

[REDACTED]

From: [REDACTED]
Sent: 16 June 2020 19:14
To: [REDACTED]
Subject: RE: 20200616-RAF Little Rissington ACP

Thanks [REDACTED],

The problem is that we have many users that fly straight over the top at low heights, without talking to us, which I am sure you have witnessed at Dunstable. Many a launch have had to be terminated by our pilots in order to maintain safe separation. I appreciate your concerns, but this ACP is aimed at safety for all, both our own pilots and those that want to fly over the top.

Yes users will be forced to talk via RT, but that is the point about an AGCS, providing traffic and airfield information, to enhance situational awareness and improve safety. We can easily provide enough information to facilitate ATZ crossings. For those that don't want to speak us, the option to route round another couple of miles, is there. But that to me is better than flying directly over the top at 1000ft and meeting traffic in either the circuit or on a launch.

Regards

[REDACTED]

[REDACTED]



Wing Commander Adey Hobson | 2 FTS OC Ops Wg (Senior Operator, Aerodrome Operator & Regulation) |
2 Flying Training School, RAF Syerston, Newark NG23 5NN |

[REDACTED]

From: [REDACTED]
Sent: 16 June 2020 19:01
To: [REDACTED]

[REDACTED]

[REDACTED]

Subject: Re: 20200616-RAF Little Rissington ACP

Many thanks for the heads up.

I have some very significant reservations about your proposal as I consider that it would force pilots of non-radio aircraft to divert around the proposed ATZ. The suggestion of a safe passage to the South is of course wrong. The proximity to airspace in taking such an action would be against CAA advice and the pinch point effect would render the region to the south an area of massive risk of mid-air collision to the user.

An additional concern is that if all gliding sites were to adopt the same or similar position then the overall restriction to class G aviation would become unreasonable.

My personal view is that this proposal would provide protection for the operation at LR at the expense of the other class G airspace users. ie safety for the very few at the expense of the safety of the majority.

Regards,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 16, 2020 5:47:28 PM
To: [REDACTED]

[REDACTED]

Subject: 20200616-RAF Little Rissington ACP

Dear all,

Apologies for the cold email, but I wanted to contact each of the Oxford RAUWG members directly as key stakeholders in the area.

For those of you that don't know me, please allow me to introduce myself as the Aerodrome Operator for RAF Little Rissington (LR). As you will probably remember from previous RAUWGs, we (at 2 FTS) have had an intention to improve safety at LR for some time. One area that concerns our Duty Holder is the type of airspace surrounding LR; therefore, last year we opened a discussion with the CAA with a view to allocating a more formal airspace structure. These discussions have led to an Airspace Change Proposal (ACP), which is now live and open for consultation/engagement. The attached document has been uploaded to the CAA ACP portal (under ACP-2019-045), but I wanted to send a personal (unredacted) copy to each RAUWG member.

We are therefore scoping stakeholder feedback for the establishment of an ATZ at LR, and I would be grateful for any comments via the ACP Portal.

Regards

[REDACTED]

[REDACTED]



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2 Flying Training School, RAF Syerston, Newark NG23 5NN |

[REDACTED]