
 - Each of the project objectives has a single person accountability for delivery, supported by local leads for each organisation when required
 - Representatives from ANSPs, Regulators and militaries
- > Importance of the DSOT activity driven into the organisations by the leadership team to provide the core team members with the time and resources required to deliver their objectives

Understanding customer impact



Early in the project it was identified that future concept investigation should not impact current service delivery. This was achieved by working closely with the airlines and other ANSPs (military) to ensure impacts were understood and acceptable

- > Early engagement with customers through established forum.
 - Project presented at customer focused forum to gather initial impacts
- > Airspace designs and timing for the trial updated to accommodate requests from the airlines and other service providers
 - To mitigate potential service impacts
- > Pre-deployment workshops held to maintain customer awareness
- > Post-deployment conferences set up and held to manage any tactical issues that were experienced
 - Cancelled after a couple of days of trial as not required an further

Harmonisation of delivery methodologies



To allow the trials to delivered a harmonised approach was required by all members of the FAB.

- > A single safety management system (SMS) was adopted for the trial with a single combined regulatory approval provided to the project
 - NATS SMS was utilised for Phase 1
 - IAA SRD and CAA provided single approval to both IAA and NATS
- > Full integration of transition processes undertaken which provided a single transition document that the ANSPs followed to ensure a seamless transfer of service with no impact to service provision.
 - Combined timeline integrated into the transition plan to de-risk the service delivery for the trial instigation and reversion
- > Harmonised AIRAC publications
 - Aligned and consistent communication to stakeholders

Project Conclusions

The DSOT team successfully managed to deliver a change on service provider as well as testing the future FDP systems without having an adverse impact to the service provision in part due to.

- > Construction of a Strong team
- > Understanding and reacting to any perceived customer impact
- > Using harmonised delivery methodologies to de-risk the transitions

Examples of Lessons Learned

ATC Procedures

Need to review the mechanism for dissemination of military activity.

Need to develop the ConOps to clarify the designator of controlling unit to avoid confusion with flight crew

New Technology/Tools

CFMU will have to develop a process to pass flight plans to both ANSPs

Enhanced Supervisory tool set required.

Airspace Design

Single method of sectorisation required across FAB as current design does not maximise the benefit from DS

ATC Documentation

Need to move towards harmonised AIP, RAD and procedure publications being aligned to FAB rather than State level.

New process for NOTAMS and internal staff notices to allow timely dissemination of data to all.

Airspace and Capacity Management

Existing joint UK/Irish Network Management support DS

Pan-European tools, e.g. CHMI, IFPS, will need to be updated to support DS.

iTEC Implementation, Prestwick

NATS Prestwick Centre is currently in the process of deploying the new iTEC system into PC Upper Airspace.

Phase of Limited Operational Service (LOS) whereby the controllers are developing familiarisation with the new trajectory prediction toolset in the live operation

High demand on resourcing as we are using all available controllers to staff the operation at this time. During this period the operation is at risk of regulation if there is any short notice sickness or periods of significantly high demand



The LOS period is planned to continue throughout May with longer periods using iTEC until we enter Full Operational Service (currently planned for June)

The LOS programme has been designed to minimise the risk of disruption to the network as much as possible however the following days have been identified as potentially at risk of regulation:

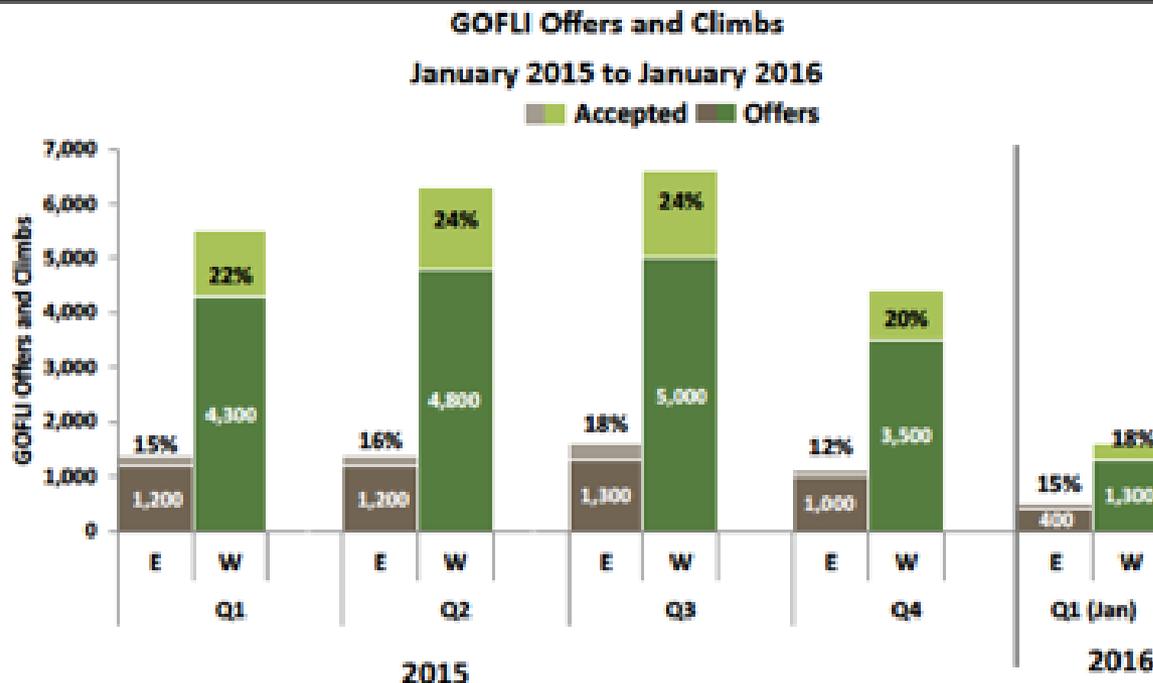
Fri 15/04/16 23:00 - Sun 17/04/16 21:00

Fri 22/04/16 23:00 - Sun 24/04/16 21:00

Fri 29/04/16 23:00 - Mon 02/05/16 21:00

Thu 05/05/16 23:00 - Sun 08/05/16 21:00

GoFli Offers and Climbs (Jan 2015 – Jan 2016)



		Number of Operational Days	Eastbound			Westbound			Total		
			Offers	Climbs	Percent	Offers	Climbs	Percent	Offers	Climbs	Percent
2015	Q1	90	1,432	218	15%	5,491	1,218	22%	6,923	1,436	21%
	Q2	91	1,388	226	16%	6,309	1,490	24%	7,697	1,716	22%
	Q3	92	1,535	269	18%	6,577	1,579	24%	8,112	1,847	23%
	Q4	92	1,109	147	12%	4,366	889	20%	5,555	1,036	19%
2016	January	31	494	75	15%	1,615	294	18%	2,109	369	17%
Total		396	6,037	934	15%	24,358	5,470	22%	30,395	6,404	21%

February 2016

Source: GAATS+

Prepared by Operational Analysis (af)

Questions?

