

MINUTES OF ACP-2020-026 ASSESSMENT MEETING HELD VIA MS TEAMS ON 17 DEC 20

7 Jan 20

Distro: As Below

Present	Appointment	Representing
[REDACTED]	Change Sponsor / OC 92 Sqn	MoD
[REDACTED]	DAATM	MoD
[REDACTED]	92 Sqn	MoD
[REDACTED]	ACP Account Manager	CAA
[REDACTED]	Airspace Regulator (Technical)	CAA
[REDACTED]	Airspace Regulator (Environment)	CAA
[REDACTED]	Airspace Regulator (Consultation/Eng)	CAA
[REDACTED]	Principal Airspace Regulator	CAA
[REDACTED]	ATS Ops Inspector	CAA
[REDACTED]	Airspace Regulator (Economist)	CAA
[REDACTED]	Principal Airspace Regulator	CAA

CAA Assessment Meeting Opening Statement

CAA noted that the change sponsor’s Statement of Need, Assessment Meeting Presentation and the assessment of the contextual considerations for restarting the ACP 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. 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, including determining whether the proposal falls within the scope of a scaled CAP 1616 ACP for the introduction of GNSS IAPs as described in CAP 1961,
- 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
<p>Item 1 – Introduction</p> <p>Introductions to the participants on MS Teams.</p>	

<p>Item 2 – Statement of Need (discussion and review)</p> <p>Presented by the MoD, including core military requirements, an explanation of why such a large airspace volume was required for large-scale collective training and why current military airspace was not sufficient for this purpose.</p>	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>The Change Sponsor presented the following principles which would underpin the ACP:</p> <ul style="list-style-type: none"> • Maximising safety and efficiency • Maximising fulfilment of MoD requirements • Minimising adverse impact to other airspace users • Regulatory compliance (when compared to previous airspace solutions eg. Cobra Advanced Combat Airspace (CACA)) • Standardisation of activation, notification and management of the airspace • Compatibility with the EU airspace network structures 	
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>MoD outlined why the ACP was required, highlighting the need for modern 4th and 5th gen fighters and supporting aircraft to train to their full capabilities within the context of a large scale tactical air exercise in the UK. This will involve supersonic flight, rapid height changes, simulated use of long-range air-air and air-surface weapons and loiter overhead overland simulated targets and threat systems. These requirements would likely necessitate a large airspace volume, activated intermittently and specifically for programmed air exercises.</p> <p>Acquisition of such a volume of airspace would enable MoD to deliver large-scale, high-fidelity live tactical training to European partner nations, as well as UK-based US Air Force units. This Defence Engagement work has strong connections to the broader UK prosperity agenda in post-Brexit Europe.</p> <p>MoD noted that the Trial ACP (ACP-2020-042), which was established under a similar SoN, was ongoing and had already produced useful data to feed into ACP-2020-026, especially in terms of confirming MoD requirements and some indicative data on likely impact to en-route civil traffic.</p>	
<p>Item 5 – Provisional indication of the scale level and process requirements*</p> <p>CAA confirmed that the MoD proposal was in the scope of the CAP 1616 process.</p> <p>CAA indicated that the ACP would be considered at level M1, based on the likely size of the airspace volume and therefore impact on stakeholders.</p> <p>CAA explained that the stakeholder engagement required for each ACP was scaleable, and that the Sponsor could make a case to the CAA to reduce (or increase) the amount of engagement required as the airspace design developed through the ACP Stages.</p>	

<p>CAA confirmed that environmental impact of the ACP would be assessed in relation to civil traffic only as per CAP1616, including the consequential displacement of civil traffic by military aircraft. Military traffic, either using the new airspace or flying outside it, would not be subject to an environmental assessment.</p> <p>MoD acknowledged that any aeronautical data submitted in support of the ACP would have to be ADQ compliant. MoD does not currently have an organic capability to create data at this standard. There was discussion about how to deal with this issue, including possibly collaborating with NATS (as per ACP-2020-042).</p> <p>CAA advised that any trial data derived from ACP-2020-042 may be considered relevant by the sponsor in the development of ACP-2020-026, but that it couldn't be used to 'lead the witness'; MoD must demonstrate that the design principles evolving from the Statement of Need have considered all possible options before the Define Gateway.</p> <p>Advice was provided by a number of specialist regulators in attendance to assist the sponsor in understanding requirements of the CAP 1616 process</p>	
<p>Item 6 – Provisional process timescales*</p> <p>The Change Sponsor explained the background to the requirement for the ACP, highlighting the assessed non-viability of the previous CACA structure and therefore the requirement for new airspace, set against the 6-monthly repeating programme of large-scale exercises delivered by the RAF Air and Space Warfare Centre.</p> <p>MoD presented x2 ACP timelines, shown below:</p> <p>1. Timeline to meet a CAA submission by 13 May 2022:</p> <ul style="list-style-type: none"> •DEFINE Gateway –26 Mar 21 (document submission by 14 Mar 21) •DEVELOP & ASSESS Gateway –25 Jun 21 (document submission 11 Jun 21) •CONSULT Gateway –27 Aug 21 (document submission 13 Aug 21) (allows for full 12 week consultation) •Formal Airspace Change Proposal Submission –17 Dec 21(allows min of 10 weeks for CAA decision, takes account of Xmas leave) •DECIDE Gateway 25 Mar 22 •Target AIRAC –latest is AIRAC 08/2022(Submission 13 May 22, AIRAC effective date 11 Aug 22) (Potential to make AIRAC 09/2022 –Submission by 10 Jun 22, effective 8 Sep 22 –subject to the Ex dates). <p>Ex COBRA WARRIOR commences tbc Autumn 22 –dates tbc</p> <p>2. Timeline to meet a CAA submission by 26 Nov 2021:</p> <ul style="list-style-type: none"> •DEFINE Gateway –26 Feb 21 (CAA submission by 12 Feb 21) •DEVELOP & ASSESS Gateway –30 Apr 21 (CAA submission 16 Apr 21) •CONSULT Gateway –28 May 21 (CAA submission 14 May 21) (MoD would seek a reduced consultation period of 8-10 weeks) •Formal Airspace Change Proposal Submission –27 Aug 21 (to give 8 week CAA decision –does not take account of summer leave periods) •DECIDE Gateway 29 Oct 21 	

<ul style="list-style-type: none"> •Target AIRAC –AIRAC 02/2022 (Submission 26 Nov 21, AIRAC effective date 24 Feb 22) •Ex COBRA WARRIOR commences 7 –25 Mar 22 <p>CAA explained that reduced timelines were possible but would have to be explained and justified by the Change Sponsor, and not before the Consult Gateway. Possible justifications could include:</p> <ul style="list-style-type: none"> • Engagement stakeholder list and relationships already developed by Trial Sponsor in support of ACP-2020-042. • Trial data collected by both MoD and civil stakeholders (principally NATS) during ACP-2020-042 could provide greater fidelity to CAA decision-making, especially wrt routing / fuel / environmental impacts to en-route traffic. • Consultation and decision periods could both be reduced if the impact to civil stakeholders (especially overland below 7000ft MSL) was assessed to be minimal. <p>The Change Sponsor highlighted that there will be a requirement to have an interim airspace solution in place for each of the MoD exercises for the duration of the ACP. This will be subject to a separate staffing process between MoD and the CAA.</p> <p>Post-Meeting Addition 7 Jan 21:</p> <p>CAA have analysed the submitted timelines and have given the following feedback in the form of an amended timeline 1: Define Gateway – 30 April 2021 (submission NLT 16 April 2021)</p> <p>Develop & Assess Gateway – 25 June 2021 (Submission NLT 11 June 2021) *Note impact of 1 month delay above*</p> <p>Consult Gateway – 27 August 2021 (Submission NLT 13 August 2021)</p> <p>Formal Submission to CAA – 17 December 2021</p> <p>CAA Decision – 29 April 2022 *To allow 16+1 weeks for M1 level and an additional 2 weeks to cover Christmas period*</p> <p>AIS Submission – 13 May 2022 *Allows 2 weeks between CAA decision and AIS submission cut-off*</p> <p>AIRAC – 08/2022 (Effective 11/08/2022) *Change Sponsor will need to enquire with NATS whether the change requires an systems adaption AIRAC (believed to be AIRAC 09/2022)*</p>	
<p>Item 7 – Next steps</p> <p>MoD to commence Stage 1b work.</p> <p>Minutes and Assessment Meeting presentation to be agreed and published by 7 Jan 21.</p> <p>Timeline should be agreed by 7 Jan 21.</p>	<p>CAA / MoD</p> <p>CAA / MoD</p>
<p>Item 8 – Any other business</p> <p>Nil</p>	

ACTIONS ARISING FROM ACP-2020-026 ASSESSMENT MEETING

Subject	Name	Action	Deadline
ACP Timeline	[REDACTED]	Assessment of proposed ACP timelines against CAA resource availability and feedback to Change Sponsor.	7 Jan 21
Minutes	[REDACTED]	Disseminate draft for comment before finalising and publishing assessment meeting minutes.	24 Dec 20 7 Jan 21

[REDACTED]
 Wing Commander RAF
 OC 92 Sqn, Air and Space Warfare Centre
 [REDACTED]
ACP Sponsor