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Future Combat Airspace Trial
(ACP-2020-042)

Airspace Trial Assessment Meeting
28 May 2020

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Future Combat Airspace Trial - Assessment Meeting

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|---|---------|
| • Introduction/Apologies for Absence | CAA |
| • Statement of Need (discussion & review) | All |
| • Issues or opportunities arising from proposed change | Sponsor |
| • Options to exploit opportunities or address issues identified | Sponsor |
| • Provisional indication of the level and process requirements | CAA |
| • Provisional process timescales | All |
| • Next Steps | All |
| • AOB | All |

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1. Introduction/Apologies for Absence

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2. Statement of Need

Air Command, on behalf of the Ministry of Defence, has an obligation to provide relevant tactical collective training to its combat and combat support forces to ensure UK Forces are correctly prepared to defend UK interests in line with the UK Defence Strategy. An appropriate airspace that can safely facilitate exercising large forces of modern and future air platforms, in a representative combat environment is required to meet this need.

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Requirement principles

Priority: The events delivered by Air & Space Warfare Centre are approved at the Joint Commitments Strategic Steering Gp at 3* level

Users: Collective training (multiple capabilities) for RAF, RN, Army and partner air forces. These activities are managed by Air & Space Warfare Centre, JTEPS and Weapon Schools

- Air & Space Warfare Centre will take the lead with the design but in conjunction with these parties

Frequency: 2 Trial periods of 6 activations

- Trial period 1: Oct – Nov 2020 (20, 22, 27, 29 Oct & 3, 5 Nov 2020)
- Trial period 2: Mar 2021 (Exact dates TBC)

Duration: 3 hours per activation

Timing: 0930-1230 (Local time)

Capacity: > 80 Fast jets dynamically manoeuvring plus addition combat support from wide bodied and rotary aircraft

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Core military requirements:

Minimising the risk of MAC to the maximum extent whilst enabling:

Full tactical employment of aircraft and weapons capability

- Supersonic flight and rapid height changes
- Overflight and loiter of rural overland (target) areas
- Use high and low altitude activity concurrently
- Representative employment ranges of simulated air-air and air-surface weapons

Representative operational numbers

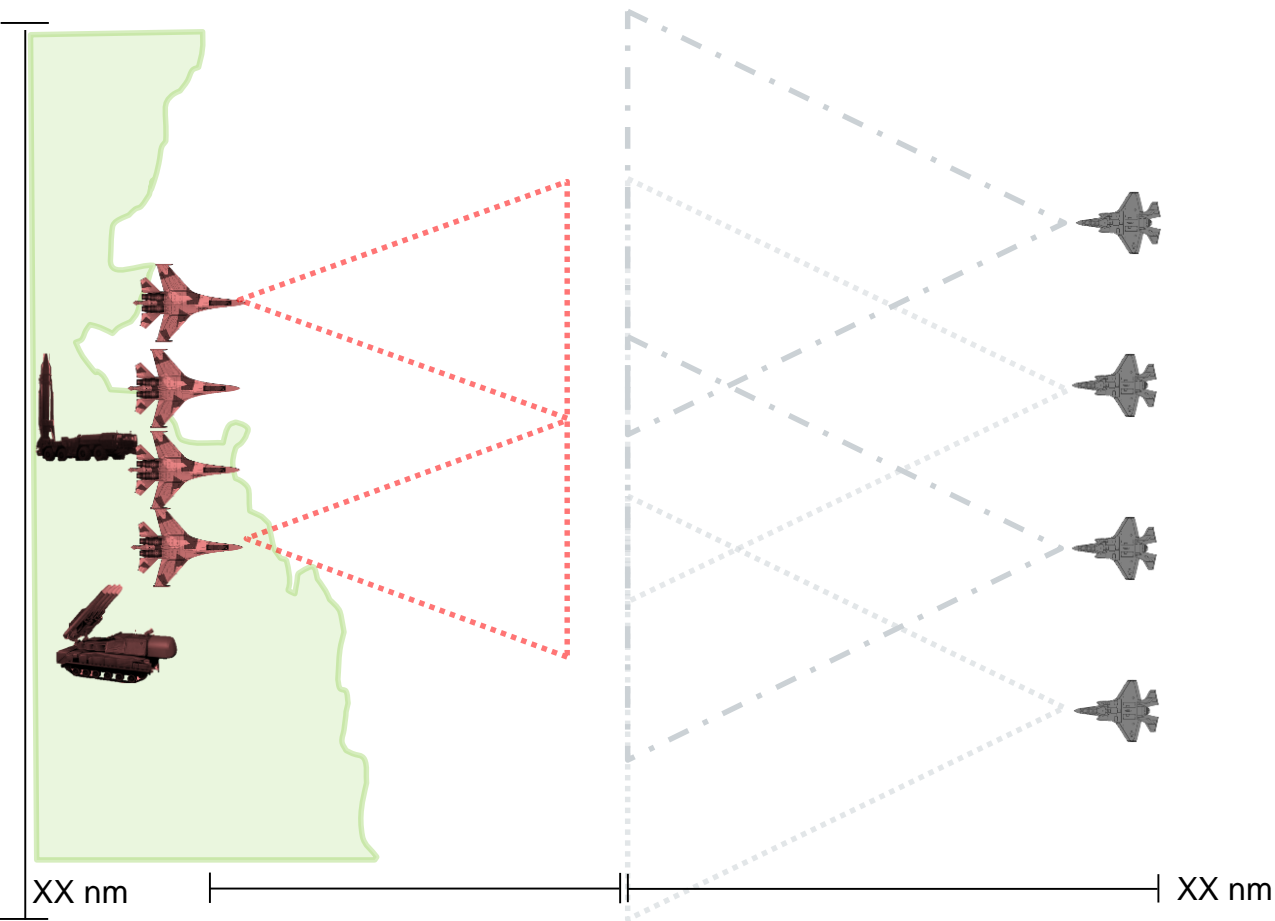
Ability to oppose from ground and air simultaneously

Contested in electromagnetic environment

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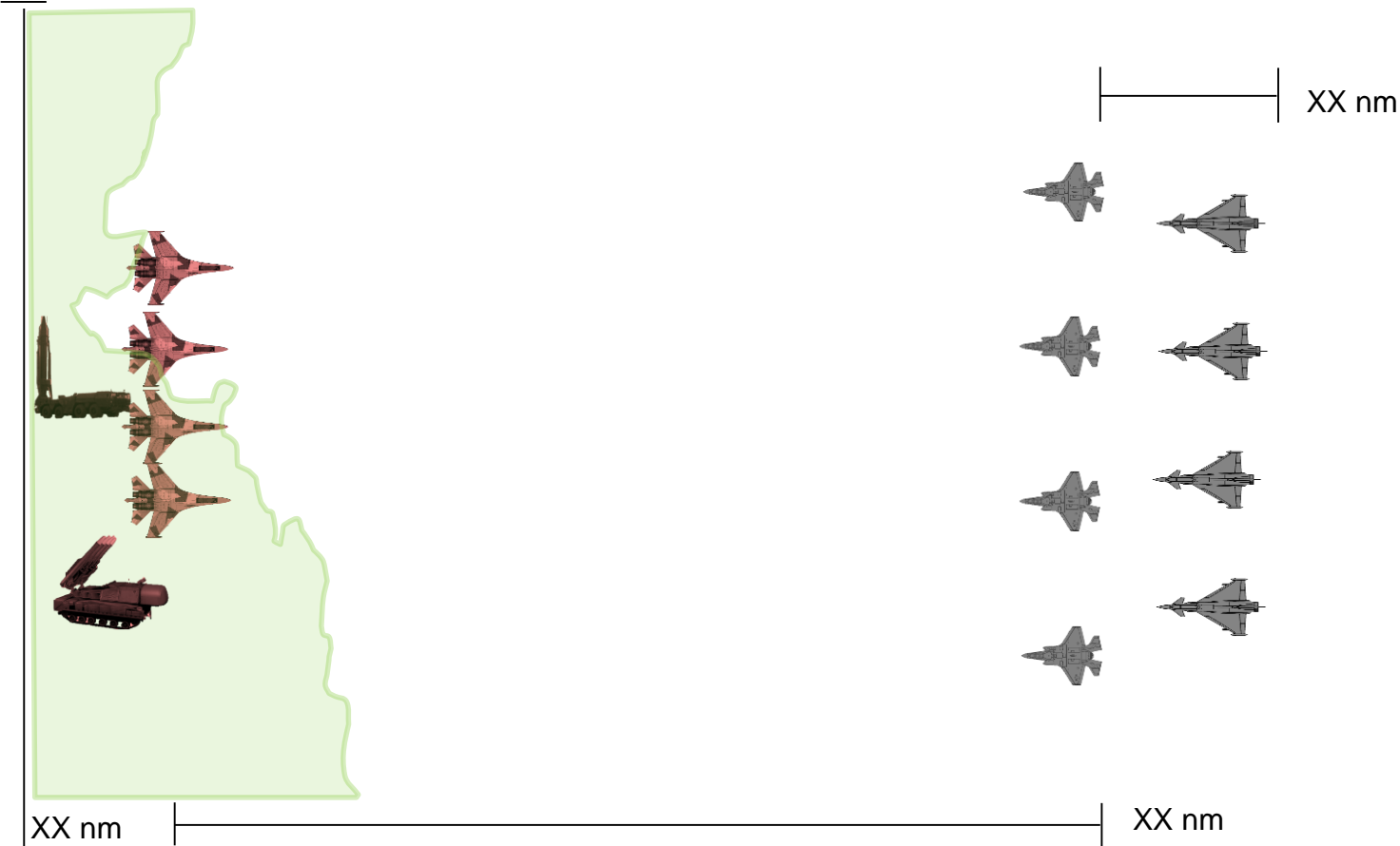
Missionised Formation Training



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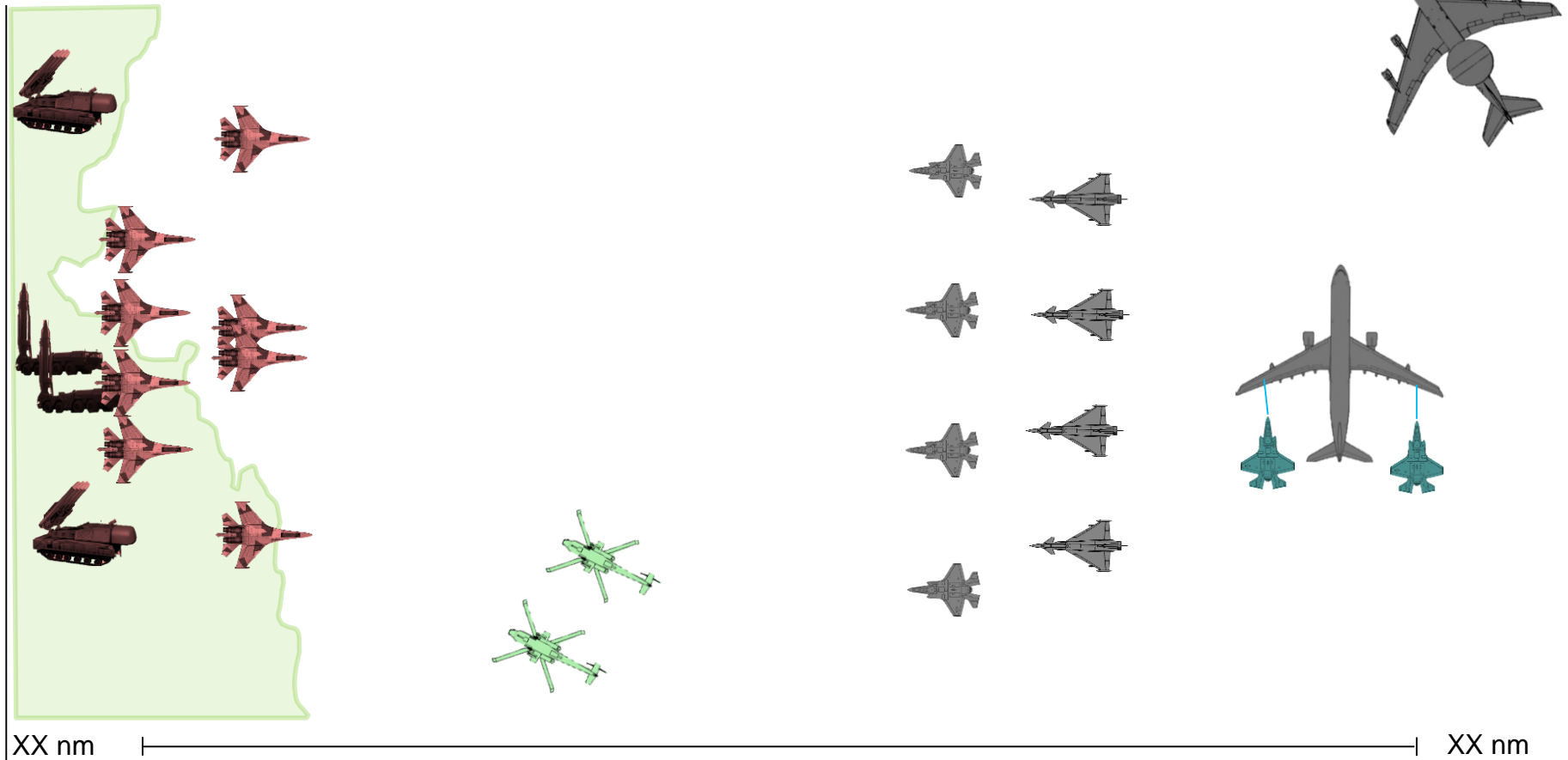
Integration Training



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Collective Missionised Training



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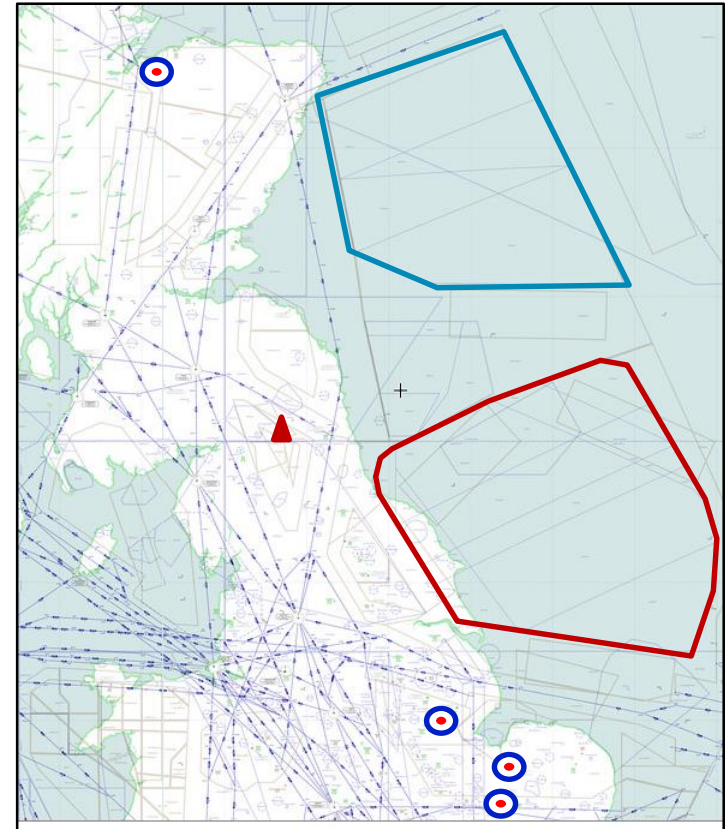
Contested in electromagnetic environment

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Current Airspace Options:

MDAs

- Suitable for Part Task Training and Integration at Squadron / Force level
- Limitations for RAF Lossiemouth (D323)
- Proximity to RAF Coningsby, Waddington, Marham and Lakenheath (D613)
- No overland areas within D613
- Neither have proximity to EWTTR



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Current Airspace Options:

MDA flowing overland through Class C and / or G

- Increased risk of military and civil interaction
- Less predictable air traffic flow
- Limitations in speed and manoeuvre for military users

CACA Airspace

- Mitigates some of these issues
- MoU versus a recognised and regulated airspace known by all users
- Increased demand on NATS, LO is essential to operate
- Uncertainty of activation
- Constraints on military application

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3. Issues or opportunities arising from Proposed Change

COVID recovery period

- Trial seeks at least 2 iterations to provide accurate data sample and a true proof of concept
- Provide increase opportunity for engagement during furlough

Timescale is compressed

- Option to utilise the extant MoU dimensions for the initial trial
- Reduces risk due to familiarity of design
- Less than ideal design for military need but would prove management and impact data

Trial provides at least 2 iterations (contingency and update option)

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4. Options to exploit opportunities or address issues identified

Addresses issues for both military and civil users;

- Regulates and formalises principles developed between NATS and ASWC
- Greater predictability of airspace; efficient flight and fuel planning
- Reduces inefficiencies to NATS manpower and procedures
- Lowers overall activation times, increasing airspace availability to other users
- Ability for non Class C certified to exercise at appropriate level
- Provides increased safety barriers for all UK Airspace users

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4. Options to exploit opportunities or address issues identified

Greatest military issue is actions in the case of trial rejection

- The need to conduct these types of exercise will endure

This would leave 2 options

- CACA MoU
 - Inability for military to deliver full extent of training it aspires to
 - Would require CAA approval of the agreement between NATS and ASWC
- D323 into Class C / G airspace
 - Least preferable option
 - Provides ability to achieve some military training objectives
 - Increases workload and risk to all users

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5. Provisional indication of the level and process requirements

Proposed Stakeholders

- Military airspace users
- Military and civil ATS providers
- Commercial airlines
- Airports / airfields
- Oil field transport

CAA guidance would be appreciated on this subject

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6. Provisional process timescales

Timescales would look to meet a CAA submission by 1 Aug 2020 (TBC by CAA)

Aim to provide a minimum of 30 days notification to airspace users prior to trial commencement in Oct 20

6 Nov – 4 Dec: Data gathering following trial 1

Dec – Jan 21: Amend and/or update airspace following feedback

Feb 21: Implementation of any changes to meet Mar 21 trial

ACP 2020-26 Stage 1 Gateway end of Dec 20 with March trial being used in Stage 2

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7. Next Steps

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8. AOB

Discussion

