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Combat Air Training Airspace CAA Stage 1 Assessment Meeting

6 Mar 18



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Agenda

- Introduction/Apologies CAA
- Statement of Need (discussion and review) All
- Issues and opportunities Sponsor
- Options to exploit opportunities or address issues Sponsor
- Provisional indication of level and process CAA
- Provisional timescale All
- Next steps All
- AOB All



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Introduction



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Statement of Need

In SDSR 2015, the Government committed the UK to increasing the number of combat aircraft that the MOD will operate and confirmed the intention to buy 5th generation fast jets . Additionally, as its NATO ally, the US Government has committed to the continued basing of combat aircraft within the UK. Resultantly, there is a projected growth of more capable combat aircraft planned to operate within the UK. To support this Government-directed expansion in military capability, there is a requirement for a larger area of segregated airspace to accommodate training requirements and thus ensure operational capability.

In Jan 19 the UK airspace infrastructure will be much the same as today i.e. fixed route networks and airspace structures; as such, the initial airspace development proposed here is considered a first phase temporary solution to support MOD needs . This work is expected to improve processes , protocols and priorities for ASM that are projected to enhance the effectiveness of the airspace development. This includes:

- Improved usage performance against ARES bookings.
- Enhanced processes to allow increased CDM in accordance with agreed protocols.
- Wider utilisation of ASM tools to improve the transparency and visibility of the booking process.

FUA concepts for how the airspace can be modularised to meet the needs of multiple users , as well as minimising the impact on the civil airspace network will be utilised.

It is intended to introduce the new airspace as soon as possible in 2019. This proposal may be supported by airspace management trials and if required airspace design trials.



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Statement of Need

- Military Requirement – National Security
- International Engagement – UK/US
- Economic



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Issues and Opportunities

- Current Airspace Management reporting inaccuracies
- Current airspace utilisation
- Inefficient processes leading to confusion over status of airspace
- Under-utilised CDRs
- Limitations of current route structure
- Challenging timeline, constraints of CAP1616 process
- Demand on NATS, CAA and MOD pers



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Options to Exploit Opportunities or Address Issues

- Improve ASM processes/organisations/knowledge through trials and engagement
- Interim design kept within constraints of existing en-route structure
- Include development of new/amended CDRs
- Anticipated use of trial process to refine and test designs/processes



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Level and Process



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Timescale

- Define Gateway – 23 Mar 18
- Develop and Assess Gateway – late 18/early 19
- Consult Gateway – Q2 2019
- Update and Submit – mid 2019
- Decide Gateway –
- Implementation – late 2019



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Next Steps



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AOB