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COMBAT AIR – TRAINING AIRSPACE

CAP1616 STAGE 2a Design Principle Evaluation

This document forms part of the Airspace Change Proposal process as defined in CAP 1616. For ease of reading the Statement of Need and Design Principles are re-iterated before the document outlines the various options considered to meet the Statement of Need.

1. Statement of Need

In SDSR 2015, the Government committed the UK to increasing the number of combat aircraft that the MOD will operate and confirmed the intention to buy 5th generation fast jets. Additionally, as its NATO ally, the US Government has committed to the continued basing of combat aircraft within the UK. Resultantly, there is a projected growth of more capable combat aircraft planned to operate within the UK. To support this Government-directed expansion in military capability, there is a requirement for a larger area of segregated airspace to accommodate training requirements and thus ensure operational capability.

2. Design Principles

Key Principles/Requirements

1. The training area will be within reach of UK/USAFE Main Operating Bases.
2. The design will provide a suitable training area.
3. The design will provide a sufficient overland portion for siting land based assets (Training Requirement).
4. Safety – apply current airspace design safety parameters e.g. buffer policy. Final solution Tolerable and ALARP (Safety).
5. Management of airspace to utilise FUA principles (Efficiency + Airspace Sharing).
6. Minimise impact upon the network where possible (Efficiency + Airspace Sharing).
7. Simplicity - utilise existing structures where possible (Efficiency, Simplicity + Safety).
8. Conformity – use standard airspace structures where possible (Simplicity + Safety).

9. Minimise impact upon any other airspace users (Given the likelihood that any impact will be over the sea and above FL100, it is assessed that there will be few other stakeholders. These will be engaged through wider consultation in Stages 2 & 3 but will not impact the design principles).

3. Options Evaluation

An initial evaluation of the potential geographical options against the design principles is below. This is a rudimentary evaluation, not an evaluation of a detailed design, therefore if a design principle is potentially achievable it will be marked as met and annotated 'potentially' any viable options will be further appraised at stage 2b.

NORTH WEST SCOTLAND

North West Scotland	REJECT		
Description of Option			
Provide training airspace in North West Scotland.			
Design Principle 1: The training area will be within reach of UK/USAFE Main Operating Bases. (Key)	NOT MET	PARTIAL	MET
Not within range of RAF Marham & RAF Lakenheath.			
Design Principle 2: The design will provide a suitable training area. (Key)	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 3: The design will provide a sufficient overland portion for siting land based assets. (Key)	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 4: Safety – apply current airspace design safety parameters e.g. buffer policy. Final solution Tolerable and ALARP. (High)	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 5: Management of airspace to utilise FUA principles. (Medium)	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 6: Minimise impact upon the network where possible. (High)	NOT MET	PARTIAL	MET
Impact upon North Atlantic traffic.			
Design Principle 7: Simplicity - utilise existing structures where possible. (Medium)	NOT MET	PARTIAL	MET
New structures required.			
Design Principle 8: Conformity – use standard airspace structures where possible. (Medium)	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 9: Minimise impact upon any other airspace users. (Medium)	NOT MET	PARTIAL	MET
Yes.			

NORTH EAST SCOTLAND

North East Scotland	REJECT		
Description of Option			
Expand EG D613 to 120nm x 60nm and provide overland portion.			
Design Principle 1: The training area will be within reach of UK/USAFE Main Operating Bases. (Key)	NOT MET	PARTIAL	MET
Not within range of RAF Marham & RAF Lakenheath.			
Design Principle 2: The design will provide a suitable training area. (Key)	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 3: The design will provide a sufficient overland portion for siting land based assets. (Key)	NOT MET	PARTIAL	MET
Limited without significant impact upon Aberdeen.			
Design Principle 4: Safety – apply current airspace design safety parameters e.g. buffer policy. Final solution Tolerable and ALARP. (High)	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 5: Management of airspace to utilise FUA principles. (Medium)	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 6: Minimise impact upon the network where possible. (High)	NOT MET	PARTIAL	MET
Impact upon Aberdeen and Atlantic traffic.			
Design Principle 7: Simplicity - utilise existing structures where possible. (Medium)	NOT MET	PARTIAL	MET
Potentially using EG D613 as basis.			
Design Principle 8: Conformity – use standard airspace structures where possible. (Medium)	NOT MET	PARTIAL	MET
All airspace design features are standard for the UK.			
Design Principle 9: Minimise impact upon any other airspace users. (Medium)	NOT MET	PARTIAL	MET
Military use of Tow Line 4.			

NORTH SEA

Expand EG D323	ACCEPT		
Description of Option			
This option builds upon the segregated airspace used by EG D323.			
Design Principle 1: The training area will be within reach of UK/USAFE Main Operating Bases.	NOT MET	PARTIAL	MET
Within reach of RAF Marham, RAF Lakenheath & RAF Coningsby.			
Design Principle 2: The design will provide a suitable training area.	NOT MET	PARTIAL	MET
Yes if 120nm x 60nm.			
Design Principle 3: The design will provide a sufficient overland portion for siting land based assets.	NOT MET	PARTIAL	MET
Yes.			
Design Principle 4: Safety – apply current airspace design safety parameters e.g. buffer policy. Final solution Tolerable and ALARP.	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 5: Management of airspace to utilise FUA principles.	NOT MET	PARTIAL	MET
Potentially.			
Design Principle 6: Minimise impact upon the network where possible.	NOT MET	PARTIAL	MET
Impact upon the network L602, and Atlantic traffic over North Sea.			