

## RAF LITTLE RISSINGTON ATZ ESTABLISHMENT REQUEST (ACP-2019-045)

**SUBMISSION DATE: 9 SEP 20**

### **ATZ Sponsor Details:**

<b>Detail</b>	<b>ACP Sponsor</b>	<b>Airport Operator/Licensee</b>
Unit:	2 Flying Training School (2 FTS)	As per ACP Sponsor
Name:	████████████████████	
Contact details	RAF Syerston, Newark, NG23 5NN	
Phone:	████████████████████	
Email:	████████████████████	

### **1. Stage 1**

#### **1.1 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.

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.

#### **1.2 Date of assessment meeting/teleconference or e-mail confirmation from the CAA confirming that the proposal falls within the Airspace Change Process and informing the sponsor that Appendix 1 should be submitted: 27 Apr 20**

## 2. Stage 2

### 2.1 Options Appraisal.

Options		
Options proposed and why:	<b>ATZ</b>	This will encourage airspace users to make contact with LR AGCS before entering the ATZ area, so that positive two-way communication can be established and safe flight within the ATZ can be conducted. This will improve Situational Awareness for all and will assist in the mitigation of Mid-Air Collision and reduce the Risk to Life
Options discounted proposed and why:	<b>Do Nothing</b>	This will not address or mitigate against the Risk to Life concerns or Safety incidents at Little Rissington
	<b>RMZ</b>	An RMZ with an AGCS will have the same procedures as an ATZ, but it is not as well understood as an ATZ and is designed for more complex airspace that might not surround an actual aerodrome

## 3. Stage 3

### 3.1 Engagement and Sponsor Confirmation Statement

The Sponsor is to ensure engagement material and copies of all responses are submitted with this application.

As sponsor I confirm that engagement was conducted via the ACP portal between 15 Jun and 7 Sep 20. I emailed all members of the Oxford RAUWG Regional Airspace Users Working Group (RAUWG) direct on the 16 Jun to highlight the ACP to key stakeholders in the area, with an unredacted copy of the ACP proposal requesting stakeholder feedback and comments. The ACP was also presented to the RAUWG on 30 Jun 20. During the engagement process, 2 FTS received 3 responses in support, 3 responses with either no comment or recommendations/advice given and 7 objections to the establishment of an ATZ. Detailed responses and evidence are contained at Annex A.

## 4. Stage 4

### 4.1 ATZ Submission Details

Requirements	Detail to Be Submitted by Sponsor
ATZ datum:	N51°52.03' W001°41.65'
FRZ Co-ordinates:	N51°52.03' W001°41.65'
Length of longest Runway;	4892ft/1491m
Airfield status: MOD / EASA certified / National Licenced / Unlicensed:	MOD
Hours of Operation of the ATC, FIS or AGC facility:	Mil-AGCS: 0900L-1700L Sat/Sun and Public Holidays (all other times by NOTAM)
Detail of adjacent / overlapping airspace and IFR/VFR traffic patterns:	Nil
Detail of other aviation activity within vicinity of proposed ATZ:	Proximity to RAF Brize Norton and London (Oxford) Airport.
Unit based movements data:	COVID has caused reductions in operations, but we are

	assuming post-COVID that we will have 5 aircraft. Each aircraft completes approximately 20 launches per day, so assuming 52 weekends a year (and not counting Public Holidays and week courses) this will give approximately 20000 movements per annum
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AIP Amendments:	
Changes to AD 2.17 where appropriate (licensed aerodromes only):	Nil
Revision to Charts:	To be completed as part of the AIP amendment.
Any other amendments:	As a Government Aerodrome, an amendment will be required to ENR 2.2 (Other Regulated Airspace); however, the ACP Sponsor is a Mil Aurora sponsor and can complete the relevant changes if the ACP is approved and based on CAA approval as evidence

When complete, please return with safety assessment and supporting maps to [airspace@caa.co.uk](mailto:airspace@caa.co.uk).

## ANNEX A

### ENGAGEMENT DETAILS CORRESPONDENCE AND EVIDENCE

1. The following table lists the responses received as part of the ACP engagement process, along with the 2 FTS response included within the evidence.

Date Received	From	Representing	Response	Evidence
16 Jun 20	[REDACTED]	London Gliding Club	Significant Reservations	Removed – Redacted Version Published Separately on ACP Portal
16 Jun 20	[REDACTED]	Not Disclosed	No Reservations	Removed – Redacted Version Published Separately on ACP Portal
17 Jun 20	[REDACTED]	Turweston & Hinton Airfields	Significant Reservations	Removed – Redacted Version Published Separately on ACP Portal
18 Jun 20	[REDACTED]	Cotswold Airport	No Comments Received	Removed – Redacted Version Published Separately on ACP Portal
18 Jun 20	[REDACTED]	Airspace for All	Advice on analysis of collision risks given	Removed – Redacted Version Published Separately on ACP Portal
18 Jun 20	[REDACTED]	RAF Brize Norton Flying Club	Some concerns and recommendations raised.	Removed – Redacted Version Published Separately on ACP Portal
24 Jun 20	[REDACTED]	British Microlight Aircraft Association	Do not support	Removed – Redacted Version Published Separately on ACP Portal
24 Jun 20	[REDACTED]	British Gliding Association	Opposed	Removed – Redacted Version Published Separately on ACP Portal
27 Jun 20	[REDACTED]	Aircraft Owners and Pilots Association	Do not consider an ATZ appropriate	Removed – Redacted Version Published Separately on ACP Portal
30 Jun 20	[REDACTED]	Oxford RAUWG	Minutes Attached	Removed – Redacted Version Published Separately on ACP Portal
3 Sep 20	[REDACTED]	Lasham Airfield	Publicly object	Removed – Redacted Version Published Separately on ACP Portal
7 Sep 20	[REDACTED]	Private glider pilot	Object	Removed – Redacted Version Published Separately on ACP Portal
8 Sep 20	[REDACTED]	RAF Brize Norton	Support (Current and Draft LoAs attached)	Removed – Redacted Version Published Separately on ACP Portal

**SARG Airspace Regulatory Approval use only.**

Serial	Design Check	Design Approved/Not Approved	Verified By (Case Officer Signature)
1	Ascertain that the aerodrome for which the ATZ is required conforms with one of the establishment criteria prescribed in Rule 11.		
2	Verify ATZ datum, normally the centre of the longest runway or for grass airfields, the centre of the landing area.		
3	<p>Visit the unit applying for the establishment of the ATZ and any other aerodrome or aviation activity site that might be affected by the planned ATZ.</p> <ul style="list-style-type: none"> <li>• Gather statistical evidence of existing unit-based movements and adjacent unit movements information on the respective levels of activity, taking into account the type of aircraft involved.</li> <li>• Obtain details of any co-ordination procedures (MOU, LOA) that might exist and copies of extant documents to provide evidence of co-ordination for future use.</li> </ul>		
4	Determine size of the proposed ATZ in accordance with Article 5 of the Air Navigation Order 2016 and establish the hours of operation of the ATC, FIS or AGC facility.		
5	<p>Liaise with Surveillance &amp; Spectrum Management (S&amp;SM) for frequency allocation requirement.</p> <p>(<b>Note:</b> when an ATZ is disestablished the continued requirement for the frequency is to be reviewed and FS Spectrum and Surveillance Policy informed if no longer needed).</p>		
6	<p>Ensure that the proposed ATZ is clear of:</p> <ul style="list-style-type: none"> <li>• Established or planned controlled airspace</li> <li>• Notified areas, danger areas, restricted areas, HIRTAs</li> </ul>		

7	Determine if the proposed ATZ lies close to another aerodrome or overlaps an associated ATZ or MATZ. Consider the need for operating agreements with adjacent aerodromes or activity centre.		
8	Determine if the proposed ATZ affects the established IFR or VFR traffic patterns of other aerodromes.		
9	Determine through liaison with DAATM what impact the proposed ATZ will have on military low-level operations.		
10	Determine whether there is any other aviation activity (gliding, parachuting, microlite site, etc.) in the vicinity of the proposed ATZ.		
11	When the above co-ordination has been completed, promulgate to NATMAC via a Consultative Letter		

Change recommended by:

**Name:**

**Date:** / /

Change referred to sponsor for the following reason (insert details)

Change approved by:

**Name:**

**Appointment:**

**Date:** / /