

Below is 4 of the Change Sponsor's emails sent to Stakeholders (evidencing engagement). Oldest emails are at the top.

From: [REDACTED]

Sent: 04 May 2018 12:39

To [REDACTED]

Subject: 20180504-Airspace Changes - Holbeach Air Weapons Range
Sirs, Ma'ams, Ladies and Gentlemen,

I am the project lead for an Airspace Change Proposal (ACP) seeking to improve the airspace at **Holbeach Air Weapons Range**. As a potential stakeholder, you are being contacted to ensure that you are both aware (and understand the intent) of the proposal and have a clear point of contact to whom you can address any thoughts or queries. Please see the attached letter for further details.

You will note from the letter that you are invited to return your thoughts at this initial stage; you are politely asked to do so in reply to this email by **Fri 25 May 18**.

**Natural England,
RSPB,**

Having spoken with both organisations via phone (3 May 18) I am assured that these are the appropriate email addresses to mail to and that you will ensure onward transfer to the correct desk officer or department.

[REDACTED] **(Provost Marshall),**

Please would you be so good as to pass to your chain of command for appropriate onward distribution.

Should you have any concerns or queries, please do not hesitate to contact the undersigned.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 22 May 2018 07:53

To: [REDACTED]

Subject: 20180522-Airspace Changes - Holbeach Air Weapons Range

Good morning ladies and gentlemen,

I am Flt Lt [REDACTED] RAF, and I am the project lead for an Airspace Change Proposal (ACP) seeking to improve the airspace at **Holbeach Air Weapons Range**. As a potential stakeholder, you are being contacted to ensure that you are both aware (and understand the intent) of the proposal and have a clear point of contact to whom you can address any thoughts or queries.

I always prefer to speak to people, so I will endeavour to call each of you today; but in the meantime please see the attached letter which further explains my rationale.

The whole process to change airspace can take 14-20 months and I am at the very early stages – engaging with stakeholders. [REDACTED] has kindly informed me that you may be interested. If you are keen to remain in the loop or have a say, please let me know and I will ensure you are added to my distribution list and fully updated as I progress.

You will note from the letter that you are invited to return your thoughts at this initial stage. **Due to a slight delay, I am extending the reply-date by a week – please would you kindly reply to this email by 1 Jun.**

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 29 May 2018 12:09

To: [REDACTED]

Subject: 20180529 - Holbeach Air Weapons Range - Design Principles

Good afternoon ladies and gentlemen,

Thank you kindly for your input and questions thus far regarding the initial '**Design Principles**' of **Airspace Changes at HOLBEACH Air Weapons Range**.

1. **Q & As.** To keep you all updated, here are the questions you have raised – along with my **answers**.

- a. Will the surface danger area change (where the buoy-markers are placed in the water) or is it just airspace changing?

We are only looking at enhancing the airspace.

- b. What will the airspace look like?

It is too early to say. We are a long way from designing and presenting airspace designs to the CAA. Please see the timeline below. We are at the beginning of an 18-24 month process and the design options will follow. At this stage, I am informing all stakeholders of the 'Design Principles' (within attached letter) and seeking any feedback on these principles; in time for when I will upload them to the CAA website on 5 June.

- c. I appreciate you won't know the airspace design until you have liaised with the pilots who will fly in the Range, but what are the *likely* changes (will there be more helicopters/noise?)?

We won't know for sure until after subsequent ACP stages (see timeline below). However, the airspace changes are likely to be extending vertically and/or laterally over the water (not affecting the maritime range). There should be no increase in low-level flying activity / helicopters. In fact, to cater for modern flying training, the flying profiles are likely to be higher up; likely resulting in less noise and less environmental issues.

- d. Holbeach Air Range has several nature conservation designations being part of the Wash Special Area Of Conservation, Special Protection Area, Ramsar Site, European Marine Site and Site of Special Scientific Interest. The area is protected by several pieces of legislation. Will this be factored in?

Yes. There will be an assessment of the effects of any changes in the airspace on the use of the range, and in particular, any effects on the ground; such as use of targets which may cause changes in the interactions between air systems and the large numbers of birds present in the Wash. Any changes in activity will require an 'Appropriate Assessment'. My *DIO Ecologist, Environmental Support & Compliance* POC will kindly carry this out on behalf of the MOD.

- e. At this stage if my understanding is correct you are looking at requirements to change the extent of the airspace, presumably due to an increase in higher altitude activity rather than the fast low-level sorties that have taken place in the past. Please provide further information on the likelihood of an increase in time spent flying over the Wash in terms of total hours, whether flight paths will change, will there be an increase in the geographic extent with respect to the ground as well as an increase vertically? Quantification of changes will be needed; but some of this may be beneficial as a decrease in low flying may reduce the potential for disturbance to birds and bird strike risk.

Yes, we are seeking to enhance the airspace only and this will likely result in some air systems operating higher up. Current training will continue (helicopters, practice low-level bombing), but this type of activity won't increase. We won't know if the total hours over the Wash will increase until subsequent stages within this process.

- f. Are CAA aware of your proposals?

Yes. CAA are guiding me through this process. Should you wish to follow the ACP progress on the CAA's website, the HOLBEACH page can be found **HERE**.

2. **Reply Date.** Please note that I have extended the date on this initial 'Design Principles' engagement to **1400hrs, 5 June** – allowing some of you to further engage within your company/section.

3. **Point of Contacts (POCs).** To ensure my distribution list is correct, please let me know if any of the POCs below change.

RAF Coningsby: [REDACTED]

RAF Cranwell: [REDACTED]

RAF Marham: [REDACTED]

RAF Wittering: [REDACTED]

Swanwick (Mil): [REDACTED]

Low Flying: [REDACTED]
Provost Marshall: [REDACTED]
Norwich Airport: [REDACTED]
NATS: [REDACTED]
Natural England (East Midlands): [REDACTED]
[REDACTED]

RSPB
Environment Agency: [REDACTED]
[REDACTED]

MMO: [REDACTED]
HM Coastguards [REDACTED]
EIFCA: [REDACTED]
WNNMP: [REDACTED]
Harbour Masters, Boston [REDACTED]
[REDACTED]

Harbour Master, Wisbech: [REDACTED]
Trinity House [REDACTED]
[REDACTED]

DIO Ecologist, Environmental Support & Compliance: [REDACTED]
[REDACTED]

4. **Process Timeline.** Please note from the timeline below that we are at the beginning of this process and there will be further opportunities along the way to raise questions.

5. I hope this email has been of use, and I will endeavour to collate & answer questions as we progress. I can't stress enough that this is very early in the process and engagement to all interested parties will continue.



Kind regards,

[Redacted signature]

[Redacted contact information]

From: [REDACTED]

Sent: 05 June 2018 13:37

To: [REDACTED]

Subject: 20180605 - Holbeach Air Weapons Range - Design Principles

HOLBEACH AIR WEAPONS RANGE – AIRSPACE CHANGE PROPOSAL

Sirs, Ma'ams, Ladies and Gentlemen, ([MAUWG members](#) , [Platform POCs](#) & [Military pers](#) included at bcc in case you have responses to para 2),

1. **Update.** Thank you kindly for your input on my proposed *Design Principles – based on the pre-design engagement in the CAP 1616 (LINK)*. Your feedback has allowed me to start populating the table below (which I will be presenting to the CAA on Tuesday, 12 Jun). The areas that you have highlighted to me so far have been added to the 3rd column (*Group Comments*).

2. **What's next?** I would like to get your thoughts on the 4 points below to ensure we move forward with the best *design principles*. Please feel free to email me your replies, or call me, as I endeavour to call the POCs [at para 5](#) over the next few days.

- a. Your priority of each Principle.
- b. Any comment against each Principle.
- c. Whether you agree/disagree with any of the principles.
- d. If you have any additional Principles (rationale required).

3. **Deadline.** I need to have this table fully populated By **1300hrs** this **Friday, 8 Jun**, so I can make the 'Define' Gateway with the CAA . Based on your input, I can fine-tune the '*Final Principle*' column to capture all your initial concerns at this early stage.

4. The Design Principles table.

	Design principle	Priority Rank (avg)	Group Comments	Group Agreement (Unanimous/partial)	Sponsor's Comments	Final Principle (based on your input)	Rationale
1	The design will provide a suitable safe training area.				Safety Compliance is of paramount importance and therefore the overriding principle with any design option.	The design will provide a suitable safe training area.	Designs must maintain the required levels of flight safety.
2	The training area will be within reach of UK/USAFE Main Operating Bases.				To maximise 'time on target' (time spent at the range), the location of Holbeach is ideal for many units. Other ranges such as Pembrey Sands and Tain are too far away and therefore most of the sortie time would be spent getting to the site/requiring re-fuel	The training area will be within reach of UK/USAFE Main Operating Bases.	The associated variables are physically fixed – the bases will not be moving, and the Holbeach re-design will be IVO Holbeach.
3	Safety – ensure airspace design safely caters for all profile types.				To maximise training, all Holbeach profiles should be contained with the new airspace design to ensure the air systems are safely protected.	Safety – ensure airspace design safely caters for all profile types.	The new design options should cater for modern & future training scenarios.
4	Management of airspace to utilise FUA principles (Efficiency + Airspace Sharing).				FUA is key with any airspace design, and this will be factored in with the design.	Management of airspace to utilise FUA principles (Efficiency + Airspace Sharing).	FUA is a hot topic at the moment with future airspace designs across Europe. This process will also consider FUA.

5	Minimise impact upon the network where possible (Efficiency + Airspace Sharing).		The upper limit to the new design has already been mentioned, so this Principle is pertinent.		The new design should adhere to the CAA buffer policy rule and remain clear of other segregated airspace /controlled airspace.	Minimise impact upon the network where possible (Efficiency + Airspace Sharing).	Tied-in with safety principles, this ACP will consider the clear need to minimise impact upon the network where possible.
6	Simplicity - utilise existing structures where possible (Efficiency, Simplicity + Safety).				This ACP is only looking at the enhancement of airspace, so it is unlikely that any structures will change/be introduced. All current structures & safety SOPs will be in place/continue.	Simplicity - utilise existing structures where possible (Efficiency, Simplicity + Safety).	The enhancement of airspace should not affect structures at Holbeach or surrounding areas.
7	Minimise impact upon any other airspace users.		The new radar pattern at RAF Marham has been raised – already close to the Wash/Holbeach; therefore this principle is pertinent to ensure there is safe separation from adjacent airspace/units.		This will be important to local airspace users, and is therefore to be considered throughout this process.	Minimise impact upon any other airspace users.	As per Sponsor's comment.

5. **Local Stakeholder Point of Contacts (POCs).** *Please advise if there are any alterations.*

RAF Coningsby: [REDACTED]

RAF Cranwell: [REDACTED]

RAF Marham: [REDACTED]

RAF Wittering: [REDACTED]

Swanwick (Mil): [REDACTED]

Low Flying: [REDACTED]

Provost Marshall: [REDACTED]

Norwich Airport: [REDACTED]

NATS: [REDACTED]

Natural England (East Midlands): [REDACTED]

RSPB

Environment Agency: [REDACTED]

MMO: [REDACTED]

HM Coastguards

EIFCA: [REDACTED]

WNNMP: [REDACTED]

Harbour Masters, Boston: [REDACTED]

Harbour Master, Wisbech: [REDACTED]

Trinity House: [REDACTED]

DIO Ecologist, Environmental Support & Compliance: [REDACTED]

6. **Platform POCs.** *Please advise if there are any alterations.*

Typhoon: [REDACTED]

Lightning: [REDACTED]

Tornado: [REDACTED]

DAATM: [REDACTED]

RPA: [REDACTED]

P8: [REDACTED]

USAFE: [REDACTED]

41(R) Sqn: [REDACTED]

Hawk: [REDACTED]

JHC: [REDACTED]

7. Thanks again for your support, and I look forward to hearing from you and chatting to you over the next few days before I upload the finalised *Design Principles* next week.

Kind regards,

[REDACTED]

[REDACTED]