

OFFICIAL



RAF LITTLE RISSINGTON FORMAL AIRSPACE STRUCTURE
ACP-2019-45

Airspace Change Proposal Assessment Meeting
27 Apr 20

ACP Stage 1 DEFINE - Assessment Meeting

- | | |
|---|---------|
| • Introduction/Apologies for Absence | CAA |
| • Statement of Need (discussion & review) | All |
| • Issues or opportunities arising from proposed change | Sponsor |
| • Options to exploit opportunities or address issues identified | Sponsor |
| • Provisional indication of the level and process requirements | CAA |
| • Provisional process timescales | All |
| • Next steps | All |
| • AOB | All |

ACP Stage 1 DEFINE - Assessment Meeting

1. Introduction/Apologies for Absence

ACP Stage 1 DEFINE - Assessment Meeting

2. Statement of Need

RAF Little Rissington (LR) is a Government Aerodrome located 8NM NNE of RAF Brize Norton and 14NM West of Oxford. LR is a notified Gliding Site detailed within Section ENR 5.5 of the UK AIP, and is contained within Class G airspace. Whilst it is used at weekends and Public Holidays by 2 FTS for the training of RAF Air Cadets, it is also used mid-week by the RAF Parachute Training School, Airborne Delivery Wing, Joint Helicopter Command and Tactical Air Traffic Control.



ACP Stage 1 DEFINE - Assessment Meeting

2. Statement of Need (cont)

There have been numerous occurrences over the past 18 months with GA traffic overflying LR and several occasions where launches have had to be terminated. There have also been instances of Airprox, which have all been attributed to the fact that LR sits within Class G airspace.

Contact with the local LARS unit, and publicity to local airfields has been useful with some limited success; however, evidence of incidents does exist with some GA traffic, where the aircraft has not been in contact with any ATC agency. 2 FTS therefore seeks the establishment of a more formal airspace structure to give more effective and positive 2-way communication, between the Mil Air Ground Communications Service at LR, and passing traffic close by.

2 FTS is aware of the 2 current ACPs ongoing with Oxford and RAF Brize Norton.

2. Statement of Need (cont)



RAF Little Rissington – EGVL

Entry in MilAIP and BINA – RISSINGTON RADIO 120.775MHz

N51 52.03 W0001 41.65 Elev 731ft ASML

ACP Stage 1 DEFINE - Assessment Meeting

2. Statement of Need (cont)

Dates	Event	Other Info
Apr 2014	2 FTS Op Pause	
Mar 2017	Recommencement of flying at LR	
2017	16 Reported (via DASOR) safety related incidents with GA community	
2018	10 Reported (via DASOR) safety related incidents with GA community	1 x Airprox
2019	14 Reported (via DASOR) safety related incidents with GA community	1 x Airprox
2020	Lack of flying due to poor weather & COVID-19 restrictions (all 2 FTS flying suspended)	



ACP Stage 1 DEFINE - Assessment Meeting

3. Issues or opportunities arising from Proposed Change

- Reduction of safety incidents (Duty Holder driven)
- Improved positive two-way communication between airfield and GA users
- Provision of airfield and traffic information to increase situational awareness
- Enhance the mitigation to reduce likelihood of loss of separation, which can lead to Airprox and Mid-Air Collision
- No increase in airfield activity/movements
- No noise or environmental impact (Gliders).



ACP Stage 1 DEFINE - Assessment Meeting

4. Options to exploit opportunities or address issues identified

- Exploitation of the Mil AGCS (already in place at LR), to provide airfield and traffic information
- Exploitation of the airfield frequency to enhance positive two-way communication and access to airspace (Rule 11)
- Targeted timings (ie **NOT** H24)
- Consultation within the Oxford Regional Airspace Users Working Group (RAUWG) and local airfields
- Integration with the RAF Brize Norton ACP.

ACP Stage 1 DEFINE - Assessment Meeting

5. Provisional indication of the level and process requirements

Sponsor requests confirmation that this will be considered in accordance with [CAA SARG Policy Statement Air Traffic Zones](#).

ACP Stage 1 DEFINE - Assessment Meeting

6. Provisional process timescales

Assumptions:

- As per [SARG Policy](#), potential to process as a Level 2C change
- Establishments of an ATZ do not require Stage 2 Options Development
- Stage 3 engagement and standard consultation (12 weeks)
- Stage 4 update and submit (6 weeks)
- Submission to CAA for Stage 5 assessment (18 weeks from now) proposed 31 Aug 20; however 2 FTS could be in a position to submit sooner if permitted?
- Sponsor is an Aurora account holder for Mil airfields contained within ENR2.2, so could implement Stage 6, on behalf and with approval of the CAA, for AIP amendment.

ACP Stage 1 DEFINE - Assessment Meeting

7. Next steps

Immediate:

- 2 FTS ready to start formal consultation (RAUWG and local airfields/users)
- Completion of Safety Assessment?

Future:

- Submission to CAA (ACP portal or Appendix 1 to ATZ Establishment Request)?

ACP Stage 1 DEFINE - Assessment Meeting

8. AOB

