

Royal Air Force Syerston
NEWARK
NG23 5NN

Military network: [REDACTED]

Telephone: [REDACTED]

Facsimile: [REDACTED]

Email: [REDACTED]

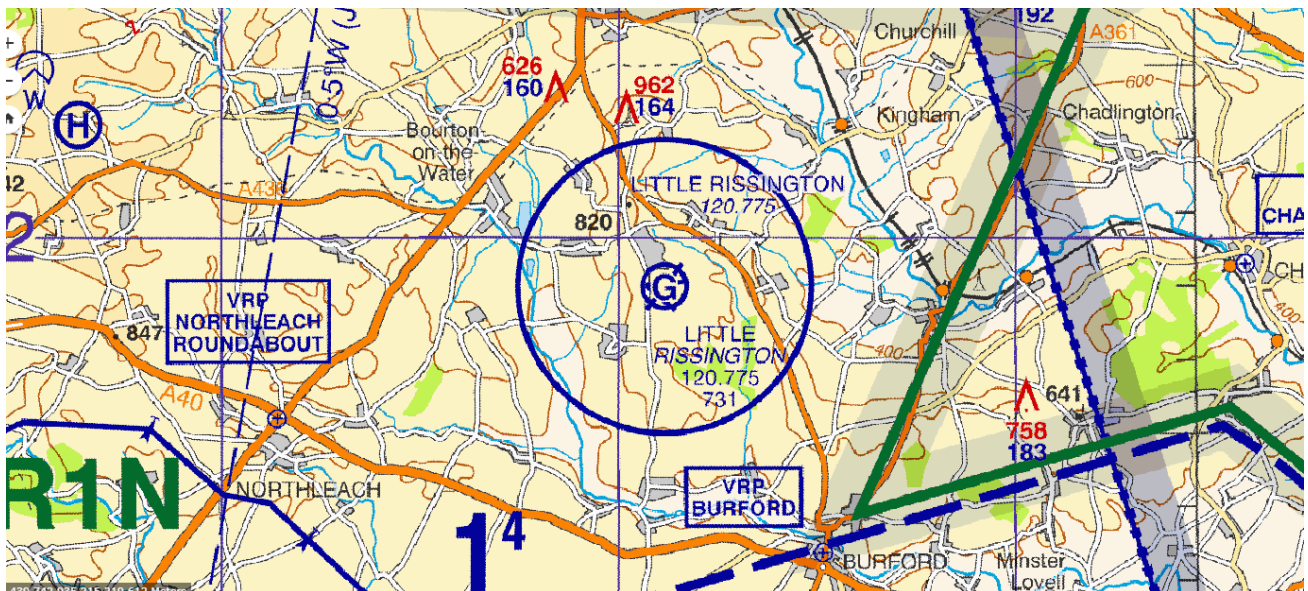
Reference: ACP-2019-045

16 Jun 20

RAF Little Rissington CAP 1616 ACP-2019-045 Stakeholder Engagement

1. **Background.** The purpose of this document is to request stakeholder engagement, for the establishment of a more formal airspace structure surrounding RAF Little Rissington (LR); this ACP has been raised iaw CAP 1616¹. LR is situated in Class G airspace, with a Gliding Site annotation, as detailed in the UK Civ AIP ENR 5.5, with winch launching of military conventional gliders up to 2000ft AAL.

RAF Little Rissington – EGVL
Entry in Mil AIP and BINA – RISSINGTON RADIO 120.775MHz
N51 52.03 W0001 41.65 Elev 731ft ASML



2. LR is approx 8NM NNW of RAF Brize Norton (4 NM from the Class D CTZ) and 14 NM W of London Oxford Airport (12 NM W of the ATZ). Whilst the primary function of LR is to provide gliding opportunities for members of the RAF Air Cadets, at weekends, Public Holidays and occasional mid-week training during school holidays, LR is also used for parachute, helicopter and tactical Air Traffic training. LR's formal AIP entry is contained

¹ [Airspace Change – Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information.](#)

within the Mil AIP, due to the fact it is a Government aerodrome, regulated by the Military Aviation Authority.

LR depicted on Mil Charts – 1/2 mil on left, 1/4 on right



3. **Safety concerns.** Since the monitoring of safety incidents (Mar 17), there have been a number of safety incidents reported by DASOR² (namely low overflights, with no RT communication), as detailed in the table below.

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)	

4. **Timing.** An ACP assessment meeting was held with the CAA on 27 Apr 20; Stakeholder responses to this proposal are requested, via the CAA Airspace Change Portal, by 7 Sep 20.

5. **Proposal.** The proposal is to establish an ATZ at LR, which would be active at weekends and Public Holidays; any other times (such as week courses in school holidays), would be via NOTAM. The majority of weekdays would see the ATZ inactive.

² Defence Air Safety Occurrence Report.

Detail

6. **ACP Statement of Need.** RAF Little Rissington (LR) is a Government Aerodrome located 8NM NNE of RAF Brize Norton and 14NM W 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.

7. 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 (MAGCS) at LR and passing traffic close by.

Current ENR 5.5 Entry for LR (Aerial Sporting)

Designation Lateral Limits	Vertical Limits	Operator	Remarks Activity Times
1	2	3	4
Little Rissington Glider Site (Mil), (AD) (W and T) 515202N 0014139W	Upper limit: 2000ft Lower limit: SFC	RAF 2 FTS	Strictly PPR Freq: 120.775 MHz (Rissington Radio) Site elevation: 731 FT AMSL Hours: SR to SS +15 Fri, Sat, Sun & PH or as notified by NOTAM

8. **Issues and opportunities.** The proposed ACP has the following opportunities:

- Reduction of safety incidents (Duty Holder driven).
- Improved positive two-way communication between LR and GA users.
- Provision of airfield and traffic information to increase situation awareness.
- Enhancement of mitigation to reduce the likelihood of loss of separation, which can lead to Airprox and Mid-Air Collision.

9. **Impacts.** The following impacts have been assessed:

- Activity.** This ACP will not increase airfield activity or movements, which will remain at current levels.
- Noise and environmental.** Due to the fact that RAF conventional gliders have no engine, and there is no increase in airfield activity above current levels, there are no noise or environmental impacts associated with this ACP.

c. **Airspace.** Whilst an ATZ would create a 2NM radius of formal airspace structure around LR, there would still be approx 2NM distance from the LR ATZ to the RAF Brize Norton Class D CTZ boundary; therefore, allowing non-radio aircraft, or those that don't wish to communicate by RT, to transit to the South of LR. The area to the North of LR remains unchanged.

10. **Exploitation.** The following capabilities allow us to exploit opportunities:

- a. MAGCS (already in place at LR), to provide airfield and traffic information.
- b. Airfield VHF initial contact frequency to enhance positive two-way communication and access to airspace (Rule 11).
- c. Targeted timings of the ATZ, ie not H24.
- d. Regional Airspace Users Working Group engagement (RAUWG).
- e. Acknowledgement of additional ACPs, ie Brize Norton and Oxford.

11. **Options appraisal.** The following options were considered:

a. **Do nothing.** This would not elevate any of the safety concerns that led to this ACP.

b. **Propose RMZ.** Where additional measures to enhance flight safety are required, but the establishment of a more restrictive classification of airspace is not warranted, proportionate measures are necessary. Such measures include the establishment of a Radio Mandatory Zone. The creation of an RMZ³ allows the airspace to retain its original classification, yet also allows for enhanced situational awareness for all users. This therefore increases safety for all aircraft flying in that block of airspace while imposing minimal additional restrictions.

c. **Propose ATZ.** An ATZ can be established⁴ for the purposes of Rule 11 of the Rules of the Air. This means that where an AGCS is provided, two-way communication is established to enhance situational awareness and safe conduct of flight for all users within the ATZ. Whilst the benefits of an RMZ and ATZ are similar, where an AGCS is in place, an RMZ is better served when located near to additional controlled airspace. An ATZ provides access to airspace iaw Rule 11, and therefore is the preferred choice to surround LR.

³ [CAA SARG Policy Statement – Policy for RMZ and TMZ.](#)

⁴ [CAA SARG Policy Statement – ATZ.](#)

12. **AIP amendments.** Subject to formal ACP approval, the following documents would be amended:

- a. **Civ AIP.** ENR 2.2 and Civil VFR Air Charts.
- b. **Mil AIP.** EGVLE AIP entry and Mil VFR Air Charts.
- c. **NOTAM.** A Permanent NOTAM would be raised to notify the aviation community, between any CAA approval and formal AIRAC cycle change.

13. **Summary.** This ACP is aimed at improving safety for all users operating within the LR gliding site and local area. Comments and feedback via the ACP portal would be welcome by 7 Sep 20.

Signed Electronically



Wing Commander
OC Operations Wing
ACP Sponsor