



Ministry  
of Defence

Defence Airspace and Air Traffic Management  
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## COMBAT AIR – TRAINING AIRSPACE

### CAP1916 STAGE 1 EVIDENCE – Submitted 9 Mar 18

This document forms part of the Airspace Change Proposal process as defined in CAP 1616. It reiterates the Statement of Need and outlines the engagement to date which has been part of the iterative process that has led to the creation of Design Principles.

#### 1. 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.

#### 2. STAKEHOLDER ENGAGEMENT

The DAATM as the lead for this ACP have been consulting continuously with NATS, the Combat Air community (both UK & US) and with wider MOD stakeholders via the MAUWG over the last year. This ACP forms part of the on-going work conducted by the Flexible Use of Airspace State Project (FSP). In addition to the routine FSP Steering Group meetings a number of MOD/NATS workshops have been held. Given the requirement and the likely location and levels, stakeholder engagement for the generation of design principles has been with NATS and the airlines. It is assessed that wider engagement is not required at this stage.

##### 2.1. Chronology

17 Nov 16: Lakenheath initial stakeholder engagement – NATS, CAA, MOD (DAATM, USAFE UK, Typhoon, F35, Tornado)  
14 Dec 16: FASIIG 24  
23 Feb 17: UK/USAFE F35 Working Group  
15 Mar 17: FASIIG 25  
4 Apr 17: FSP Feasibility and Options Working Group – NATS, MOD  
25 Apr 17: FSP Feasibility and Options Working Group – NATS, MOD  
23 May 17: MAUWG 3

8 Jun 17: F35 Military stakeholder engagement  
21 Jun 17: FASIIG 26  
20 Sep: FASIIG 27  
10 Oct 17: FSP stakeholder mtg  
17 Oct 17: Combat Air airspace options telcon – USAFE UK, DAATM, Typhoon, Tornado  
30 Oct 17: Combat Air Interoperability Working Group –USAFE, USAFE UK, HQ AIR, Typhoon, Tornado, F35, AWC, DAATM  
1 Nov 17: MAUWG 4  
30 Nov 17: FASIIG 28  
4 Dec 17: FSP way forward – NATS, CAA, DAATM, F35, USAFE UK  
28 Feb 18: Combat Air Interoperability Working Group –USAFE, USAFE UK, HQ AIR, Typhoon, Tornado, F35, AWC, DAATM

In addition, a MOD AFUA Requirements document which outlines the increase in fast jet numbers, timelines for their introduction and airspace requirement has been produced. This document has informed initial thoughts on design principles which have subsequently been finessed through engagement with key stakeholders. These final design principles have been socialised with NATS and where appropriate have been agreed. They have also been shared with the airlines via the FSP and through direct correspondence with stakeholders Annex A.

## **2.2. Issues Raised & Selection Rationale**

It was clear from discussions that other stakeholders are keen to avoid additional impact upon the Civil Network. In the context that the airspace change will need to meet the airspace requirement for military training, it was felt that this was entirely reasonable so has been included within the design principles. Likewise stakeholders, whilst acknowledging the military requirement were keen that any additional military activity be managed efficiently and that airspace segregated is actually used or handed back. Again this is entirely reasonable and is in line with UK policy, so the intention to use FUA procedures has been included within the design principles. Further discussions established that for ease of implementation and safety that it would be prudent to use existing airspace structures, where possible, and to use standard airspace structures.

## **3. Design Principles**

### **Key Principles/Requirements**

- The design will provide a suitable training area.
- The training area will be within reach of UK/USAFE Main Operating Bases.
- The design will provide a sufficient overland portion for siting land based assets (Training Requirement).
- Safety – apply current airspace design safety parameters e.g. buffer policy. Final solution Tolerable and ALARP (Safety).
- Management of airspace to utilise FUA principles (Efficiency + Airspace Sharing).
- Minimise impact upon the network where possible (Efficiency + Airspace Sharing).
- Simplicity - utilise existing structures where possible (Efficiency, Simplicity + Safety).
- Conformity – use standard airspace structures where possible (Simplicity + Safety).

- Minimise impact upon any other airspace users (Given the likelihood that any impact will be over the sea and above FL100, it is assessed that there will be few other stakeholders. These will be engaged through wider consultation in Stages 2 & 3 but will not impact the design principles).

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## ANNEX A

### Stage 1b Stakeholder Engagement Letter



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16 Feb 18

#### **COMBAT AIR - TRAINING AIRSPACE REQUIREMENT - AIRSPACE CHANGE PROPOSAL STAGE 1B ENGAGEMENT**

*Dear Colleague,*

As many of you will be aware the CAA's new Airspace Change Proposal (ACP) process (CAP 1616) requires engagement and consultation at various stages. The MOD is just at the beginning of this process with the aim of generating suitable airspace in the UK for modern military aircraft to train within. The submitted statement of need is below:

'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.'

Stage 1b of the ACP process requires engagement with stakeholders during the development of Design Principles. As a potentially effected stakeholder you are invited to submit any views you may have on the proposed Design Principles below via the email address [daatm-airspaceconsultation@mod.uk](mailto:daatm-airspaceconsultation@mod.uk) It is requested that any views you may have be submitted by Wed 7 Mar 18.

The Design Principles below have been shared with our NATS colleagues and we are acutely aware of the need to manage airspace as efficiently as practicable whilst meeting state requirements

#### **Key Principles/Requirements**

- The design will provide a suitable training area.
- The training area will be within reach of UK/USAFE Main Operating Bases.
- The design will provide a sufficient overland portion for siting land based assets.
- Safety – apply current airspace design safety parameters e.g. buffer policy. Final solution Tolerable and ALARP.
- Management of Airspace to utilise FUA principles.
- Minimise impact upon the network where possible.

- Simplicity – utilise existing structures where possible.
- Conformity – use standard airspace structures where possible.
- Minimise impact upon any other airspace users (Impact likely to be over the sea and where overland above FL100).

It is recognised that seeking your initial engagement on a limited aspect of the ACP may prompt further questions within your organisations about what any final solution to the statement of need might be. However, it should be recognised that this is just the first stage of the ACP process and more information will become available as the various stages of the ACP process are completed. Nevertheless, if you have any particular concerns or questions please include them within any response you wish to make, and if suitable and appropriate we will endeavour to respond.

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