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Ministry  
of Defence



E-7 Wedgetail AEW Mk 1 UK Orbit Areas  
Airspace Change Proposal Assessment Meeting  
Thursday, 9<sup>th</sup> July 2020

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# ACP Stage 1 DEFINE - Assessment Meeting

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|---|---------|
| 1. Introduction/Apologies for Absence   | CAA     |
| 2. Statement of Need (discussion & review)  | All     |
| 3. Issues or opportunities arising from proposed change   | Sponsor |
| 4. Options to exploit opportunities or address issues identified  | Sponsor |
| 5. Provisional indication of the level and process requirements under CAP 1616 or handling of change under CAP 1618 | CAA     |
| 6. Provisional CAP 1616 process timescales  | All     |
| 7. Next Steps   | All     |
| 8. AOB  | All     |



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# ACP Stage 1 DEFINE - Assessment Meeting

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## 1. Introduction/Apologies for Absence



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## 2. Statement of Need

Currently the E-3D Sentry AEW Mk 1 utilises the UK AEW areas for UK training and operations . In 2023 the E-7 Airborne Early Warning Wedgetail Mk 1 will enter RAF service. Though fulfilling the same role as the Sentry, advances in technology mean that the Wedgetail will not be able to utilise the same orbits , although existing ones may still be utilised by our NATO/visiting forces partners . The Wedgetail will be required to fly 100 nm by 20 nm racetracks . In some UK AEW areas such as UK 1, 7 and 9 these racetrack parameters can be accommodated in the existing airspace structure. However, agreed structures /routes or suitable orbit/racetrack areas will be required in the North Sea area where the current Orbit Areas are not sufficient.

Altitudes affected: 20,000 ft and above

Proposed submission date: by Oct 2022



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## 2. Statement of Need (cont)

- Main Operating Base RAF Waddington
- In-Service date – mid/late 2023



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### 3. Issues or opportunities arising from Proposed Change

#### Issues:

- Variable level E-7 Orbit Areas required within UK FIR
- Additional operating areas required are predominantly North Sea
- Potentially Non-Deviating Status required (100 x 20NM)
- Up to 2 aircraft on station at same time. May be NATO E-3 / UK E-7, so both types of orbit areas required
- NATO E-3 Orbit Areas to remain

#### Opportunities:

- Areas will be generally located in Class C in the FL 270-330 bracket
- Some of the existing Orbit Areas for E-3 are adequate to enable E-7 activity, although not all



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### 4. Options to exploit opportunities or address issues identified

- Can this change can be managed under CAP 1618 or a scale-able 1616 with targeted engagement/consultation
- Restrict engagement to NATS only, in order to develop procedure for activation and management of Orbit Area
- Inform commercial airlines / NATMAC of change



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# 5. Provisional indication of the level and process requirements under CAP 1616 OR handling of change under CAP 1618

CAA





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# 6. Provisional process timescales under CAP 1616

Define Gateway – Jan 2021

Develop and Assess Gateway – Jan 2022

Consult Gateway – Mar 2022

Update and Submit – Sep 2022

Decide Gateway – Feb 2023

Implementation – Q2 2023



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## 7. Next Steps

Discussion



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## 8. AOB

Discussion

