



Ministry
of Defence

Inclusion of FJAs into UK AIP ACP-2020-092

CAA Stage 1 Assessment Meeting

Sponsor



Agenda

- Introduction / Apologies CAA
- Statement of Need (discussion and review) All
- Issues and Opportunities Sponsor
- Options to exploit opportunities or address issues Sponsor
- Provisional indication of level and process CAA
- Provisional timescale All
- Next Steps All
- AOB All

Introduction

Statement of Need

In order to meet the complex training objectives of Defence during Ex Joint Warriors, a large scale multi-national military exercise, segregated airspace is required that:

- Is within reach of Navy Forces, more specifically a Carrier Strike Group (with embarked 5th generation air systems) operating within Deep Water, which through the development of the scenario is likely to span hundreds of miles.
- Provides a sufficient mixture of overland and overseas areas which offers exercise planners flexibility to create more complex scenarios across both environments, for necessary littoral operations.
- Crucially caters for kinetic and non-kinetic ranges within the area, which allows for necessary Air Land integration.
- Is of large enough size to accommodate representative operational numbers.

In order for UK Danger Areas to comply with both the UK's Airspace Modernisation Strategy and incoming Free Route Airspace (FRA), every danger area requires a "parent" danger area in the UK AIP in order for Flight Buffer Zones to be applied and thus enable FRA. In an increasingly busy UK airspace, segregated airspace of a large enough size and in a suitable location will not exist after FRA is implemented and current solutions are untenable to deliver the required needs of Defence.

Issues and Opportunities

- Introduction of Free Route Airspace will mean no FJAs by the end of 2021
- Challenging Timeline
- No change to the dimension to current airspace

Options to exploit opportunities or address issues

- No FJAs by the end of 2021
- Challenging Timeline
- No change to the dimension to current airspace
 - Safety
 - Effective and flexible use of airspace

Level and Processes

Provisional Timescale – Option 1

Timescales would look to meet a CAA submission by 21 July 2022.

- Stage 1 DEFINE: 5 weeks / 16 Sep 21
- Stage 2&3 DEVELOP and ASSESS & CONSULT: 18 weeks / 20 Jan 22
- Stage 4 UPDATE and SUBMIT: 3 weeks / 10 Feb 22
- Stage 5 DECIDE: 18 weeks / 16 Jun 22
- Stage 6 IMPLEMENT: 5 weeks / 21 Jul 22
- **Total: 49 weeks**

- *AIRAC Submission date 21 Jul 22*
- *AIRAC Publication date 08 Sep 22*
- *Ex JW222 commences 1 Oct 22 – 13 Oct 22*

Provisional Timescale – Option 2

Timescales would look to meet a CAA submission by 5 Jan 2023.

- Stage 1 DEFINE: 6 weeks / 23 Sep 21
- Stage 2&3 DEVELOP and ASSESS & CONSULT: 25 weeks / 17 Mar 22
- Stage 4 UPDATE and SUBMIT: 5 weeks / 21 Apr 22
- Stage 5 DECIDE: 27 weeks / 13 Oct 22
- Stage 6 IMPLEMENT: 10 weeks / 22 Dec 22
- **Total: 73 weeks**

- *AIRAC Submission date 5 Jan 23*
- *AIRAC Publication date 23 Feb 23*
- *Ex JW231 commences Mar 23*

Next Steps

AOB