

[REDACTED]

**From:**

[REDACTED]

**Sent:**

11 December 2020 07:05

**To:**

[REDACTED]

**Cc:**

**Subject:**

FW: ACP-2020-24 Draft Design Principles

**Attachments:**

RE: 20200715-ACP 2020 24 E7 limited engagement justification

Good Morning [REDACTED],

I hope you are well? It was nice to meet you the other week on our Teams mtg.

PSB and attached for information on the Design Principles for the MOD's Stage 1 submission with regard to E7 UK Orbit Areas.

As agreed with the CAA (see attached email) , NATS are currently the only identified external stakeholder to the ACP and as such we would like to invite comment from you on the Design Principles listed below. Could you please coordinate that comment from NATS and reply direct to [REDACTED] with myself cc'd, prior to 7 Jan 2021? If this timescale does not work then please contact [REDACTED] direct to discuss.

I would like to thank you in advance for your time and look forward to working with you on this ACP.

Please do not hesitate to contact either of us for further information or to answer any questions you may have.

Regards

[REDACTED]

[REDACTED] | Defence Airspace and Air Traffic Management |  
Aviation House | 1E Beehive Ringroad Crawley West Sussex RH6 0YR | Civilian Telephone: [REDACTED] |  
Skype: [REDACTED] | E-Mail: [REDACTED]

**From:**

[REDACTED]

**Sent:** 10 December 2020 18:05

**To:**

[REDACTED]

**Subject:** ACP-2020-24 Draft Design Principles

[REDACTED]

As discussed here are the draft design principles that the Ministry of Defence (MOD) is proposing for the introduction of new orbit areas for E-7 Wedgetail Airborne Early Warning (AEW) Mk1. The MOD presented the CAA with rational to limit engagement to a single stakeholder, NATS, after the ACP Assessment Meeting. The CAA accepted the rational and confirmed such in an email dated 20/07/20 (attached).

As you know this process is at its very early stages and is being managed by the Defence Unmanned Air Systems Capability Development Centre (UAS CDC) for and on behalf of the MOD. The design principle development and agreement are part of ACP Stage 1.

The Statement of Need is 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.

The draft design principles proposed by the MOD are as follows:

|   |  |
|---|--|
| a | Must be safe. The defined airspace must provide ATS providers a known traffic environment to ensure safe separation against GAT. |
| b | Defined areas must be sufficient in location to achieve training and operational objectives.                                     |
| c | Defined areas must be sufficient dimensions to achieve task.   |
| d | Minimise the impact to Commercial Air Traffic flow.  |

The MOD sees NATS as its only stakeholder at this time. However, as negotiations develop during Stage 2 of the ACP, if airline impacts are identified, the MOD will engage directly with those stakeholders.

The MOD would like to invite NATS to consider the draft design principles and would be grateful for feedback by 7<sup>th</sup> January 2021. If this timeframe is too tight please advise and more time can be allocated – it's a busy time of year.



Air Traffic Management Specialist  
Defence UAS Capability Development Centre

Telephone No: [Redacted]  
Mobile No: [Redacted]



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