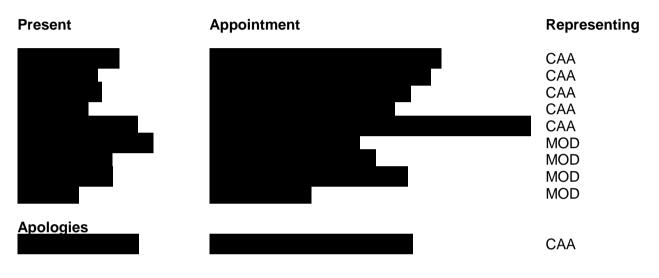


MINUTES OF ACP-2020-24 E-7 WEDGETAIL AIRBORNE EARLY WARNING (AEW) MK 1 UK ORBIT AREAS ASSESSMENT MEETING HELD VIA SKYPE ON 9 JULY 2020

22 July 2020

Distribution List: All attendees and apologies



CAA Assessment Meeting Opening Statement

CAA noted that the following documents were received in advance of the Assessment Meeting and confirmed that the documents must be published by the sponsor, together with minutes of the meeting, on the Airspace Change portal page:

- Assessment Meeting Agenda;
- Assessment Meeting Presentation.

CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly,

the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

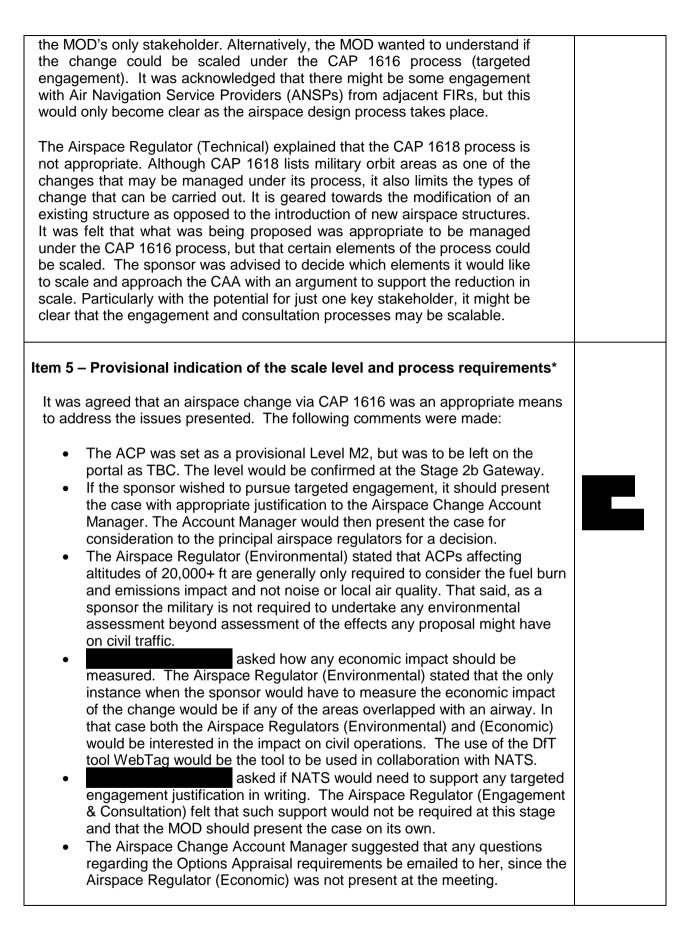
	ACTION
Item 1 – Introduction	
All attendees were introduced. Apologies were made and the mandatory statement was read. The sponsor described the relationship between the MOD and the Defence Unmanned Air Systems Capability Development Centre (UAS CDC) and explained that the UAS CDC was managing the initial aspects of the ACP on behalf of the MOD. The sponsor also explained that whilst the MOD had embarked on the CAP 1616 process for the implementation of new orbit areas for E-7, it would like to explore whether a CAP 1618 process or a scalable CAP 1616 process might be more appropriate. Preliminary discussions had been conducted with National Air Traffic Services (NATS), who is believed to be the only key stakeholder. It was agreed to follow the CAP 1616 agenda and open the CAP 1618 debate at a later stage in the meeting.	
Item 2 – Statement of Need (discussion and review)	
 The MOD introduced its Statement of Need as follows: "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. 	
Key information:	
 Main Operating Base - RAF Waddington; In-Service date – There were no further comments. 	
Assessment Meeting Minutes CAP1616: Airs	ace Design

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Item 3 – Issues or opportunities arising from proposed change	
For information the sponsor outlined that:	
 E-7 is a modified Boeing 737 and will be used in the Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) role E-7 Wedgetail is the military designation for the aircraft; E-7 will replace the UK E-3D (Sentry). 	
The MOD outlined that:	
 A number of E-7 orbit areas are required within the UK Flight Information Region (FIR) in order to achieve its operational and training objectives. E-7 has an optimum level block in which it will operate but it can be reasonably flexible in the level selection / allocation in a day-to-day, task-by-task basis; 	
 Whilst there are some smaller E-3D orbit areas on the eastern side of the UK, currently none are adequate in size for an E-7 orbit. It is thought that significant trade will be operating along the east coast Managed Danger Areas (MDAs) so it is essential to have some E-7 areas located there; The racetrack pattern flown by an on-task E-7 is approximately 100 x 20 NMs. Whilst it may not require Non-Deviating Status (NDS), it may not always be possible for the E-7 to turn short or long to accommodate a conflicting civil track; 	
 There will usually be only 1 ac on task at a time, although there could be 2, especially if one of the NATO E-3s is tasked simultaneously. They may not be in the same area, as locations will be dependent on where the on-task aircraft are that require the ISTAR asset's services. There could be 2 occupied levels in the same area or 2 areas simultaneously active; The MOD has confirmed that the NATO E-3 orbit areas in the UK will need to remain available for use as there is a continuing commitment and requirement for NATO E3 support; 	
 The E-7's optimum operating levels are between FL 270 and FL 330 and are likely to be outside the airways structure in Class C airspace; There may be some overlap with existing E-3 orbit areas in the UK since some are big enough to accommodate a 100 NM racetrack. Whilst this may be useful, it could also be beneficial to introduce new E-7 orbit areas in a certain parts of the FIR by orienting the racetrack in a certain way to best accommodate the commercial traffic flow; 	
 Likewise it could be possible to locate some new orbit areas coincident with existing segregated airspace. This is made possible by the joint and integrated approach to airspace management via the Airspace Management Cell (AMC). The MOD is content that the processes are already in place to enable this. 	
Item 4 – Options to exploit opportunities or address issues identified	
The sponsor opened the discussion as to whether this change could be handled by means of the CAP 1618 process, since it believes that NATS is	
Tranuled by means of the CAP 1010 process, since it believes that NATS is	

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* When the sponsor submits their gateway material deadline, the period between this and the gateway Regulatory team (Airspace Regulation) of the do recommendation to the CAA Gateway decision in CAA is assessing the process employed and its CAP1616. It is not an assessment of the merits of Decision. We may request, documentation from but has not been provided as part of the Gateway sponsor to provide information by way of clarific purposes and is only for determining compliance In any instance where a sponsor has not met the the gateway decision and advise of next steps. Item 6 – Provisional process timeso The following timeline was proposed:	ay decision will be an cumentation submitte naker(s). In conductin compliance with the f the submission itse the sponsor that is re y submission materia cation relating to state Airspace Regulation a e with the CAP 1616 p requirements of the cales*	analysis by the CAA Airspace ed, for the purposes of making a ng the gateway assessment, the guidance stipulated within If, which is reviewed at Stage 5 - ferred to in the gateway submission is. We may also request the ements or assumptions made in the this stage is for clarificatory process.	
Cotoway	Data	_	
Gateway	Date		
Define Gateway	Jan 21		
Develop and Assess Gateway	Jan 22		
Consult Gateway Update and Submit	Mar 22		
Decide Gateway	Sep 22 Feb 23		
Implementation	Q2 23		
 The Airspace Change Accour proposed above after the mee Regulation management for fi The intended AIRAC submiss Change Account Manager; The sponsor would be require least 2 weeks prior to any agr The Define, Develop & Asses Friday of the month. * The timeline agreed may become subject to cha for Transport has directed the CAA to prioritise of ACP if we need to direct resource accordingly. 	eting and presen inal agreement; ion date should ed to submit all n eed Gateway; s and Consult G ange by the CAA. Thi	t them to Airspace be passed to the Airspace ecessary documents at ateways take place the last s is because the Secretary of State	ACP ATM Lead
Item 7 – Next steps A draft copy of the minutes of this mer Account Manager by 17 Jul 20. The m and uploaded onto the portal within 2 complete version was to be agreed ar version was to be placed on the porta	ninutes of the me weeks of this As nd presented to t	eting were to be published sessment Meeting. A	ACP ATM Lead

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Item 8 – Any other business

was concerned that timescales might be subject to change in light of current COVID-19 restrictions. The sponsor would keep an eye on this and advise the CAA as soon as possible if dates had to change.

stated that the MOD was currently unaware of how many orbit areas will be required to be implemented, but it was thought that NATS might prefer a phased introduction of any new areas rather than all going live at once. This could be particularly beneficial considering the significant changes to be made to UK ATM with the introduction of Free Route Airspace and DP-ER airspace. The Airspace Regulator (Technical) thought that this could be considered if it becomes apparent that it would be beneficial.

ACTIONS ARISING FROM ACP-2020-24 E-7 WEDGETAIL AIRBORNE EARLY WARNING (AEW) MK 1 UK ORBIT AREAS ASSESSMENT MEETING

Subject	Name	Action	Deadline
Engagement		The case for targeted engagement was to be presented to the CAA with appropriate justification.	ASAP
Timeline	ACP ATM Lead	The intended AIRAC submission date was to be passed to the Airspace Change Account Manager	ASAP
Minutes	ACP ATM Lead	The minutes of the meeting were to be published and uploaded onto the portal within 2 weeks of this Assessment Meeting	23 Jul 20

MOD ACP Sponsor

Assessment Meeting Minutes