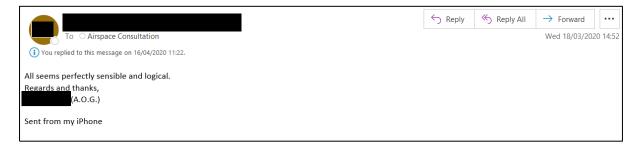
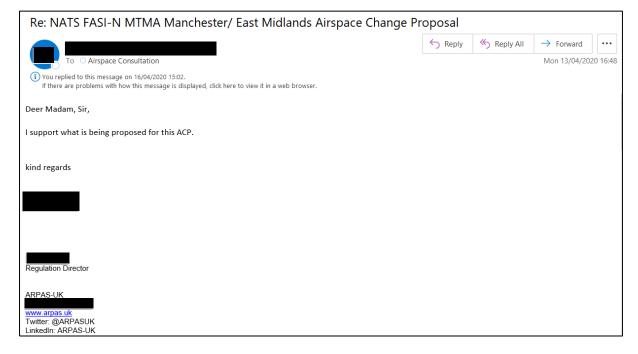
Engagement Responses for Stage 1B MTMA EGCC/ EGNX Design Principles

Airfield Operators Group (AOG) Response



Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)

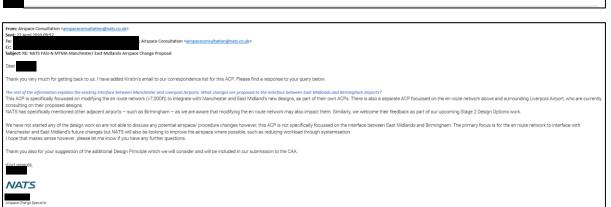


BAE Warton Response



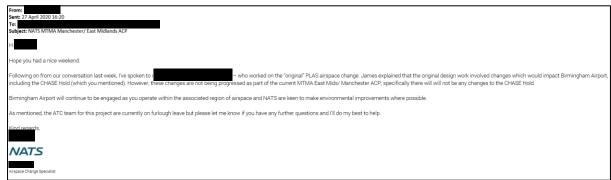
Birmingham Airport Response







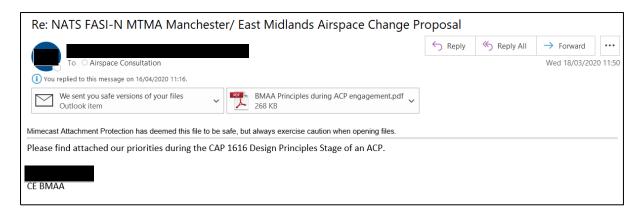






British Helicopter Association (BHA) Response







British Microlight Aircraft Association Policy for Design Principles during ACP engagement

Introduction

The following text describes the underlying principles that the British Microlight Aircraft Association (BMAA) believes must be followed by applicants for airspace change proposals.

Consultation

- 1. The BMAA welcomes the opportunity to engage in consultation at an early stage within the ACP CAP 1616 process.
- Sponsors are encouraged to engage with the BMAA and its members as early as possible during the development of the ACP. Previous ACPs have missed the opportunity for early engagement and dialogue resulting in significant and costly delays.

Airspace classification

- The BMAA considers that the UK airspace's default classification is G and that sponsors
 must establish a safety case for proposing to change this class or add any further
 restrictions or requirements by their ACP.
- All sponsors must demonstrate that alternatives have been considered such as RMZ and TMZ before considering controlled airspace.
- Where Class E is proposed, without a TMZ or RMZ should be considered as the default option.

Access by GA

- Sponsors must accept the assumption that GA including sporting and recreational
 aviation is entitled to continued safe use of airspace and that commercial aviation does
 not have a right to limit airspace access.
- Sponsors should ensure that there will be measures to allow flexible use of airspace and prepare for the wider use of electronic conspicuity devices and interoperability with existing e-conspicuity, e.g. FLARM and Pilot Aware etc...

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Airspace volume

- In line with the principles of the Airspace Modernisation (was FAS) principles the ACP must respect the requirement for minimum airspace volumes designed for efficiency and reduced environmental impact. These principles will include:
- Minimum size of controlled airspace
- Minimum number of departure/arrival routes
- Steeper and continuous climbs and descents for cost and environmental benefits as well
 as minimisation of CAS footprint.

Justification

- Sponsors must conduct and present proper analysis of overall airspace safety changes i.e. based on modelling and evidence rather than purely subjective opinion.
- Sponsors must provide proper validation of forecast traffic levels. There is an expectation that data used, particularly forecasts, will be verifiable including details of any and all assumptions.

Airspace integration

- Sponsors must show how they are integrating their proposal within the overall UK
 airspace modernisation context, for example proposals which do not connect efficiently
 between upper and lower airspace (potentially under different airspace "management")
 would only inhibit overall airspace efficiency and therefore not receive our support)
- 2. Optimisation of the development work above and below the 7,000ft NATS en-route split.

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British Skydiving Response



City Airport & Heliport (Barton) Response

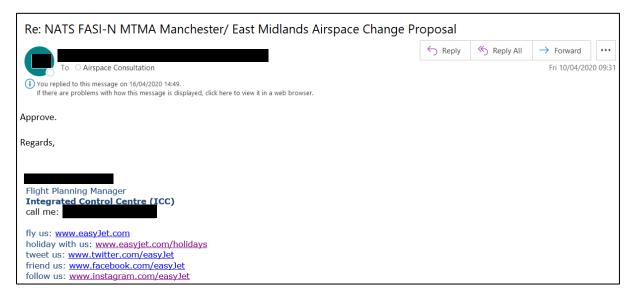
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	← Reply	≪ Reply All	→ Forward	•••
To O Airspace Consultation			Tue 14/04/202	20 15:44
(1) Follow up. Completed on 16 April 2020. You replied to this message on 16/04/2020 15:53. Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some	e pictures in this message.			
ні,				
Please can you update your contact below to	d at our generic mailbox which	is why it might	have been misse	∍d.
Please find below response for you.				
Kind regards,				
Airport Director				
City Airport and Manchester Heliport (Manchester Barton) City Airport Ltd, Liverpool Road, Manchester M30 7SA Telephone:				
Airport: www.cityairportandheliport.com Heliport: www.manchesterheliport.co.uk				
Rumway 26 Café/Bar: www.rumway26.co.uk Events: www.visitcityairport.co.uk				

No	Design Principle	Category	Notes	Stakeholder Comments
1	The airspace will maintain or enhance current levels of Safety.	Safety		In relation to GA – without understanding details of changes, hard to ascertain.
2	The proposed airspace will maintain or enhance operational resilience of the ATC network	Operational		In relation to GA – if simplification and improvements can also reduce potential for Infringements, then yes this should improve resilience.
3	The proposed airspace design will yield the greatest capacity benefits from systemisation	Operational		No comment
4	The MTMA airspace design will provide a compatible and optimised interface between the Free Route Airspace (FRA) and ATS network.	Technical		No comment
5	The proposed MTMA airspace will facilitate optimised network economic performance.	Economic	this includes track mileage/ fuel-burn/ route charges	No comment
6	The proposed MTMA airspace will facilitate the reduction of CO ₂ emissions per flight	Environmental		No comment
7	Minimise environmental impacts to stakeholders on the ground (note: network changes are >7,000ft, the position of the interface with the airport's lower level routes will be determined by the airport, hence impacts below 7000ft will be addressed in the separate airport sponsored ACP)	Environmental		No comment

No	Design Principle	Category	Notes	Stakeholder Comments
	The MTMA airspace should be compatible with the requirements of the MoD.	Operational		No comment
	The impacts on GA and other civilian airspace users due to MTMA should be minimised. The impacts on GA and other civilian greatest by considering known VFR significant areas and Military-use areas against placement of airspace structures		Agreed – impacts on GA should be minimal or provide a positive benefit. In addition, ability for Instrument approach capability at City Airport (Barton) should be considered as this is a likely development in future and occasionally ad-hoc IFR departures already take place.	
10	The volume of controlled airspace required for the MTMA should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users	Technical	This may include releasing CAS as appropriate	Agreed – impacts on GA should be minimal or provide a positive benefit by release of CAS. Additional height overhead City Airport (Barton) and within vicinity, possibly to 2500ft would be beneficial. In addition, ability for Instrument approach capability at City Airport (Barton) should be considered as this is a likely development in future and occasionally ad-hoc IFR departures already take place.
11	The route network linking Airport procedures with the enroute phase of flight will be spaced to yield maximum safety and efficiency benefits by using an appropriate standard of PBN.	Technical	Where appropriate, the use of RNP should be considered if the fleet mix can support it.	No comment
12	The MTMA airspace design will provide a compatible and optimised interface with London Airspace Modernisation Programme (LAMP) design	rface Tachnical Closely spaced routes across the		No comment
13	Must accord with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.	Policy	The CAA have stated that this DP is required by all change sponsors. CAP1711 describes what airspace modernisation must deliver including: the need to increase aviation capacity; growth to be sustainable; the need to maximise the utilisation of existing runway capacity.	No comment
14	The airspace should introduce improved Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) for all aircraft	Environmental	Feedback from Airlines (Lead Operator Panel 04/12/19).	No comment

١	10	Design Principle	Category	Notes	Stakeholder Comments
		Add further suggested Design Principles HERE.			

easyJet Response



Guild of Air Traffic Control Officers (GATCO) Response

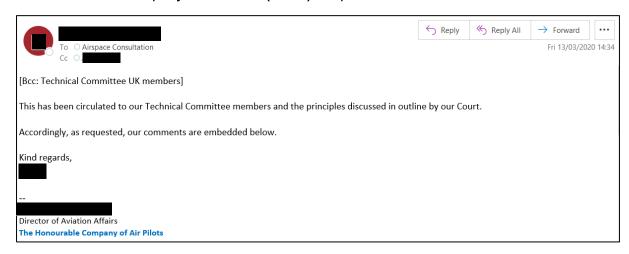


No	Design Principle	Category	Notes	Stakeholder Comments
	The airspace will maintain or enhance current levels of Safety.	Safety		GATCO would support the reasoning given by NATS and agree with the listed benefits. We would want to see more detailed designs before we could support fully, but there are certainly no objections at this stage.
	The proposed airspace will maintain or enhance operational resilience of the ATC network	Operational		We would note that NATS have correctly assessed that the ACPs at Manchester, Liverpool and East Midlands airports are critical and the implementation of any of these ACPs need to be fully aligned with NATS ACP.

No	Design Principle	Category	Notes	Stakeholder Comments
	The proposed airspace design will yield the greatest capacity benefits from systemisation	Operational		We would suggest that some of the more novel approach concepts (such as point merge) work well in environments with a lot of "space" without airports being too close together. The Manchester/Liverpool/East Midlands area would appear to be the opposite so any attempt to introduce point merge, without assessing the impact it would have on the rest of the traffic flows or without having a joined up plan to make changes to the other flows of traffic, could result in very little operational benefits and controllers having to make up for the shortcomings of the system.
	The MTMA airspace design will provide a compatible and optimised interface between the Free Route Airspace (FRA) and ATS network.	Technical		
	The proposed MTMA airspace will facilitate optimised network economic performance.	Economic	this includes track mileage/ fuel-burn/ route charges	We note also that given the current uncertainty surrounding the industry, 2022 may be optimistic. We suggest the airlines will want to see what the benefit is that they are paying NATS and the other ANSPs to produce are - and it's not inconceivable that a decision may be taken that it's not required just now.
	The proposed MTMA airspace will facilitate the reduction of CO ₂ emissions per flight	Environmental		
7	Minimise environmental impacts to stakeholders on the ground (note: network changes are >7,000ft, the position of the interface with the airport's lower level routes will be determined by the airport, hence impacts below 7000ft will be addressed in the separate airport sponsored ACP)	Environmental		
8	The MTMA airspace should be compatible with the requirements of the MoD.	Operational		No comments
9	The impacts on GA and other civilian airspace users due to MTMA should be minimised.		Consider where impacts might be greatest by considering known VFR significant areas and Military-use areas against placement of airspace structures	

No	Design Principle	Category	Notes	Stakeholder Comments
	The volume of controlled airspace required for the MTMA should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users	Technical	This may include releasing CAS as appropriate	
	The route network linking Airport procedures with the enroute phase of flight will be spaced to yield maximum safety and efficiency benefits by using an appropriate standard of PBN.		Where appropriate, the use of RNP should be considered if the fleet mix can support it.	
	The MTMA airspace design will provide a compatible and optimised interface with London Airspace Modernisation Programme (LAMP) design		Closely spaced routes across the interface.	From the perspective of ATC controllers directly affected by this, we suggest the greatest benefit will be the systemisation of interactions between Manchester and Liverpool traffic. East Midlands is less of an issue but if you move the DAYNE hold south and make it into a point merge for traffic from the south and south west, the interaction of East Midlands traffic becomes more problematic.
	Must accord with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.		The CAA have stated that this DP is required by all change sponsors. CAP1711 describes what airspace modernisation must deliver including: the need to increase aviation capacity; growth to be sustainable; the need to maximise the utilisation of existing runway capacity.	GATCO have seen from past experience that results from changes such as this have not been as beneficial operationally as first envisaged: for example at London City they have point merge but none of the changes around have taken place (especially Gatwick) which rendered that system a bit of a futile exercise. The system is safe, the controllers can use it but it has certainly increased the level of coordination between controllers in the TC ops room (workload) without delivering all the anticipated benefits. And increased workload for other controllers (e.g. Heathrow approach) as a result of that new airspace/system.
	The airspace should introduce improved Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) for all aircraft		Feedback from Airlines (Lead Operator Panel 04/12/19).	
	Add further suggested Design Principles HERE.			We would also note that this is a major change for our members, so we'd expect comprehensive training for those affected and suggest that implementation needs to be deconflicted from any other changes, and completed during (usually) quieter traffic months (November to March).

The Honourable Company of Air Pilots (HCAP) Response



No	Design Principle	Category	Notes	Stakeholder Comments
	The airspace will maintain or enhance current levels of Safety.	Safety		This should remain as No 1 but it must apply to overall safety, to account for any adverse impact on the safety of aircraft operating outside controlled airspace. Thus, the safety appraisal must also look at whether the changes making inadvertent infringement more likely (perhaps because of increased complexity as well as changed boundaries) or increase the mid-air collision risk of aircraft operating outside the new vertical and lateral boundaries.
2	The proposed airspace will maintain or enhance operational resilience of the ATC network	Operational		
3	The proposed airspace design will yield the greatest capacity benefits from systemisation	Operational		
4	The MTMA airspace design will provide a compatible and optimised interface between the Free Route Airspace (FRA) and ATS network.	Technical		
5	The proposed MTMA airspace will facilitate optimised network economic performance.	Economic	this includes track mileage/ fuel-burn/ route charges	
6	The proposed MTMA airspace will facilitate the reduction of CO ₂ emissions per flight	Environmental		This principle should be combined with current principles 7 & 14 into a new Principle No 3 so that environmental issues are given appropriate priority.
7	Minimise environmental impacts to stakeholders on the ground (note: network changes are >7,000ft, the position of the interface with the airport's lower level routes will be determined by the airport, hence impacts below 7000ft will be addressed in the separate airport sponsored ACP)	Environmental		This principle should be combined with current principles 6 & 14 into a new Principle No 3 so that environmental issues are given appropriate priority.

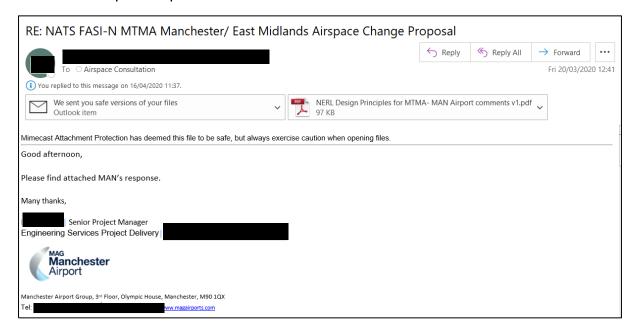
No	Design Principle	Category	Notes	Stakeholder Comments
8	The MTMA airspace should be compatible with the requirements of the MoD.	Operational		
9	The impacts on GA and other civilian airspace users due to MTMA should be minimised.	Operational	Consider where impacts might be greatest by considering known VFR significant areas and Military-use areas against placement of airspace structures	This is important principle. UK airspace is a national resource that needs to be shared across the entire user base, including GA, drone and military operators. Where necessary, additional controllers/control stations should be provided to ensure that current GA (and military) activity levels can be sustained while also providing for the needs of future drone operations.
	The volume of controlled airspace required for the MTMA should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users	Technical	This may include releasing CAS as appropriate	
	The route network linking Airport procedures with the enroute phase of flight will be spaced to yield maximum safety and efficiency benefits by using an appropriate standard of PBN.		Where appropriate, the use of RNP should be considered if the fleet mix can support it.	
	The MTMA airspace design will provide a compatible and optimised interface with London Airspace Modernisation Programme (LAMP) design	Technical	Closely spaced routes across the interface.	
	Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.		The CAA have stated that this DP is required by all change sponsors. CAP1711 describes what airspace modernisation must deliver including: - the need to increase aviation capacity; - growth to be sustainable; - the need to maximise the utilisation of existing runway capacity.	
	The airspace should introduce improved Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) for all aircraft		Feedback from Airlines (Lead Operator Panel 04/12/19).	Where the requirements of CCO and CDO conflict, CCO should have priority, as this provides the greatest alleviation of environmental impact. This principle should be combined with current principles 6 & 7 into a new Principle No 3 so that environmental issues are given appropriate priority.
	Add further suggested Design Principles HERE.			



	Design Principle	,	Notes	Stakeholder Comments
1	The airspace will maintain or enhance current levels of Safety.	Safety		
2	The proposed airspace will maintain or enhance operational resilience of the ATC network	Operational		Approve
3	The proposed airspace design will yield the greatest capacity benefits from systemisation	Operational		Approve
4	The MTMA airspace design will provide a compatible and optimised interface between the Free Route Airspace (FRA) and ATS network.	Technical		Approve
5	The proposed MTMA airspace will facilitate optimised network economic performance.	Economic	this includes track mileage/ fuel-burn/ route charges	Approve
6	The proposed MTMA airspace will facilitate the reduction of CO ₂ emissions per flight	Environmental		Approve
7	Minimise environmental impacts to stakeholders on the ground (note: network changes are >7,000ft, the position of the interface with the airport's lower level routes will be determined by the airport, hence impacts below 7000ft will be addressed in the separate airport sponsored ACP)			Approve
8	The MTMA airspace should be compatible with the requirements of the MoD.	Operational		Approve
9	The impacts on GA and other civilian airspace users due to MTMA should be minimised.	Operational	Consider where impacts might be greatest by considering known VFR significant areas and Military-use areas against placement of airspace structures	Approve
10	The volume of controlled airspace required for the MTMA should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users	Technical	This may include releasing CAS as appropriate	Approve
	The route network linking Airport procedures with the enroute phase of flight will be spaced to yield maximum safety and efficiency benefits by using an appropriate standard of PBN.		Where appropriate, the use of RNP should be considered if the fleet mix can support it.	Approve
	The MTMA airspace design will provide a compatible and optimised interface with London Airspace Modernisation Programme (LAMP) design	Technical	Closely spaced routes across the interface.	Couldn't see a direct link between LAMP and the MTMA within this slide pack.

Design Principle	Category	Notes	Stakeholder Comments
Must accord with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.		modernisation must deliver including: the need to increase aviation capacity; growth to be sustainable; the need to maximise the utilisation of	Approve
The airspace should introduce improved Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) for all aircraft	Environmental		Approve
Add further suggested Design Principles HERE.			
	Must accord with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it. The airspace should introduce improved Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) for all aircraft	Must accord with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it. The airspace should introduce improved Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) for all aircraft	Must accord with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it. CAP1711 describes what airspace modernisation must deliver including: - the need to increase aviation capacity; - growth to be sustainable; - the need to maximise the utilisation of existing runway capacity. The airspace should introduce improved Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) for all aircraft

Manchester Airport Response



NERL Design Principles for MTMA

MAN Airport comments

No	Design Principle	Category	Notes	Stakeholder Comments
	The airspace will maintain or enhance current levels of Safety.	Safety		Agreed. This links to MAN agreed DPs
	The proposed airspace will maintain or enhance operational resilience of the ATC network	Operational		No comments
	The proposed airspace design will yield the greatest capacity benefits from systemisation	Operational		As written, this is a statement rather than a DP, and only addresses the requirement for Capacity through the use of systemisation (ie it's a solution). Suggestions: 1. Suggest change the words to "The design of the airspace shall minimise the need for ATC tactical intervention" (in principle this is systemisation but is less prescriptive). 2. From a MAN perspective we'd like to see a broader DP that provides capacity through design and makes the best possible use of advanced ATM techniques, tools and procedures. Its partly covered by DP11 but again, that's prescriptive. 3. In addition there needs to be something that covers delay, ie the airspace shall be designed in such a way that is not a constraint to airport capacity/growth. Its partly addressed through the link to CAP1711 but when it comes to assessment of designs against DPs we'd like to see something more measurable so we can compare and contrast options.
	The MTMA airspace design will provide a compatible and optimised interface between the Free Route Airspace (FRA) and ATS network.	Technical		It feels like there needs to be a bit of background to explain the words. What is "compatible and optimal" and what benefits will it bring? It

			would be good to have this design principle described in benefits rather than features. Also this only looks upwards into FRA. Can it be extended to cover the interface below the MTMA with airportsie "a compatible and optimised interface with FRA and airports"
The proposed MTMA airspace will facilitate optimised network economic performance.	Economic	This includes track mileage/ fuel-burn/ route charges	Again this is an outcome and isn't really transparent what it means. The DP should better describe what are the factors that will contribute to this performance (maybe add in the text from the notes).
The proposed MTMA airspace will facilitate the reduction of CO ₂ emissions per flight	Environmental		Agreed
stakeholders on the ground (note: network changes are >7,000ft, the position of the interface with the airport's lower level routes will be determined by the airport, hence impacts below 7000ft will be addressed in the separate airport sponsored ACP)	Environmental		This is linked to 14 and I'd suggest the two could be combined. The routes in the upper airspace should be designed in a way that carespond to the environmental requirements below 7000ft. This has been discussed at length in the development of the requirements between MAN and NERL and has resulted in requirements that cover the use of CDO and CCDs but also delay absorption such as point merge. We'd like to see something more specific to reflect this interaction an collaborative route design. 7000ft is just a boundary written by the regulator, and the need to manage environmental performance is on that falls on bot airports and NERL.
The MTMA airspace should be compatible with the requirements of the MoD.	Operational		Agreed in principle, but it should balance these with the needs of civilian air traffic. Perhaps it would be more appropriate to add "and will seek to app the use of Flexible Use of Airspace arrangements wherever possible?

The impacts on GA and other civilian airspace users due to MTMA should be minimised.	Operational	might be greatest by considering known VFR significant areas and	Commercial airlines are "civilian users" so is this is what is meant on this DP? Perhaps change to "The impacts on GA and other non-commercial airspace users"
The volume of controlled airspace required for the MTMA should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users	Technical	This may include releasing CAS as appropriate	Agreed, this matches with MAN DP "A"
The route network linking Airport procedures with the enroute phase of flight will be spaced to yield maximum safety and efficiency benefits by using an appropriate standard of PBN.	Technical	use of RNP should be	Can you be more specific about the "appropriate standard of PBN"? This links back to both capacity and delays; we see that any design to the lowest common denominator may not yield the overall benefits.
The MTMA airspace design will provide a compatible and optimised interface with London Airspace Modernisation Programme (LAMP) design	Technical	Closely spaced routes across the interface.	Agreed
Must accord with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.	Policy	this DP is required by all change sponsors. CAP1711 describes what	Agreed but there's a lot of things under the umbrella of 1711. Some of these requirements around capacity and sustainability are already addressed elsewhere so I'm not sure if there's a conflict? Is there also a link to the Airspace masterplan?
		airspace modernisation must deliver including: - the need to increase aviation capacity;	
		growth to be sustainable;	

			- the need to maximise the utilisation of existing runway capacity.	
1	The airspace should introduce improved Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) for all aircraft	Environmental	Feedback from Airlines (Lead Operator Panel 04/12/19).	Agreed although this could be combined with DP10
	Add further suggested Design Principles HERE.			

MoD Response



Responses received for the MTMA EGGP Design Principles – applied to this submission

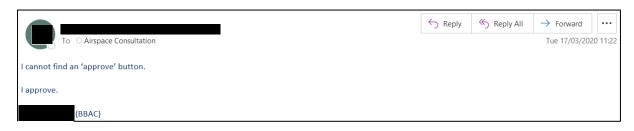
Airlines UK Response



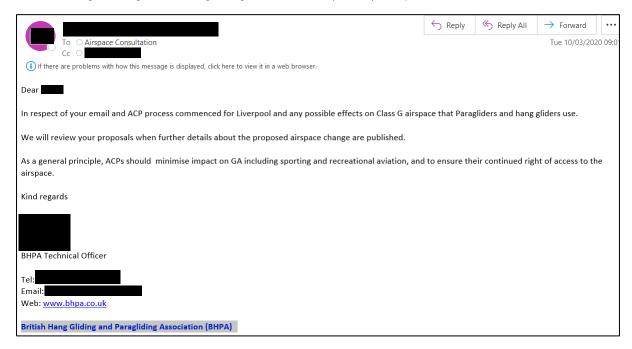
No	Design Principle	Category	Notes	Stakeholder Comments
1	The airspace will maintain or enhance current levels of Safety.	Safety		Agreed
2	The proposed airspace will maintain or enhance operational resilience of the ATC network	Operational		Agreed
3	The proposed airspace design will yield the greatest capacity benefits from systemisation	Operational		Agreed
4	The MTMA airspace design will provide a compatible and optimised interface between the Free Route Airspace (FRA) and ATS network.	Technical		Agreed
5	The proposed MTMA airspace will facilitate optimised network economic performance.	Economic	this includes track mileage/ fuel-burn/ route charges	Agreed
6	The proposed MTMA airspace will facilitate the reduction of CO ₂ emissions per flight	Environmental		Agreed
7	Minimise environmental impacts to stakeholders on the ground (note: network changes are >7,000ft, the position of the interface with the airport's lower level routes will be determined by the airport, hence impacts below 7000ft will be addressed in the separate airport sponsored ACP)	Environmental		Agreed
8	The MTMA airspace should be compatible with the requirements of the MoD.	Operational		Agreed

No	Design Principle	Category	Notes	Stakeholder Comments
	The impacts on GA and other civilian airspace users due to MTMA should be minimised.		Consider where impacts might be greatest by considering known VFR significant areas and Military-use areas against placement of airspace structures	Agreed
	The volume of controlled airspace required for the MTMA should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users		This may include releasing CAS as appropriate	Consider this very carefully before giving it away as once gone it is very difficult to get it back. You need to be very careful with release of CAS. The problem is that things change and a piece of CAS that may appear not to be require/used at the moment may be needed in the future and once given away it is a very expensive and difficult process to get it back.
	The route network linking Airport procedures with the enroute phase of flight will be spaced to yield maximum safety and efficiency benefits by using an appropriate standard of PBN.		Where appropriate, the use of RNP should be considered if the fleet mix can support it.	Agreed.
	The MTMA airspace design will provide a compatible and optimised interface with London Airspace Modernisation Programme (LAMP) design	Technical	Closely spaced routes across the interface.	Agreed
13	Must accord with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.	·	existing runway capacity.	Agreed
	The airspace should introduce improved Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) for all aircraft Add further suggested Design Principles		Panel 04/12/19).	Agreed
	HERE.			

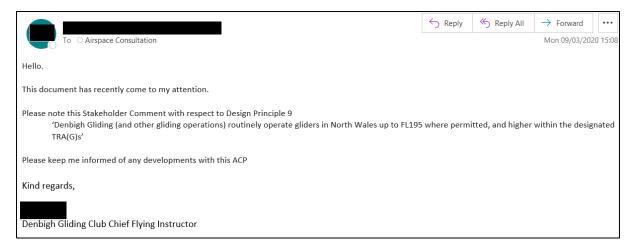
British Balloon and Airship Club (BBAC) Response



British Hang Gliding and Paragliding Association (BHPA) Response



Denbigh Gliding Club Response



Skydive Northwest Response

