

Watchkeeper Tactical Unmanned Air System

Keevil Airfield Temporary Danger Area



Temporary Danger Area Proposal in accordance with CAP 722 and CAP 1616

Final Submission to CAA v2

March 2021

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**Ministry
of Defence**

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The Watchkeeper Tactical Unmanned Air System (WK) is exclusively operated by 47th Regiment Royal Artillery (47 Regt RA). Project LOVERIDGE is a 47 Regt RA internal project identifying suitable UK flying locations for WK. This Temporary Danger Area proposal will be managed by Project LOVERIDGE on behalf of 47 Regt RA and the Watchkeeper Force. The Watchkeeper Force (WKF), as a headquarters within Joint Helicopter Command (JHC), supports the delivery of the Watchkeeper programme. Only responsible authors may implement amendment via the Project LOVERIDGE lead. All revisions will be listed and detailed in the table below.

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Initial Issue	All	30 Jun 20	<i>Project LOVERIDGE lead</i>	Stakeholder engagement
Final proposal	All	6 Aug 20	<i>Project LOVERIDGE lead</i>	Revised TDA
Version 2	Annex A	18 Aug 20	<i>Project LOVERIDGE lead</i>	Addition of Annex A, addition of para 25(i)
Version 3	All	2 Feb 21	<i>Project LOVERIDGE lead</i>	Amended TDA Notification Period
Final proposal	All	7 Mar 21	<i>Project LOVERIDGE lead</i>	Addition of Stage 4 and Annex B
Final proposal version 2	All	29 Mar 21	<i>Project LOVERIDGE lead</i>	Updating of terminology-replacing 'consultation' to 'engagement'

Table of Contents

1	List of abbreviations	4
2	Application process	4
3	Regulations	4
4	Stakeholder engagement	4
5	Targeted engagement period	5
6	Responses	5
Stage 1 – DEFINE		
7	Requirement	6
8	Statement of Need	6
9	Aim	6
10	Objectives	7
11	Airfield overview	7
12	Keevil Airfield use	8
13	Local air users	9
14	Existing regional Danger Areas	9
15	Watchkeeper Tactical Unmanned Air System	11
16	UK operations of Watchkeeper	12
17	UAS Operational Safety Case	13
Stage 3 – ENGAGEMENT		
18	Why Keevil?	14
19	Original TDA proposal	15
20	Round 1 Stakeholder Feedback	16
21	Activation and deactivation of TDA	19
22	Airspace management	19
23	Airspace flexibility	20
24	Emergency access	20
25	Impact mitigation on existing air users	21
26	Local landowners and residents	21
27	Other options considered	22
28	Summary	22
Stage 4 – UPDATE AND SUBMIT		
29	Round 2 Stakeholder Feedback	23
30	Final TDA design	24
31	Operating procedures	25
32	Summary	26
Annex A – Stakeholder Engagement Responses Round 1		27
Annex B – Stakeholder Engagement Responses Round 2		34

1. List of Abbreviations

ACP	Airspace Change Proposal
AIP	Aeronautical Information Publication
ATC	Air Traffic Control
BVLOS	Beyond Visual Line Of Sight
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
DACS	Danger Area Crossing Service
DAAIS	Danger Area Activity Information Service
DAM	Defence Aerodrome Manual
EC	Electronic Conspicuity
FISO	Flight Information Services Officer
GCS	Ground Control Station
NOTAM	Notice to Airmen
MAA	Military Aviation Authority
PPR	Prior Permission Request
RA	(1) Regulatory Article (2) Royal Artillery
RPAS	Remotely Piloted Air System
RTS	Release to Service
SPTA	Salisbury Plain Training Area (EG D123, 124, 125, 126, 128)
TDA	Temporary Danger Area
UAS	Unmanned Aircraft System
UAV	Unmanned Air Vehicle
WK	Watchkeeper UAS
WKF	Watchkeeper Force

2. Application Process

2.1 This application for a temporary change to airspace is in accordance with CAP 1616 – Airspace Change and CAP 722 – Unmanned Aircraft System Operations in UK Airspace.

3. Regulations

3.1 UK airspace is regulated by the Civil Aviation Authority (CAA) and as such all temporary airspace change proposals are subject to its regulatory approval. The sponsor is required to adhere to the process detailed in CAP 1616 for proposed airspace change as detailed at the following [link](#).

3.2 This document represents 47 Regt RA’s final submission of a proposed TDA to the CAA, having completed four weeks of targeted stakeholder engagement in July 2020. A further three weeks of engagement was agreed following the recommencement of the ACP after a pause due to operational commitments elsewhere. A full list of identified stakeholders can be found at paragraph 4.3.

4. Stakeholder Engagement

4.1 Prior to any airspace changes, the sponsor, in this case 47 Regt RA, must engage with all relevant stakeholders and third parties to identify and mitigate the potential impacts of the TDA.

4.2 The proposed TDA location has been carefully selected to satisfy 47 Regt RA’s requirements whilst minimising the impact on other airspace users and stakeholders. The views and opinions of all stakeholder responses can be found at Annex A and Annex B.

4.3 List of stakeholders identified:

Aircraft Owners and Pilots Association (AOPA)	Friends of Steeple Ashton
Airspace4All	Garston Farm Airfield, Chippenham
Army Aviation Centre, Middle Wallop*	General Aviation Alliance (GAA)
Army Flying Association, Middle Wallop	HeliAir Thruxton
Army Gliding Club, Wyvern*	Helicopter Club of Great Britain (HCGB)
Avon Hang Gliding and Paragliding Club	Keevil Parish Council
Bannerdown Gliding Club*	Light Aircraft Association (LAA)
BGA National Airspace Committee	Lydeaway Field, Devizes
Bristol Airport	Manor Farm Airfield, Pewsey
British Balloon and Airship Club	MOD Boscombe Down*
British Gliding Association (BGA)	National Police Air Service (NPAS)
British Hang Gliding and Paragliding Association (BHPA)	PPL/IR (Europe)
British Helicopter Association (BHA)	Private aircraft owners with MoU with SPTA (Edington)
British Microlight Aircraft Association (BMAA) /	RAF Brize Norton*
General Aviation Safety Council (GASCo)	Rivar Hill Gliding Site (Shalbourne Gliding)
British Model Flying Association (BMFA)	RNAS Yeovilton*
British Skydiving	Salisbury Plain Air Operations*
Brown Shutters Farm Airfield	Steeple Ashton Parish Council
Clench Common Microlight Site	The Park Gliding Club
Compton Abbas Airfield	Wadswick Airfield
Craysmarsh Farm Airfield	Wessex Model Flying Club
Devizes (Coate) Airfield	Western Air Thruxton (Vantage Aviation)
Devizes (Urchfont) Airfield	White Ox Mead Airfield
Draycot Aerodrome, Swindon	Wiltshire Air Ambulance
Drone Major	Wing Farm Microlight Site

* Ministry of Defence – engaged with via Defence Airspace and Air Traffic Management (DAATM)

5. Targeted engagement period

5.1 As agreed during the CAA assessment meeting 47 Regt RA conducted a 4-week stakeholder engagement. This engagement period began on Wednesday 1st July and closed on Friday 31st July 2020. A second engagement period began on Monday 8th February and lasted Wednesday 3rd March.

6. Responses

6.1 In the interest of transparency, whilst personal information from the feedback received will be removed prior to submission to the CAA, the content will remain unchanged. All data passed to the CAA is bound by the Data Protection Act 2018. All information processed will be done so in accordance with the MOD GDPR policy.

6.2 Responses during Round 1 of engagement were welcomed either by letter, email or using a link to an online Microsoft Form. A total of 11 emails and 12 online form submissions were received. The same method of engagement was used for Round 2. A total of 6 emails and 2 online forms were received during the second round of engagement.

6.3 Any concerns, where possible, were taken into account and the TDA and associated procedures have been amended in order to lessen the impact of WK operations. Round 2 of engagement was based upon amendments to the original proposal after taking into consideration stakeholder feedback.

STAGE 1 – DEFINE

7. Requirement

7.1 This document details a proposed change to airspace: the implementation of a Temporary Danger Area (TDA) in the vicinity of Keevil Airfield, Wiltshire. This is for use by the British Army's Watchkeeper Tactical Unmanned Air System (TUAS) in support of required aircrew and groundcrew training over Salisbury Plain Training Area (SPTA).

7.2 This document intends to:

- a. Outline the requirement for the change.
- b. Incorporate stakeholder feedback in order to minimise the impact of the TDA on other airspace users.
- c. Allow the CAA to make a decision on implementing the TDA in time for the May 2021 AIC publication. This will facilitate the TDA between **Thursday 6th May and Wednesday 4th August**.

8. Statement of Need

8.1 Currently operating from MOD Boscombe Down, 47 Regt RA is in the process of developing its core capability of operating Tactical Unmanned Air Systems (TUAS) in order to deploy on future operations. Whilst MOD Boscombe Down remains the home of UK Watchkeeper flying, 47 Regt RA requires alternative flying locations in order to facilitate the expansion of live flying activities and develop its procedures for operating from less established airfields.

8.2 The Ministry of Defence has been actively seeking to exploit unmanned platforms for a number of years. The expansion of live flying locations within the UK will allow 47 Regt RA and wider Defence to understand the full range of capabilities offered by WK. As the British Army's only TUAS operators and the only MOD large unmanned aircraft routinely flying in UK airspace, 47 Regt RA is seeking to develop its procedures for operating in UK airspace whilst delivering operational output.

8.3 Keevil Airfield has been identified as the most suitable airfield for austere WK operations and, with its close proximity to Salisbury Plain Training Area, is ideally located to support the development of tactics and doctrine as well as provide wider support to Field Army training.

8.4 Current regulations mandate unmanned aircraft that are operated Beyond Visual Line of Sight (BVLOS) must do so within segregated airspace. This proposal documents 47 Regt RA's wish to create segregation through the creation of a Temporary Danger Area (TDA) to facilitate BVLOS flying between Keevil Airfield and Salisbury Plain Training Area.

9. Aim

9.1 The original aim was to establish a TDA between September and December 2020 to facilitate the BVLOS operation of Watchkeeper from Keevil Airfield in order to utilise the airspace above Salisbury Plain Training Area for military training.

9.2 As a result of operational commitments elsewhere this plan was postponed and the exercise is now planned between May and August 2021.

9.3 The aim of the exercise is to provide training to aircrew and groundcrew in operations from less established, austere airfields. This tactical training is essential to ensuring that the capability remains ready to commit to operations, both at home and abroad. Additionally, Keevil presents an opportunity for the Regiment to substantially increase flying output; utilising a military aerodrome to support major Army exercises on Salisbury Plain and develop aircrew tactical flying.

10. Objectives

10.1 Key objectives:

- a. Provide segregated airspace to enable WK to launch, recover and operate from Keevil Airfield within the confines of the TDA detailed in this document, including a transit route connecting Keevil Airfield to EG D123, activated as required by NOTAM.
- b. Use the minimum amount of airspace required to permit UAS operations in order to limit the impact to other air users.
- c. Demonstrate an effective airspace management and communication plan to support the wider evolution of future UK airspace requirements and the integration of unmanned aviation within it.
- d. The transfer of control of a live aircraft between a Ground Control Station (GCS) located at MOD Boscombe Down and a GCS located at Keevil. Training and proof of operation will significantly extend the aircrafts' range, thereby informing capability for future operations.
- e. Conduct training in the integration of military manned and unmanned aircraft in support of land exercises on Salisbury Plain. This cannot currently be effectively achieved from MOD Boscombe Down and is a key to development of future military UAS tactics and doctrine.

10.2 The TDA will be utilised Monday to Friday during normal working hours, specifically 0830hrs to 1730hrs however ordinarily the TDA will be activated after 1000hrs to allow for pre-flight activity each morning. Additionally, activity will cease early on Friday in order to facilitate the activities of other stakeholders. The TDA will be activated via NOTAM by Watchkeeper Ops. The option for weekend or night flying is not currently being considered, however if sought at a later date it will be discussed with the relevant stakeholders.

11. Airfield Overview



Area in general

11.1 Keevil Airfield is located to the North West of Salisbury Plain Training Area, adjacent to the villages of Keevil and Steeple Ashton. Between the airfield and EG D123 are the villages of Edington and Coulston. The larger towns of Westbury and Trowbridge are found to the West of the airfield and Melksham and Devizes to the North and East respectively.

11.2 The airfield has one declared usable runway: 06/24 with the remaining runways forming taxiways in a triangle layout. These taxiways (01/19 and 12/30) are also deemed suitable runway surfaces for WK launch and recovery.



Airfield in detail

11.3 Keevil is listed within the AIP, ENR 5.5 as follows:

KEEVIL, WILTS A circle, 2NM radius, centred at 511851N 0020637W	Upper limit: FL150 Lower limit: SFC	Phone: Opr/User – Various. Brize Norton ATC: 01993- 095521/896814/896804	Airfield used for gliding, free-fall parachuting and heavy supply drops from military Hercules aircraft. Supply drops may take place at any time within 2 NM and below 2000 FT. Hours: Activated by NOTAM.
KEEVIL GLIDER SITE, WILTS (AD) (W & T) 511850N 0020643W	Upper limit: 3000FT Lower limit: SFC	Phone: Bannerdown Gliding Club 01380-870411	Site elevation: 200 FT AMSL Hours: HJ.

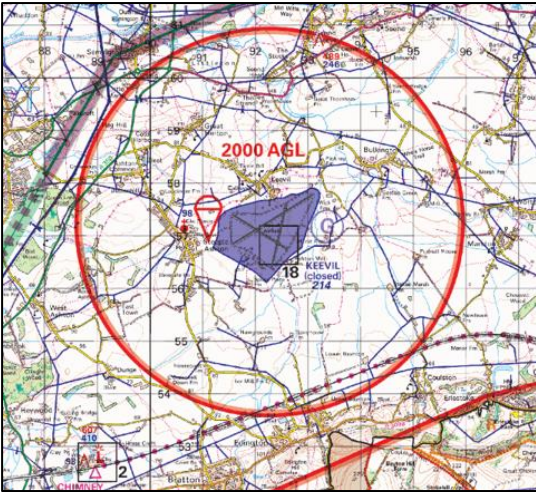
The Keevil Drop Zone / Gliding Site is currently marked on VFR aeronautical charts as follows:

'Keevil Aerodrome is used extensively as a military dropping zone and pilots are advised to avoid the aerodrome at all times by 2NM laterally and 2,000ft vertically'.

11.4 The Keevil Gliding Site is notified for winch-launches up to 3,200ft from sunrise to sunset.

12. Keevil Airfield use

12.1 Keevil Airfield is a satellite airfield of RAF Brize Norton and is utilised by military operators as a tactical landing zone, drop zone and training area for ground units. Keevil can also be used by RAF Tactical Air Transport aircraft such as the C130 Hercules and A400M Atlas as well as rotary-wing assets from the Joint Helicopter Command to conduct technical and tactical training.



12.2. Keevil Airfield is home to the Bannerdown Gliding Club who fly a variety of sailplanes and towing aircraft for recreational purposes. They are a member of the Royal Air Force Gliding and Soaring Association. Bannerdown Gliding Club primarily occupy Keevil at weekends however play host to a number of gliding competitions throughout the year.

12.3 The Wessex Model Flying Club also use Keevil for model aircraft flying. However, during frequent military use a dedicated model flying site 3 miles from Keevil is utilised so airfield operations are not disrupted. Direct engagement has been conducted with the Model Flying Club and a local agreement signed in order to minimise impact on each activity.

13. Local Air Users

13.1 The area is popular with General Aviation (GA) traffic and it is used frequently by aircraft routing around the SPTA Danger Areas and the Bristol Control Area (Class D).

13.2 The Wiltshire Air Ambulance, equipped with the Bell 429 helicopter, operates from a private site in the village of Semington, 2.5 miles to the North of the airfield.

13.3 The Avon Hang Gliding and Paragliding Club routinely use Westbury White Horse as a launch site. This is approximately 3.5 miles South West of the airfield and marked on military Low Flying Charts.

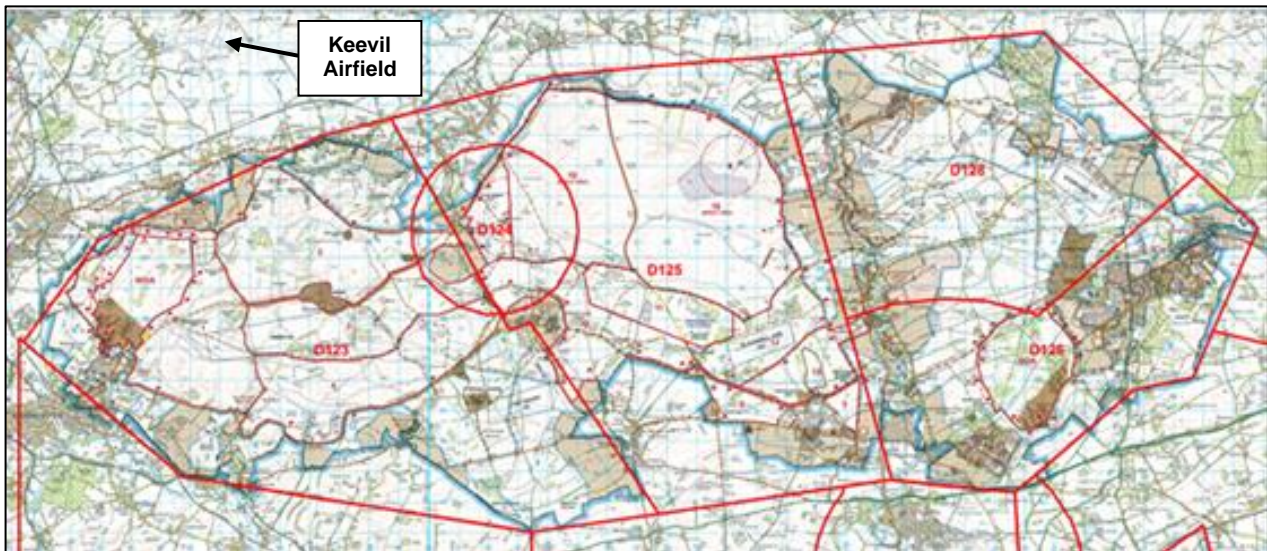
13.4 Several small airfields exist around the edge of Salisbury Plain, including:

- Gliding sites
- Flight training schools
- Private farm strips and unlicensed aerodromes suitable for light aircraft
- Private helicopter landing sites

The full list of airfields, gliding clubs and flying schools engaged with can be found at para 4.3.

14. Existing Regional Danger Areas

14.1 The Salisbury Plain Training Area is split into a number of Danger Areas for the purpose of military air and ground training.



14.2 Extract from ENR 5.1 - Salisbury Plain Danger Areas

<p>EG D123 IMBER</p> <p>511724N 0020107W - 511339N 0015746W - 511348N 0015705W - 511023N 0015325W - 511006N 0015702W - 511106N 0020713W - 511329N 0021149W - 511516N 0020939W - 511705N 0020312W - 511724N 0020107W</p>	<p>Upper limit: 50000 FT ALT Lower limit: SFC</p>	<p>Vertical Limits: Upper Limit: Up to ALT 50000 0615-2359 (0515-2300). Upper Limit: Up to ALT 3000 (OCNL notified up to ALT 50000) 2359-0615 (2300-0515).</p> <p>Activity: Live Firing / Bombing / Para Dropping / Demolition / Unmanned Aircraft System (VLOS/BVLOS).</p> <p>Service: DACS: Salisbury Operations on 122.750 MHz when open; at other times DAAIS via ATIS on 130.150 MHz or Tel: 01980-674739.</p> <p>Contact: Salisbury Operations, Tel: 01980-674710 or 674730 when open.</p> <p>Danger Area Authority: DIO SD TRG. Hours: H24</p>
<p>EG D124 LAVINGTON</p> <p>A circle, 1.5 NM radius, centred at 511527N 0015812W</p>	<p>Upper limit: UNL Lower limit: SFC</p>	<p>Activity: Live Firing / Unmanned Aircraft System (VLOS/BVLOS).</p> <p>Service: DACS: Salisbury Operations on 122.750 MHz when open; at other times DAAIS via ATIS on 130.150 MHz or Tel: 01980-674739.</p> <p>Contact: Pre-flight information / Booking: Salisbury Operations, Tel: 01980-674710.</p> <p>Danger Area Authority: DIO SD TRG. Hours: Activated by NOTAM.</p>
<p>EG D125 LARKHILL</p> <p>511828N 0015004W - 511059N 0014641W - 511023N 0015325W - 511348N 0015705W - 511339N 0015746W - 511724N 0020107W - 511807N 0015635W - 511828N 0015004W</p>	<p>Upper limit: 50000 FT ALT Lower limit: SFC</p>	<p>Vertical Limits: Upper Limit: Up to ALT 50000 0615-2359 (0515-2300). Upper Limit: Up to ALT 3000 (OCNL notified up to ALT 50000) 2359-0615 (2300-0515).</p> <p>Activity: Live Firing / Bombing / Para Dropping / Demolition / Unmanned Aircraft Systems (VLOS/BVLOS).</p> <p>Service: DACS: Salisbury Operations on 122.750 MHz when open; other times DAAIS via ATIS on 130.150 MHz or Tel: 01980-674739.</p> <p>Contact: Salisbury Operations, Tel: 01980-674710 or 674730.</p> <p>Danger Area Authority: DIO SD TRG.</p>

		Hours: H24
<p>EG D126 BULFORD</p> <p>511621N 0013746W - 511525N 0013606W - 511247N 0013759W - 511233N 0013942W - 511044N 0014308W - 511059N 0014641W - 511351N 0014759W thence clockwise by the arc of a circle radius 5 NM centred on 510912N 0014504W to 511354N 0014225W - 511621N 0013746W</p>	<p>Upper limit: 1400 FT ALT Lower limit: SFC</p>	<p>Vertical Limits: OCNL notified to FL 90.</p> <p>Activity: Live Firing / Bombing / Para Dropping / Demolition / Unmanned Aircraft System (VLOS/BVLOS).</p> <p>Service: DACS: Salisbury Operations on 122.750 MHz when open; at other times DAAIS via ATIS on 130.150 MHz or Tel: 01980-674739.</p> <p>Contact: Salisbury Operations, Tel: 01980-674710 or 01980-674730 or Boscombe Down ATC, Tel: 01980-663246.</p> <p>Danger Area Authority: DIO SD TRG. Hours: H24</p>
<p>EG D128 EVERLEIGH</p> <p>511852N 0014215W - 511621N 0013746W - 511354N 0014225W thence anti-clockwise by the arc of a circle radius 5 NM centred on 510912N 0014504W to 511351N 0014759W - 511828N 0015004W - 511852N 0014215W</p>	<p>Upper limit: 1400 FT ALT Lower limit: SFC</p>	<p>Vertical Limits: OCNL notified up to ALT 50000.</p> <p>Activity: Live Firing / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS).</p> <p>Service: DACS: Salisbury Operations on 122.750 MHz when open; at other times DAAIS via ATIS on 130.150 MHz or Tel: 01980-674739.</p> <p>Contact: Pre-flight information: Salisbury Operations, Tel: 01980-674710 or 674730.</p> <p>Danger Area Authority: DIO SD TRG. Hours: H24</p>

15. Watchkeeper Tactical Unmanned Air System

15.1 Watchkeeper initially entered service with the British Army in 2014. Subsequent system upgrades saw the most recent variant of the Watchkeeper receive its Release to Service certification in April 2019. The role of WK is to provide tactical level imagery and intelligence to commanders in the land environment. WK is the first UK unmanned aircraft to be fully air-worthiness certified to the same standards as a manned military aircraft.

15.2 Based on the Hermes 450 aircraft, which flew over 86,000 hours in Iraq and Afghanistan, WK includes an improved sensor-payload suite and flew 146 operational hours towards the end of combat operations in Afghanistan. Since then it has flown in the UK from MOD Boscombe Down and most recently from Lydd Airport, Kent. WK has deployed overseas to RAF Ascension Island and RAF Akrotiri, Cyprus. It also continues to be flown from West Wales Airport under a Military Permit To Fly (MPTF) by Thales for Test and Evaluation purposes.

15.3 The system has a 14-hour airborne endurance and is equipped with an Electro-Optical Infra-Red payload, Synthetic Aperture Radar and a laser sub-system. With a range of 150km LOS it is operated from a Ground Control Station by a crew of 3 and is equipped with VHF/UHF radios allowing aircrew, air traffic control and other manned aircraft to communicate directly on the appropriate channel. Electronic conspicuity is provided by a Mode S transponder and NATO standard Mode 4 IFF, with a Mode 5 upgrade scheduled by April 2021. It has an automated radar-based system for take-off and landing, akin to a deployable Instrument Landing System, with an INS/GPS backup. The aircraft does not have a braking system and therefore requires a towing vehicle to taxi and arresting cables to safely stop on landing.



15.4 As WK is operated Beyond Visual Line of Sight (BVLOS) it currently requires a block of airspace to operate in order to be segregated from other aircraft. As other air users are not permitted to enter this airspace block, the unmanned aircraft can operate without the risk of collision, or the need for other collision avoidance capabilities. As a further mitigation against the risk of Mid Air Collision WK must receive a radar surveillance service as a condition of its Release to Service.

16. UK Operations of Watchkeeper

16.1 47 Regt RA has been established at MOD Boscombe Down since 2014. After a pause in activities whilst the Regiment flew in RAF Ascension Island and on completion of an upgrade package to the aircraft, 47 Regt RA recommenced routine live flying activities from Boscombe Down in April 2019.

16.2 47 Regt RA utilises the Salisbury Plain Danger Areas (EG D123, 125, 126, 128) to conduct live flying from Boscombe Down. Salisbury Plain is used to conduct tactical training for aircrew; allowing intelligence products to be utilised by exercising troops on the ground. Alternative sites within Salisbury Plain, notably Netheravon and Upavon airfields, have been discounted previously as a result of runway surfaces being outside of aircraft tolerances and unavoidable low overflight of populated areas.

16.3 Between August and October 2020 Watchkeeper deployed to Kent on operations at the request of the Home Office to assist HM Coastguard and the UK Border Force in monitoring migrant activity in the English Channel. Operating from Lydd (London Ashford) Airport, Watchkeeper flew over the Channel utilising a Temporary Danger Area complex, routinely operating between 3,000- 4,500ft for 6-8 hours. This deployment also provided opportunities to demonstrate successful manned and unmanned integration with both fixed and rotary wing Search and Rescue and surveillance platforms.



17. UAS Operational Safety Case

17.1 The Watchkeeper TUAS is released to Service flying subject to the limitations stated in the MOD's Release to Service (RTS).

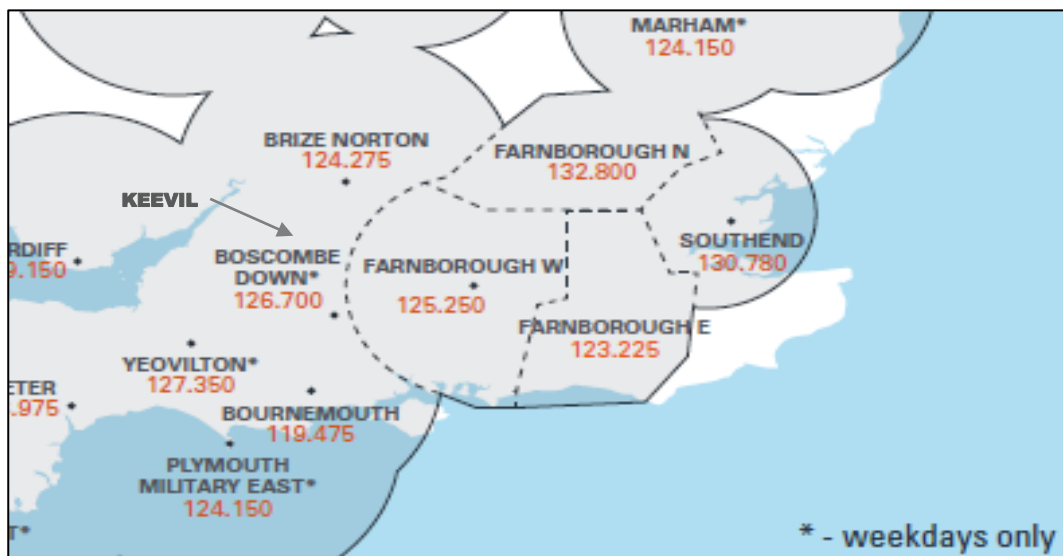
17.2 The limitations of the RTS are the definitive limits for the aircraft in Service regulated flying. The authority for approving changes to the RTS is vested in the Delegated Release to Service Authority (DRTSA) for the Watchkeeper UAS.

STAGE 3 – ENGAGEMENT

18. Why Keevil?

18.1 Keevil has been selected as a live flying location for WK for a number of reasons:

- a. Keevil is an existing military airfield with the appropriate level of airfield infrastructure required for flying WK, including multiple suitable runway surfaces. Due to its current level of usage it provides an opportunity to significantly increase the rate of WK flying.
- b. Given the proximity of the airfield to EG D123 it provides greater training output as currently provided by operating from MOD Boscombe Down. The congested and complex nature of operations from MOD Boscombe Down can often limit opportunities for WK flying and a dedicated airfield in order to develop procedures will exponentially increase output in the short-term.
- c. The sparsely populated areas surrounding the airfield allow WK to be flown in accordance with its Release to Service regulations, specifically minimising the overflight of congested areas.
- d. Keevil provides an opportunity for 47 Regt RA to exercise flying from less established airfields in order to refine austere deployment procedures. Keevil will also allow the Regiment to conduct certain procedures which are not possible when operating from a single location, specifically the ability for pilots to conduct a 'Hand-over send' where the crew in one location will hand over control of the aircraft in the air to another crew at a different location. This is a key element of the operational capability of the system and is something that cannot be conducted if operating from a single airfield.
- e. Airspace around Keevil is monitored by several military and civilian radars with overlapping coverage of the region. Additionally, the airspace benefits from several Lower Airspace Radar Services (LARS) which aim to provide advice and information for the safe and efficient conduct of flight in the area.



Lower Airspace Radar Service Coverage in South West England

Source: CAP 1535S – The Skyway Code

f. All other military airfields within the vicinity of Salisbury Plain have been extensively surveyed and subsequently discounted. This is as a result of unavoidable overflight of populated areas within the circuit and, as undulating grass runways, operating surfaces being outside of the tolerances of the aircraft.

19. Original TDA proposal

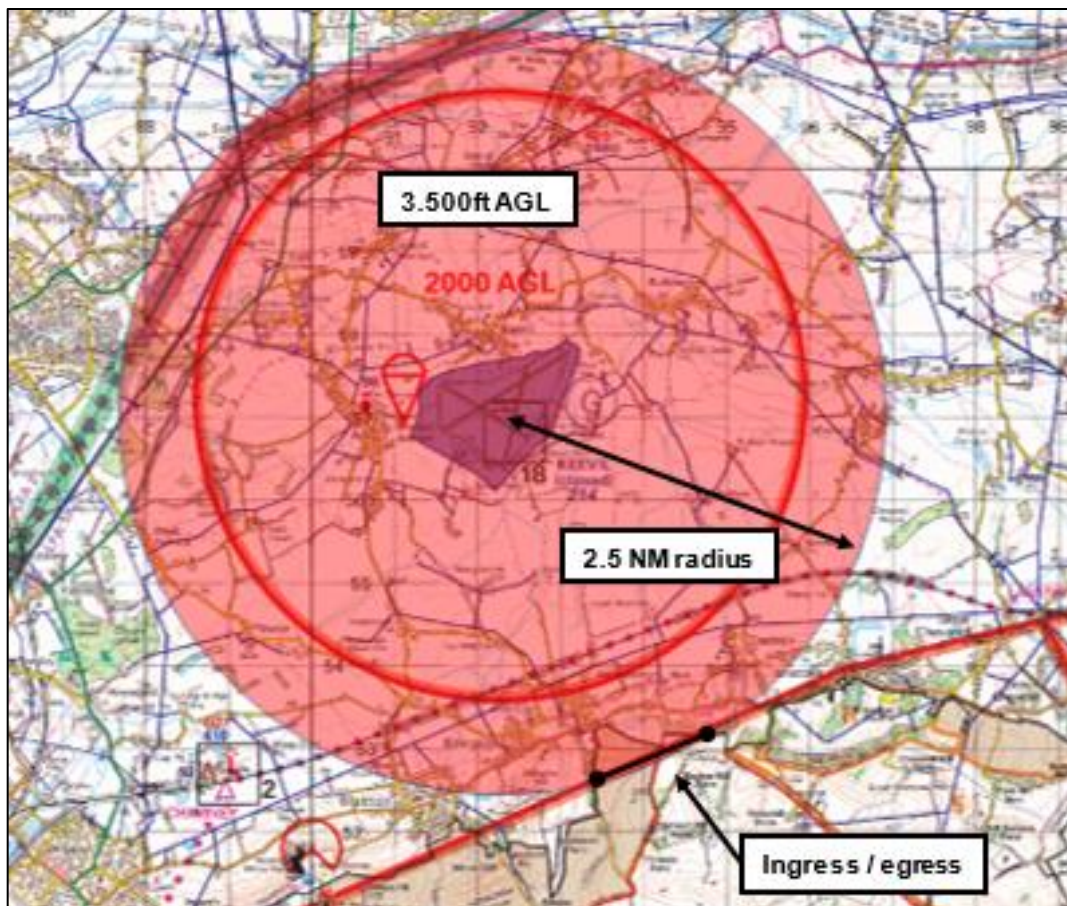
19.1 Engagement was carried out on the following proposal:

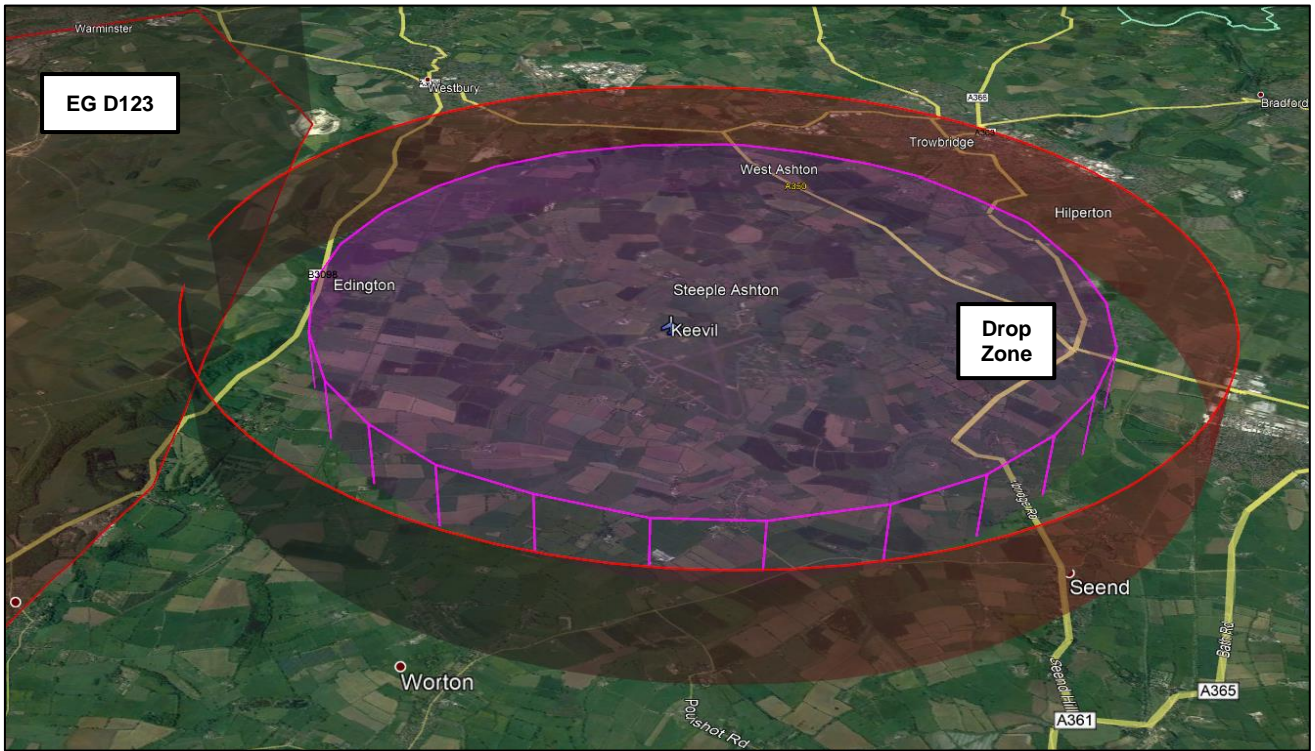
To minimise the impact on other airspace users and to minimise potential confusion the proposed TDA has been designed to be a simple shape, expanding on the already extant avoidance area published on military and CAA VFR aeronautical charts.

The TDA is designed to allow WK to launch and recover from Keevil on both runway 06/24 and 01/19. It has a 2.5NM radius from centre point of the airfield and intersects EGD123 to the South, providing uninterrupted segregated airspace for WK to operate in.

The tactical management of the TDA is to be coordinated by Boscombe Down ATC who will also act as the primary Air Traffic Service Unit for WK between Keevil and SPTA.

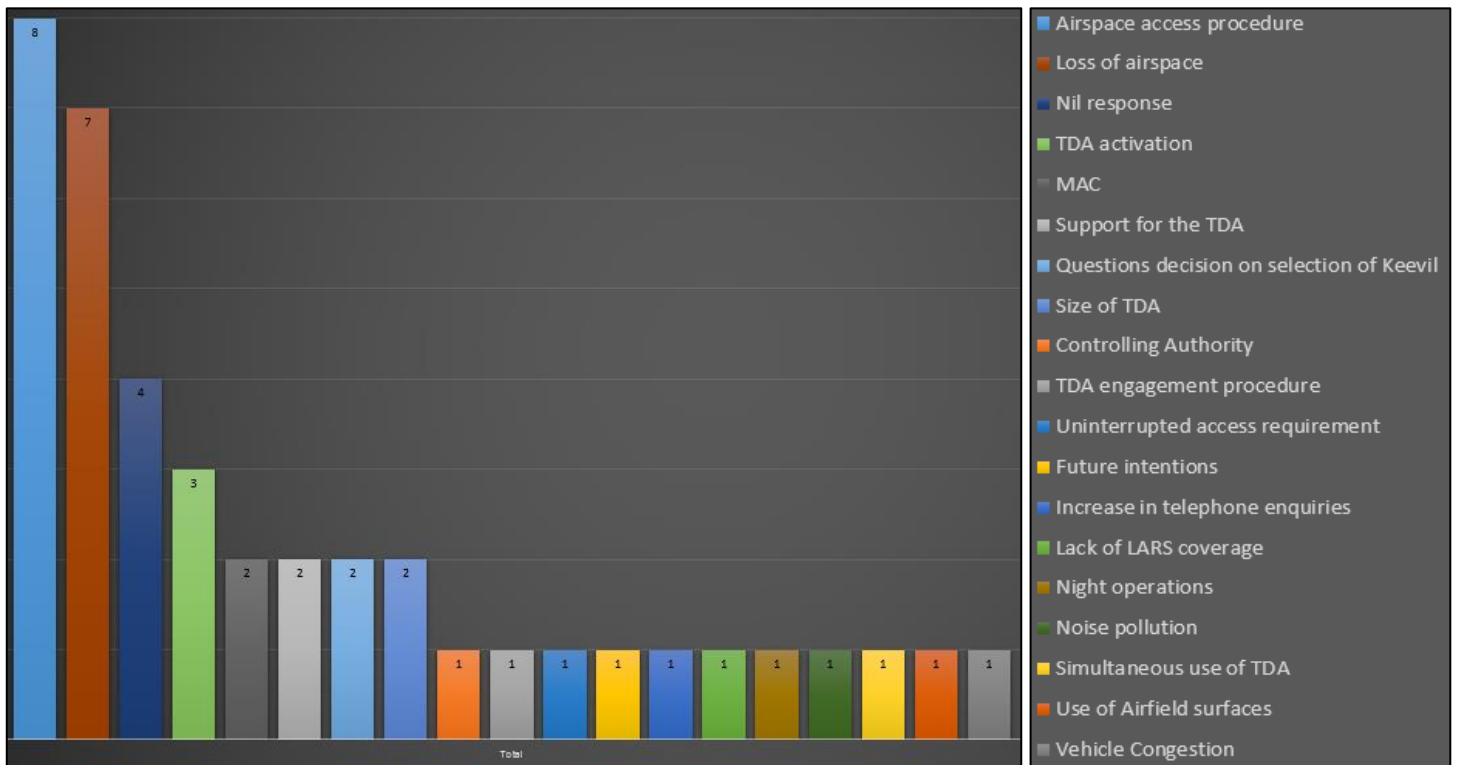
The TDA is circular in shape, with a 2.5NM radius centred on the airfield midpoint and is designed to meet the requirements of WK when transiting to SPTA. The airspace upper limit is required to be 3,500ft AGL. These dimensions ensure that in the unlikely event of engine failure the aircraft can manoeuvre back to the airfield whilst maintaining segregated airspace.





20. Round 1 Stakeholder Feedback

20.1 The Stakeholder Engagement data can be found at Annex A and the raw, redacted responses will be uploaded to the Portal. The following summarises the key themes from the stakeholder engagement feedback. The raw data and analysis can be found at the attached spreadsheet.

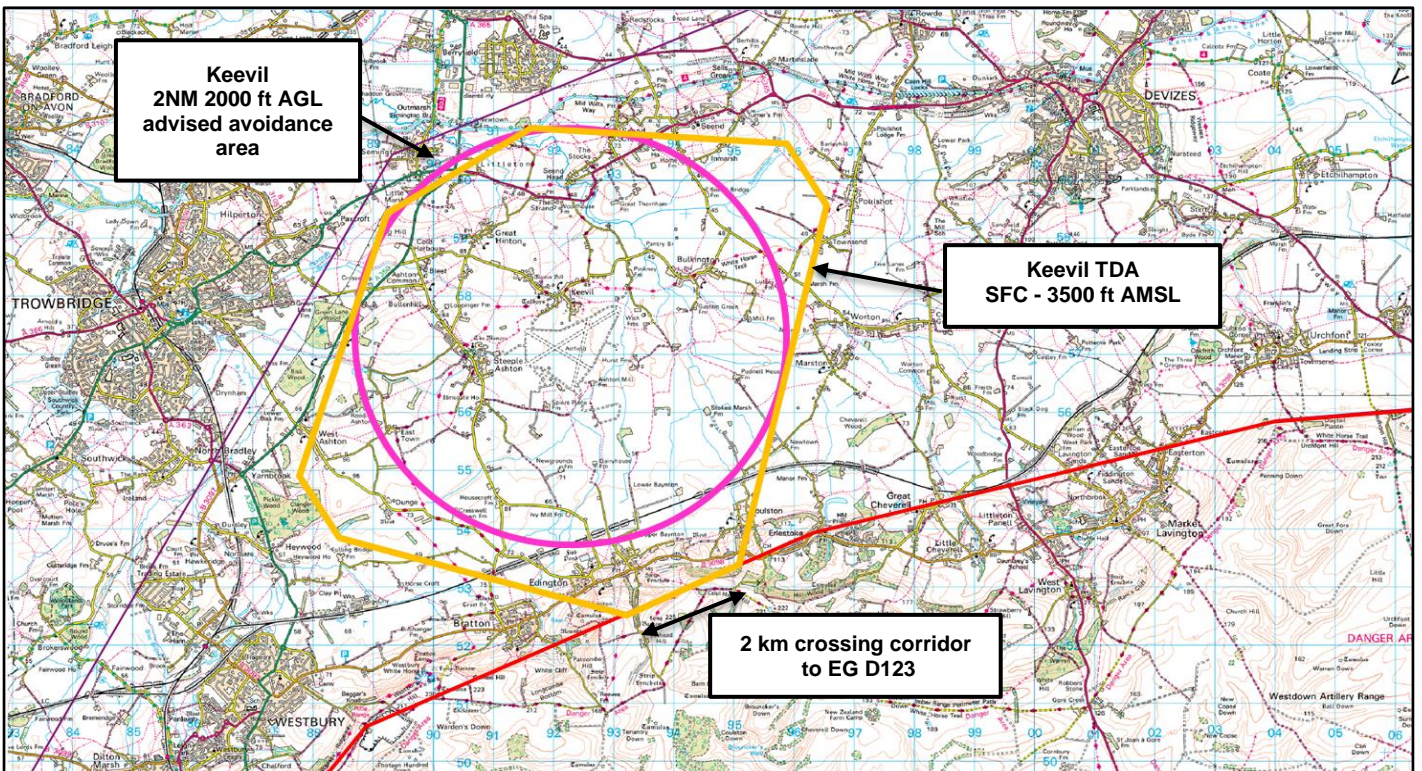
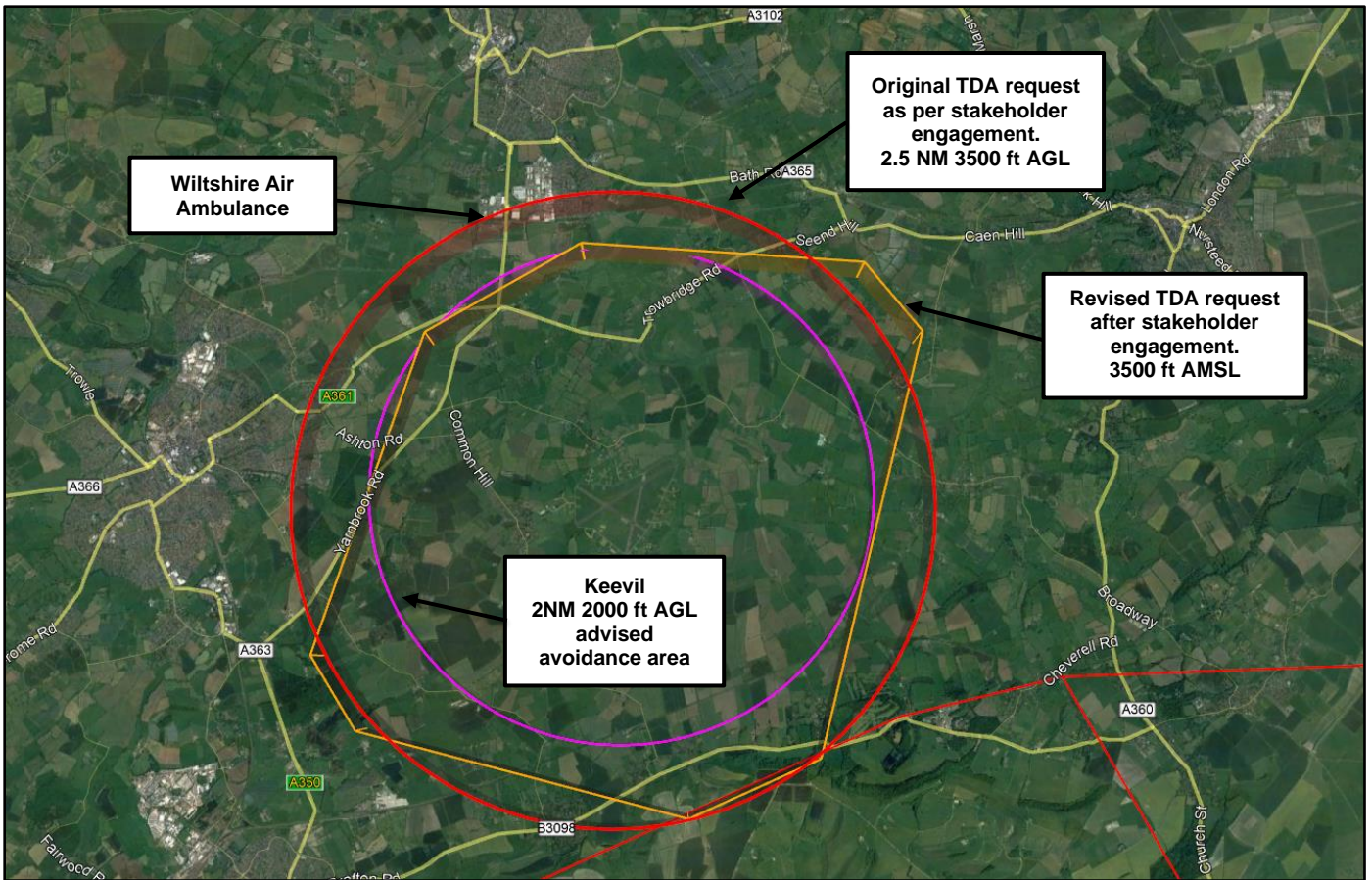


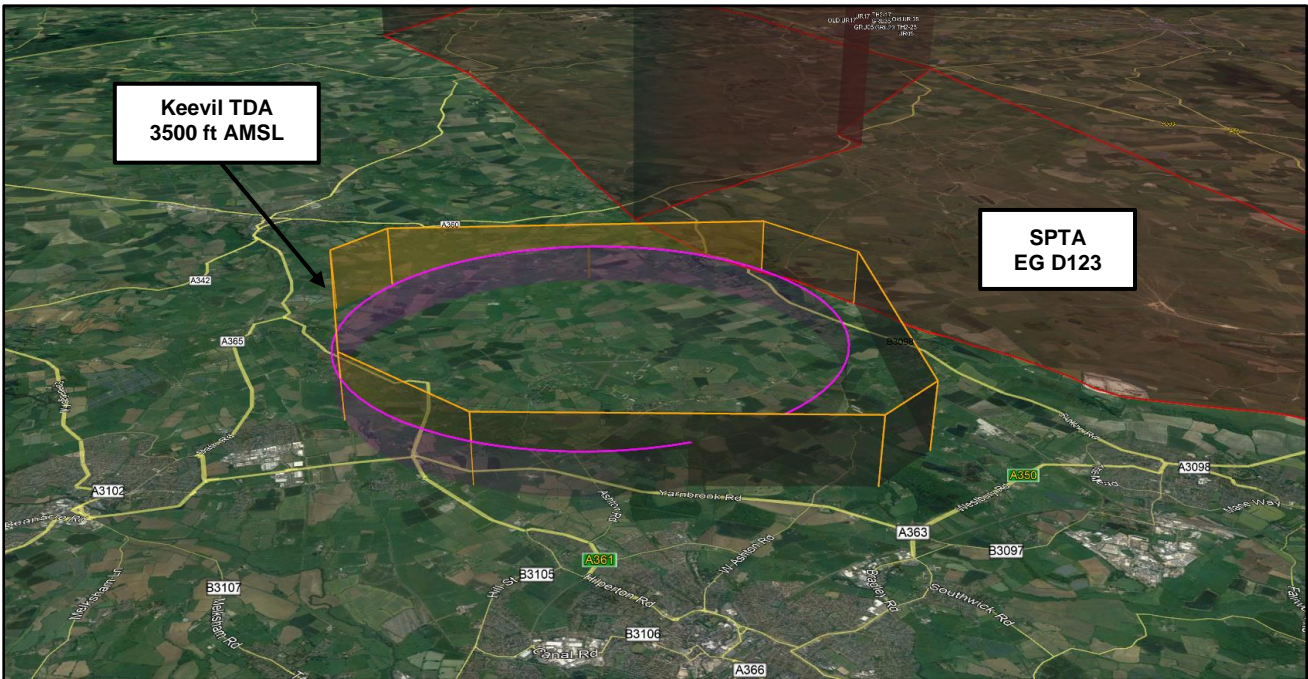
Stakeholder Engagement Feedback Trends

Source: Keevil Stakeholder Engagement spreadsheet

Feedback Trend	Response
Airspace access	A Danger Area Crossing Service will be available from Boscombe Zone. The airspace will be activated for the minimum amount of time that is required. No weekend or night flying is scheduled to take place. As well as Boscombe ATC, local air users can make use of the dedicated WK Keevil Operations telephone number or A/G frequency.
Loss of airspace	Concessions on the size of the original TDA have been made to allow GA traffic to better route around the TDA to the North using geographic features for navigation and to allow more hang-gliding and paragliding activities to occur to the West of the TDA. Additionally, the height has been reduced from 3,500ft agl to 3,500 amsl- a reduction of 200ft.
Size of TDA	The circular design has changed to a diamond shape. This ensures that the maximum amount of airspace can be handed back to other air users. In particular, the Northern extremity of the old proposed TDA has been reduced to allow easier transit around the TDA if a DACS is unavailable or not sought. The intended use of all runway orientations means that airspace North of the centreline of the main West-East runway is still required and therefore could not be reduced to the level recommended during engagement by some local GA and glider pilots. The size has been minimised as much as possible whilst still ensuring that WK can operate in segregated airspace in the event of any emergency scenario.
Noise pollution	All routes for the aircraft have been planned to minimise overflight of congested areas and avoid noise-sensitive areas. Physical inspections have taken place to ensure the routes do not overfly stables. Any overflight of livestock, particularly whilst in the circuit, has been considered.
Simultaneous use of TDA	Several stakeholders may require access to the TDA (in particular the Wiltshire Air Ambulance, Wiltshire Model Flying Club and local rotary-wing pilots operating from private landing sites). A dedicated telephone number will be available to these individuals for real-time updates on any planned activity. Additionally, letters of agreement have been drafted to ensure disruption is minimised. A local agreement with military JHC rotary wing aircraft has been made which will reduce the unnecessary transit of military aircraft North over Trowbridge and Melksham, reducing the funnelling of low-flying military aircraft.

20.2 The proposed airspace dimensions after Round 1 of Stakeholder engagement can be seen below. This design was the basis of Round 2 of engagement.





<p>Keevil TDA</p> <p>511619N 0020555W – 511659N 0021000W – 511734N 0021034W – 512007N 0020913W – 512050N 0020715W – 512041N 0020341W – 512007N 0020257W – 511646N 0020418W – 511619N 0020555W</p>	<p>Upper limit: 3500 FT ALT Lower limit: SFC</p>	<p>Activity: Military Unmanned Aerial System (BVLOS).</p> <p>Hours: Weekdays. Activated by NOTAM.</p> <p>Danger Area Crossing Service (DACS) Contact: Boscombe Zone 126.700 MHz.</p> <p>Keevil A/G Radio (Gliding Frequency): 129.980 MHz</p>
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21. Activation and Deactivation of the TDA

21.1 The new TDA would be permanently published for the duration of its existence but only activated when required by NOTAM. The normal activation period of the TDA will be Monday – Friday 1000hrs to 1730hrs local but may be activated as early as 0830hrs on certain days where weather windows or training demands dictate. Activities on Friday will conclude by 1400hrs in order to offer greater access to local air users, in particular the local Gliding Club.

21.2 The TDA would be utilised for the duration of the UAS sortie but will be available for use by other air users when WK is established in SPTA. A Danger Area Crossing Service from Boscombe Zone may be utilised by local VFR traffic in order to efficiently utilise the airspace during WK sorties.

22. Airspace Management

22.1 Keevil will remain an uncontrolled airfield and WK departures and recoveries will be locally managed by WK operations. Military fixed and rotary wing assets wishing to utilise the airfield whilst WK is operating over Salisbury Plain will be encouraged to take advantage of the Keevil A/G frequency. Additionally, this will provide enhanced situational awareness to air users who may not

wish to receive a service from Boscombe Down ATC but may wish to fly in the vicinity of the TDA. This is particularly useful for Glider pilots as the A/G frequency is a common gliding frequency.

22.2 WK will request a minimum of a Traffic Service upon departure from Keevil as soon as radar identification is achieved at 500ft agl. The radar service will remain in place throughout WK's transit to and from EG D123.

22.3 WK is equipped with a Mode S transponder and will squawk throughout the entirety of its sortie. The Ground Control Station is equipped with a VHF/UHF radio, enabling the aircrew to remain in contact with the Air Traffic Service Unit at all times. In addition, the aircraft is fitted with a Lightweight Multiband Air Radio which allows direct communication between the aircraft itself, ATC and other nearby aircraft operating on the same frequency. Additionally, the A/G frequency will be operated to facilitate information requests from gliders.

22.4 Telephone links will be established between the aircrew in the Ground Control Station at Keevil and Boscombe Down ATC prior to operation to mitigate against air-air communications failure.

22.5 Military low-flying aircraft may continue to utilise Low Flying routes around the Northern edge of Salisbury Plain whilst the TDA is active through the creation of a low flying corridor (at 500ft and below). This local agreement will mitigate the need for military low-flying aircraft to route further North over populated areas such as Melksham and Trowbridge.

23. Airspace Flexibility

23.1 The potential funnelling of VFR traffic between SPTA and the Bristol CTA is recognised as having a negative impact on some air users. To mitigate this, once WK is established within EG D123 the TDA will not be required, allowing other air users to utilise the airspace through a DACS. The take-off and landing phases of the Watchkeeper sortie will last no longer than 15 minutes. Additionally, the new design allows VFR pilots to route around the perimeter of the TDA utilising surface navigation features.

23.2 WK will only operate within the normal working hours of Boscombe Down ATC (0830-1730hrs, Monday to Thursday and 0830 to 1400hrs on Friday) thereby minimising disruption to weekend recreational flying.

24. Emergency Access

24.1 In the event that emergency access is required into the TDA such as transit by the Wiltshire Air Ambulance, or a manned aircraft in distress, Boscombe ATC, as the TDA controlling authority, will coordinate. If airborne, Watchkeeper will be instructed by ATC to either return to base via a safe route, hold current position, ascend/descend or move to a new position to provide safe separation from the required flight path of other aircraft.

24.2 A Letter of Agreement has been established with the Wiltshire Air Ambulance to ensure there is no disruption to their operation. Robust communication between Keevil Operations and the Air Ambulance in Semington will be established each day. A further Letter of Agreement with Boscombe Down ATC and Salisbury Plain Ops stipulates the procedure for emergency HEMS access.

24.3 Should a GA aircraft in distress require access to land at Keevil the Keevil A/G frequency or Boscombe Zone will be available to provide the pilot with airfield information and allow time for WK to vacate the runway or remain outside the TDA, as required.

25. Impact Mitigation on Existing Air Users

25.1 The local airspace is frequently utilised by a variety of military and civilian air traffic. In order to reduce the impact to those users the following mitigating steps will be taken:

- a. 47 Regt RA will initially only fly between 0830-1730hrs Mon – Thu and 0830-1400hrs on Friday and only at times where a lower airspace radar service can be afforded by Boscombe Down. Ordinarily WK will look to get airborne around 1000hrs daily.
- b. With the exception of the proposed TDA itself, WK will utilise only existing Danger Areas already established for the purpose of military training.
- c. A Danger Area Crossing Service will be available to pilots unable or reluctant to climb above or route around the North of the TDA. This should reduce the funnelling effect of GA traffic overhead Trowbridge and Melksham.
- d. All WK activity will be NOTAM'd as far in advance as possible. This will routinely be programmed 2-3 days in advance. A duty number will be available to allow local air users, particularly the gliding clubs and local private strips to understand what and when activity is due to take place.
- e. With the exception of occasional functional check flights (30 mins in duration), WK will not remain within the TDA for an extended period of time. This will allow the TDA to be used by other air users as soon as WK has either established in EG D123 or landed at Keevil.
- f. 47 Regt RA sortie intentions will be confirmed and communicated to Boscombe Down ATC and Salisbury Plain Air Operations as part of pre-flight briefing process. An air picture of the surrounding airspace will be sought prior to departure to increase aircrew situational awareness.
- g. There will be regular stakeholder meetings with Joint Helicopter Command, RAF Brize Norton and Bannerdown Gliding Club to communicate airspace usage plans for the coming week. Additionally, gliding, hand-gliding or private air users may request anticipated airspace usage ahead of time through the published Operations telephone number. An open day for local stakeholders will also be planned before live flying commences.
- h. As pilots are already advised to avoid the airfield by 2,000ft and 2NM the increased fuel requirements and therefore environmental impact is assessed as negligible as aircraft will only be required to climb by 1,500ft or re-route to the North should a DACS be unavailable during the short period of WK departure or recovery to Salisbury Plain.
- i. If approved, feedback and/or complaints will be handled through the dedicated email Mailbox, details of which can be found on the Portal. Additionally, for any immediate safety concerns the Duty Operations telephone number may be published on the NOTAM.

26. Local Landowners and Residents

26.1 As a military airfield, permission to use Keevil for live WK flying will be sought from the RAF Brize Norton Operations Wing. All Standard Operating Procedures for operating WK will be

created in order to conform with the Keevil Airfield Defence Aerodrome Manual, particularly regulations relating to airfield operating hours and noise abatement.

26.2 Where possible, all departure and recovery routes have been designed to minimise overflight of congested areas.

27. Other Options Considered

27.1 **No Action.** Currently, the CAA and MAA stipulates that UAS must operate in segregated airspace, satisfied by operating within Danger Areas. Watchkeeper operations would therefore not be possible from Keevil Airfield without the establishment of temporary segregated airspace.

27.2 **Use Existing Danger Areas.** Watchkeeper already uses, and will continue to use, existing Danger Areas over Salisbury Plain Training Area for the vast majority of the sortie duration. An investigation to utilise areas within SPTA without having to create any new airspace was considered, however:

- a. No other airfields within the Salisbury Plain Danger Areas, less for MOD Boscombe Down, are currently fit for purpose for Watchkeeper operation.
- b. There is limited scope for any organisational development of tactics and doctrine without establishing a training location to test new procedures.
- c. Without another exercise location, WK is currently unable to maximise the training and currency of its aircrew and groundcrew as it prepares for operational deployments.

27.3 **Reduce the size of the TDA.** The TDA has been re-designed after Round 1 of engagement to deliver no more than the absolute minimum airspace required to safely and legally deliver the objectives of the exercise.

28. Summary

28.1 47 Regt RA intends to establish a TDA in the vicinity of Keevil Airfield and Salisbury Plain Training Area. This is to undertake essential training in support of British Army Tactical UAS operations.

28.2 It is requested that this TDA is activated from Thursday 6th May in line with the May AIC.

28.3 The notification period is requested to be the full 90-day period, lasting until Wednesday 4th August 2021.

STAGE 4 – UPDATE AND SUBMIT

29. Round 2 Stakeholder Feedback

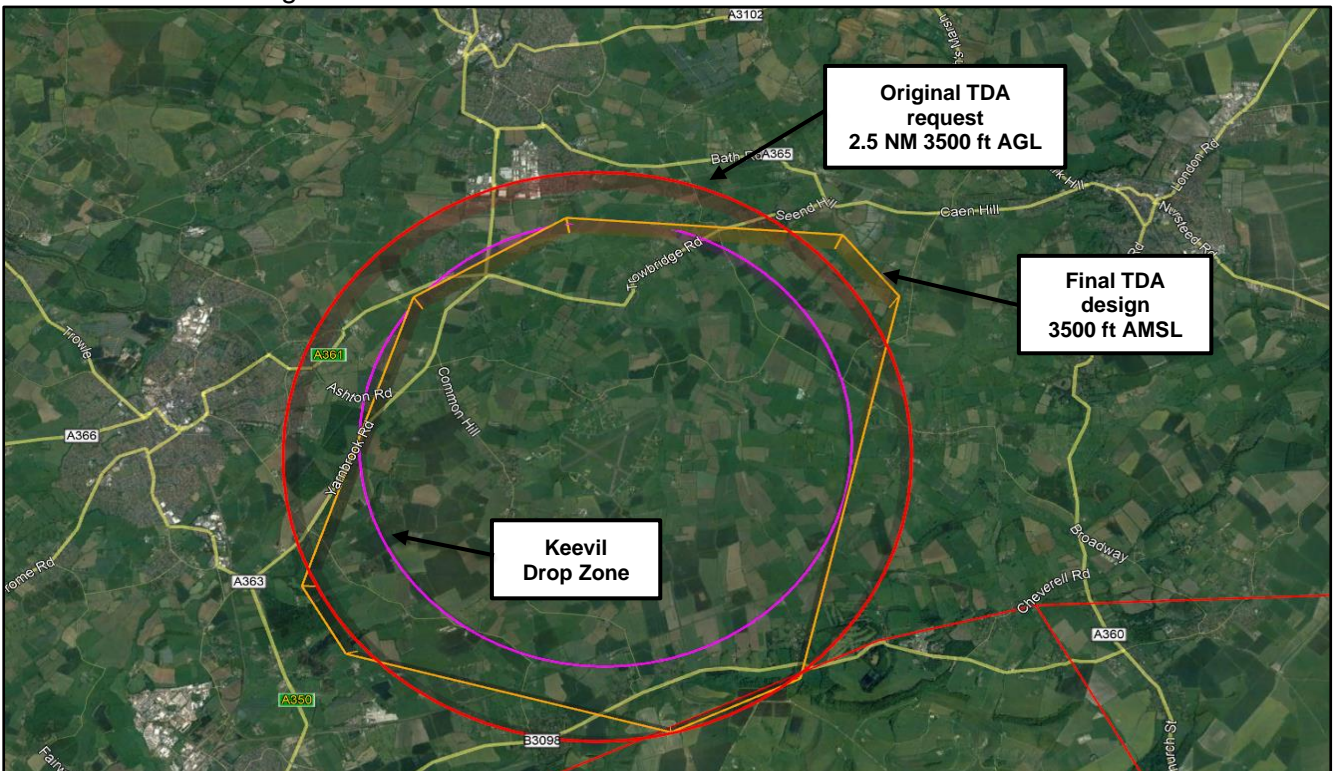
29.1 Stakeholder Engagement data from Round 2 can be found at Annex B with original redacted responses uploaded to the Portal. The following is a summary of the key themes from the stakeholder engagement feedback.

Feedback Trend	Response
Loss of airspace	The TDA will be NOTAM'd for the minimum time necessary to complete the sortie safely. The Danger Area Crossing Service will mitigate against the funnelling of GA traffic to the North over Trowbridge as much as possible. We believe that potential funnelling will affect gliders the greatest due to the inability of some pilots to obtain a DACS (lack of radio in aircraft, no FRTOL, additional workload). Whilst feedback suggested Boscombe Down is a busy unit, they are the nominated unit for providing a DACS and will provide this service when Watchkeeper is not operating within the TDA.
Questions the decision to fly Watchkeeper from Keevil	A comprehensive study has been conducted to assess all options of flying Watchkeeper within the extant Salisbury Plain Danger Area complex. However, each airfield or strip has been discounted due to unavoidable overflight of local population or current system limitations on runway surfaces. Other proposed alternatives, such as the use of Boscombe Down in an emergency, is not physically possible.
Incorrect ACP procedure followed as per CAP 1616	The stakeholder engagement process (Round 1 and 2) was conducted within a timeline that was agreed with the CAA at the initial assessment meeting and subsequent meeting to re-start the TDA process after the pause in September 2020.
TDA dimensions far exceed what is required	The TDA has been re-designed and reduced in size from the initial proposal. The final design allows Watchkeeper to safely operate in accordance with civil and military regulation. The airspace shape allows all runway orientations to be utilised. The altitude requirement is set at 3,500ft AMSL as a result of operational factors that are stipulated in the Watchkeeper Release to Service which remains OFFICIAL-SENSITIVE in classification.
Impact on gliding/ soaring events in the region	Operating hours have been set to reduce the impact on the resident gliding club. No weekend or Friday afternoon flying is planned which will also reduce the impact on wider gliding. The Keevil A/G common gliding frequency will be manned to ensure glider pilots can utilise this facility to obtain real-time updates on activity. Additionally, separate negotiations are underway to mitigate the impact on a national gliding competition that is set to be held in Keevil towards the end of the TDA activation period.
Feedback Suggestion	Response
Re-design of the TDA. <i>The North western part of the TDA restricted to 1000' AGL to allow circuit operations for WK. The South eastern section could be restricted to 3000'QNH.</i>	We believe this design to be too complex and has the potential to create additional confusion. Additionally, this would restrict use of other runway orientations and therefore will not satisfy military Regulatory Articles and the Watchkeeper RTS.
<i>TDA transits could be accessed directly via the</i>	Watchkeeper Ops will commit to operating the A/G radio at all times during published hours. However, as an A/G facility,

<p><i>Keevil A/G operations frequency and a commitment that this frequency will always be manned during the WK hours of operations.</i></p>	<p>Watchkeeper Ops will not be able to offer transits. The A/G operator will however be able to provide glider pilots with pertinent information relating to current or planned operations within the TDA. As discussed with the BGA, the use of this particular frequency will be evaluated periodically.</p>
<p><i>The use of a visual signalling device/system to indicate activity in progress (lights/markers)</i></p>	<p>The use of a visual signalling device is not currently built into the planned operating procedures for Watchkeeper. We believe that the A/G facility as well as the activation of the TDA by NOTAM should suffice for the majority of air users. However, if after the first month of operation it is deemed that a light or marker signalling system could enhance flight safety or contribute to more efficient airspace utilisation, this will be investigated and implemented as necessary. It should be noted that this mitigation would only benefit air users who have a local agreement with Watchkeeper.</p>
<p><i>A commitment to activate/deactivate with an agreed communications process (website? Telephone information line?) to ensure all potential users of the airspace can get prompt information on the current status of the airspace. On a regular basis there should be an agreement to promulgate by 8.30am each day the actual likely times of WK flying.</i></p>	<p>Watchkeeper Ops will have responsibility for NOTAM submission to activate the TDA. This NOTAM will include all relevant information for air users to adequately flight plan. This will include a duty Operations telephone number which will offer the most up-to-date information for glider pilots planning cross-country flights. Watchkeeper will not be publishing specific departure and recovery times therefore the use of a website to promulgate specific timings for pilots to plan from would not be fit for purpose.</p>

30. Final TDA design

30.1 The final TDA design has not been amended after Round 2 of stakeholder engagement. It remains the following:



30.2 Final TDA dimensions.

<p>Keevil TDA</p> <p>511619N 0020555W – 511659N 0021000W – 511734N 0021034W – 512007N 0020913W – 512050N 0020715W – 512041N 0020341W – 512007N 0020257W – 511646N 0020418W – 511619N 0020555W</p>	<p>Upper limit: 3500 FT ALT Lower limit: SFC</p>	<p>Activity: Military Unmanned Aerial System (BVLOS).</p> <p>Service: DACS: Boscombe Zone 126.700 MHz.</p> <p>Contact: Pre-flight information: Watchkeeper Ops, Tel: <i>TBC</i>. Keevil Radio 129.980 MHz</p> <p>Hours: Activated by NOTAM.</p>
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31. Operating procedures

31.1 All operating procedures outlined in paragraphs 21 – 23 remain extant.

31.2 Military aircraft.

- a. Watchkeeper will operate within the TDA with a combination of radar surveillance and locally deployed air sentries. The aircraft will only depart the circuit once positively identified on radar and a minimum of a Traffic service is given from Boscombe Down. Watchkeeper Operations will manage the local A/G frequency at all times during the notified period of TDA activation and will also provide information through the promulgated telephone number.
- b. All Watchkeeper operations will be in accordance with the RAF Keevil Defence Aerodrome Manual, minimise overflight of population and design routes that adhere to current noise abatement procedures.
- c. Military rotary wing assets may route through the TDA not above 500ft agl under a local agreement with Joint Helicopter Command by utilising the railway line to the South.
- d. Requests by military fixed-wing traffic will be coordinated through RAF Brize Norton and 47th Regiment Royal Artillery.

31.3 **General Aviation.** All GA pilots are encouraged to utilise the DACS from Boscombe Zone in the first instance. Additionally, with the increased adoption of moving map applications the TDA NOTAM will provide sufficient information for pilots wishing to operate within the area.

31.4 **Wiltshire Air Ambulance.** As outlined in paragraph 24 a Letter of Agreement has been signed between the Wiltshire Air Ambulance and the Watchkeeper Force. This includes a process of daily notification and real-time updates of Watchkeeper operations as well as locally agreed procedures in order to ensure emergency HEMS flights are not impacted.

31.5 **Gliders operating Cross-country.** In addition to the option of a DACS, gliders are encouraged to call the Watchkeeper Ops telephone number detailed in the NOTAM as part of the flight planning process. Additionally, gliders should utilise the common gliding frequency in-flight to determine the current status of the TDA. As an example, they may be given the following options:

- a. *‘Watchkeeper is currently airborne within the TDA and will be utilising the airspace for the next xxx mins’.*
- b. *‘Watchkeeper is currently airborne in Salisbury Plain and is due to return to Keevil within the next xxx mins’.*

- c. *'Watchkeeper is due to depart Keevil in xxx mins. No air activity is planned before this time'.*
- d. *'All Watchkeeper activity has ceased for the day'.*

31.6 **Bannerdown Gliding Club.** A Letter of Agreement ensures Bannerdown Gliding Club will retain exclusive access to the airfield from 1400hrs on Friday and throughout the weekend. Out of scope requests for Service gliding activity will be overseen by RAF Brize Norton and Joint Helicopter Command on a case-by-case basis.

32. Summary

32.1 This TDA proposal from 47th Regiment Royal Artillery aims to facilitate essential developmental training of Watchkeeper pilots and groundcrew personnel. It is hoped that the procedures, airspace design and mitigations outlined above will limit the impact this proposed activity will have on the wider civil and military aviation community. Should this proposal be accepted by the CAA, notification of this activity is requested to be included in the May AIC with the airspace being utilised for the full 90-day period from **Thursday 6th May until Wednesday 4th August.**

Annex A

Stakeholder Engagement Responses – Round 1

This Annex includes raw stakeholder responses received via email or the online form during Round 1 of engagement between Wednesday 1st July and on Friday 31st July. It also includes a summary of key concerns and issues raised.

Index		Page
Table 1	Stakeholder Responses Summary	22
Table 2	Key Stakeholder Engagement Summary	23
Table 3	Raw Online Form Responses	25
Figure 1	Feedback Analysis	27

Table 1 – Stakeholder Responses Summary

Stakeholder	Response Received
Aircraft Owners and Pilots Association (AOPA)	0
Airspace4All	0
Army Aviation Centre, Middle Wallop*	0
Army Flying Association, Middle Wallop	1
Army Gliding Club, Wyvern*	1
Avon Hang Gliding and Paragliding Club	1
Bannerdown Gliding Club*	1
Bristol Airport	0
British Balloon and Airship Club	1
British Gliding Association (BGA)	1
British Hang Gliding and Paragliding Association	1
British Helicopter Association (BHA)	0
British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)	0
British Model Flying Association (BMFA)	1
British Skydiving	0
Compton Abbas Airfield	0
Drone Major	0
Friends of Steeple Ashton	1
General Aviation Alliance (GAA)	0
HeliAir Thruxton	0
Helicopter Club of Great Britain (HCGB)	0
Keevil Parish Council	1
Light Aircraft Association (LAA)	0
MOD Boscombe Down*	1
National Police Air Service (NPAS)	0
PPL/IR (Europe)	0
Private aircraft owners with MoU with SPTA	0
RAF Brize Norton*	1
RNAS Yeovilton*	1
Salisbury Plain Air Operations*	1
Steeple Ashton Parish Council	1
Wessex Model Flying Club	1
Western Air Thruxton	1
Wiltshire Air Ambulance	1

Table 2 – Stakeholder Engagement Summary

Raw redacted email responses can be found on the Portal.

Ref	Respondent	Respondent Main Points / Concerns	Assessment of Points / Concerns
Email Responses			
E1	British Hang Gliding and Powergliding Association	Message passed on to members	Nil
E2	Wiltshire Air Ambulance	Uninterrupted access	Letter of Agreement with Air Ambulance to ensure no disruption and create procedural deconfliction procedures
		Airspace access procedures	
		Simultaneous use of TDA	
E3	Keevil Parish Council	Noise Pollution / Vehicle Congestion	Assurance on using authorised HGV routes for large vehicles. Smaller vehicle transit times staggered throughout the day to avoid causing congestion.
		Livestock	Ground Engine Runs to familiarise animals with aircraft noise.
		Night Ops	Nil Night Operations planned
		Replied with support for the TDA and WK Activity	Open Day
E4	Wessex Model Flying Club	Loss of airspace	Letter of Agreement allowing the Model Flying Club to operate whilst WK is outside of the TDA and uninterrupted at alternative site.
		Use of airfield surfaces	
E5	Robin-Gp	Loss of airspace	DACS provided by BDN. Minimise TDA activation period, no weekend flying.
		Lack of LARS coverage	Sufficient LARS cover exists in area above 500ft.
E6	Army Gliding Club (Wyvern)	Airspace access procedure	DACS provided by BDN. Multiple contact information on NOTAM.
		Future plans	
		Controlling Authority	
E7	British Gliding Association	Loss of Airspace	DACS provided by BDN. Multiple contact information on NOTAM.
		MAC	TDA provides segregated airspace. No other activity occurs within TDA whilst WK is departing or recovering.
		Size of TDA	Explanation provided for requirement for 3500ft altitude. Concessions made on dimension to the North.
		Shape of TDA	Use of Multiple Runways initially why Northern airspace was required. Revised shape after consultation.
		Airspace designed without consultation	TDA engagement procedure differs from full ACP requirements
		Local Agreement with Bannerdown	Completed
E8	Friends of Steeple Ashton	Replied with support for the TDA and WK Activity	Nil

E9	Avon Hang Gliding and Paragliding Club	Loss of Airspace	No weekend flying.
		Airspace access procedures	Contact number for WK Ops on NOTAM to verify TDA status.
		Questions decision on selection of Keevil	Justification provided in ACP documentation
		Size of TDA	Explanation provided for requirement of TDA size. Amended shape to benefit use of Paragliding Launch Site.
		MAC	No weekend flying, WK Ops contact details provided on NOTAM.
E10	Army Flying Association	No affect	Nil
E11	Bath Wilts and North Dorset Gliding Club	Omitted from the initial engagement process	BGA was notified who subsequently forwarded the proposal to the Club.
		Loss of Airspace - Keevil	DACS provided by BDN. A/G radio.
		Loss of airspace - D122	D122 not relevant to this ACP and remains Class G when not in use.
		Size of TDA	Explanation provided for original requirement of 2.5NM 3500ft TDA. Concessions made on size and shape.
		Impact on gliding/soaring activities in the area.	Mitigated through DACS and A/G radio. Airspace only activated when required. No weekend flying.

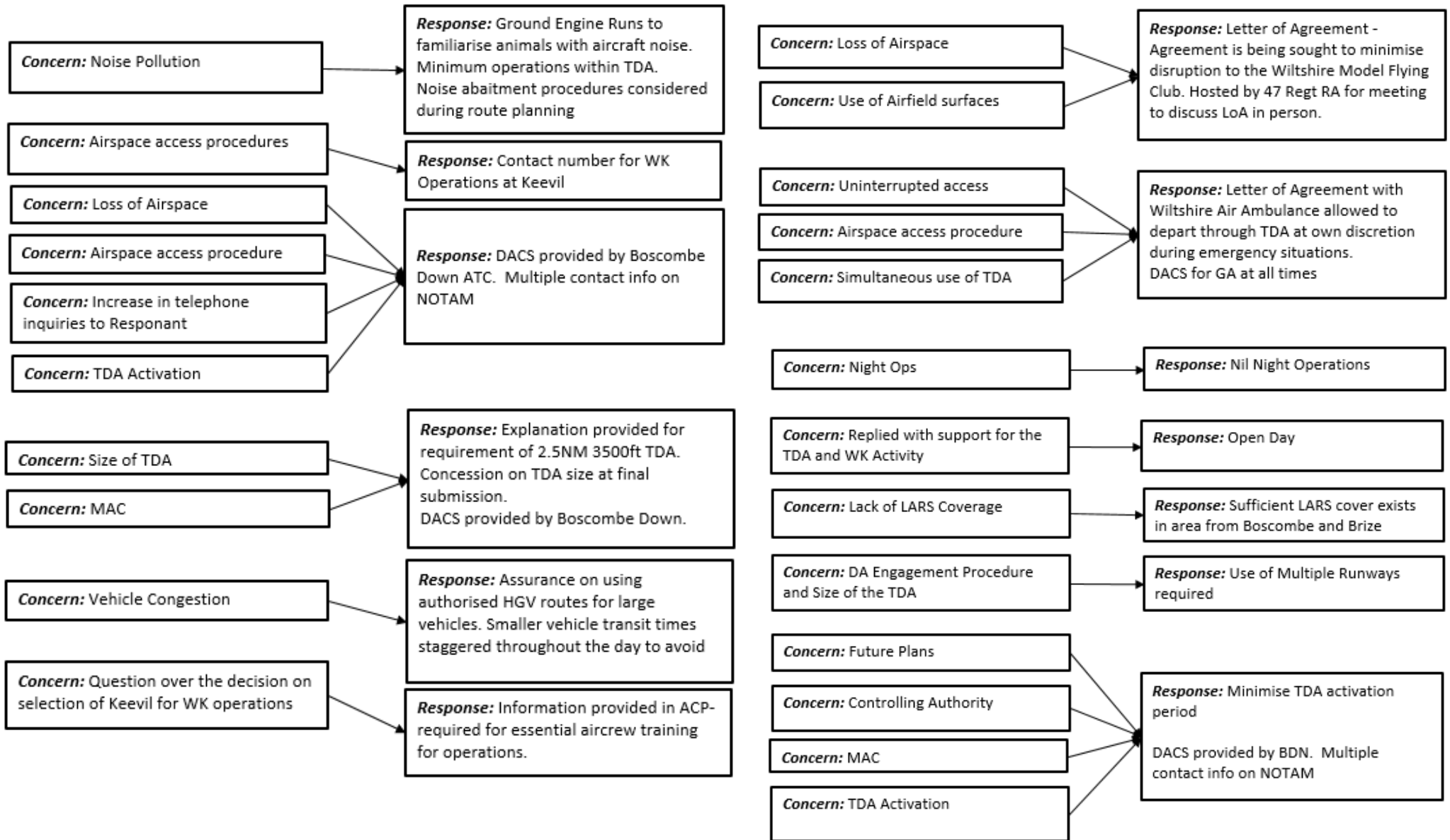
Table 3 – Raw Online Form Responses

ID	Start time	Completion time	Contact	Are you contacting us as a:	What is your biggest concern, if any, about this proposal?	Would our airspace proposal negatively impact you? If so, how, and what changes would you suggest?	If you are a pilot do you usually operate with an airband radio? If yes, who do you routinely speak or listen to when operating around Keevil?	If you are a pilot, how frequently do you operate within the boundaries of the proposed TDA?	Are there any other factors that you would like us to consider?
F1	7/2/20 10:07:07	7/2/20 10:18:53	Redacted due to Military user						
F2	7/7/20 9:47:40	7/7/20 9:55:49	anonymous	SPTA Air Ops;	I foresee an increase in radio calls or telephone enquires to my Ops Staff with regards to permission to fly through the TDA as the general public will associate the TDA with SPTA. This is not insurmountable but SPTA Ops will not be in a position to offer a DACS through the TDA as responsibility will lie with Boscombe Down ATC.	The proposal will not have a negative impact and will just be a case of local users getting used to the TDA. NOTAM needs to specifically detail Boscombe ATC as being the authority for the TDA.			
F3	7/14/20 23:22:19	7/14/20 23:31:18	anonymous	Helicopter pilot;	Access to 2 x private sites inside TDA.	An email POC to approve access-within 24hrs.	Safety com	1-2/month	Only make active when need to. Too many excessive drone NOTAMS that are invariably inactive. Do you really need more radius than a Hercules? Surely you can keep within current ATZ with small air bridge to Salisbury Plain. If you need such big margins then you need to ask yourself if you have full control of these things.
F4	7/15/20 5:03:56	7/15/20 5:06:00	anonymous	Helicopter pilot;	I access this area as a PLS	Allowing access to helicopter	Boscombe or Brize Norton	Frequently	
F5	7/15/20 9:05:20	7/15/20 9:13:55	anonymous	Local Resident;	We need method to fly helicopter in and out of our property with complete access, no limitations. We use helicopter for personal lives including medical appointments.	Yes, if you were to deny and/or limit airspace. We use helicopter for personal use including medical appointments.	I am not the pilot but, yes, our pilot does use airband radio and does speak and listen when operating everywhere! As pax, we call all traffic upon sighting. So, yes to observing safety around Keevil.		Please consider the remoteness of the area and the need for quick transport at times. I don't believe we abuse the airspace, perhaps using 3-8 times a year, but when needed, it's needed.
F6	7/14/20 10:16:57	7/15/20 9:41:30	anonymous	Redacted due to Military user					
F7	7/15/20 20:31:52	7/15/20 20:34:13	anonymous	Local Resident;	We frequently use a helicopter	Yes would restrict the use of a helicopter	Na		Clear for helicopter and a blanket no access is not acceptable
F8	7/27/20 14:31:38	7/27/20 14:35:46	anonymous	British Balloon & Airship Club;	None	No	Yes. Brize Radar	very rarely.	Balloons tend to operate outside the hours of operation of the TDA so there is no perceived threat from this proposal

Keevil Airfield Temporary Danger Area Proposal

F9	7/28/2019:33:43	7/28/2012:45:45	anonymous	Fixed-wing pilot; Helicopter pilot;	That the TDA will remain active for weeks despite no drone activity taking place. Should this be managed correctly, I see no reason why our club will not be able to transit over the TDA, or request a DACS whilst active. This will make for good training raise awareness for our GA pilots who wont routinely transit SPTA.	No, as long as the TDA is not permanently kept active regardless of Drone activity.	Yes, BDN Zone, monitoring Keevil Radio.	Rarely. As per the advisory notice on the charts, I deliberately avoid following the railway within the Keevil Drop Zone. I do on occasion overfly the airfield, but can climb above the TDA should I require.	Will the Air Ground Radio be manned during Drone operations from Keevil?
F10	7/29/2014:30:55	7/29/2014:40:17	anonymous	Fixed-wing pilot;	With the large gliding area around Keevil, this closure is just another added complication routing west north of the danger areas.	see above	I would 'listen in' to Bristol.	variable,	Why could the UAS not be flown within the Salisbury Plain danger areas at all times?
F11	7/29/2016:53:40	7/29/2016:54:48	anonymous	Fixed-wing pilot; Helicopter pilot;	None	No	Yes, SPTA, Wallop Approach	Once or twice a month	No
F12	7/30/2012:32:40	7/30/2012:36:29	anonymous	Fixed-wing pilot;	I have no concern	No negative impact	London information	Twice a year - just sightseeing the chalk horses, so can easily avoid	Maybe issue a downloadable pdf update chart while waiting for it to appear on the next issue chart.

Figure 1 – Feedback Analysis



Annex B

Stakeholder Engagement Responses – Round 2

This Annex will include additional stakeholder responses received via email or the online form during Round 2 of engagement period which ends on Wednesday 3rd March.

Index		Page
Table 4	Stakeholder Responses Summary	35
Table 5	Key Stakeholder Engagement Summary	36
Table 6	Raw Online Form Responses	37

Table 4 – Stakeholder Responses Summary

Stakeholder	Round 2 Response
Aircraft Owners and Pilots Association (AOPA)	0
Airspace4All	0
Army Aviation Centre, Middle Wallop*	0
Army Flying Association, Middle Wallop	0
Army Gliding Club, Weyvern*	0
Avon Hang Gliding and Paragliding Club	0
Bannerdown Gliding Club*	0
BGA National Airspace Committee	1
Bristol Airport	0
British Balloon and Airship Club	0
British Gliding Association (BGA)	1
British Hang Gliding and Paragliding Association	0
British Helicopter Association (BHA)	1
British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)	1
British Model Flying Association (BMFA)	0
British Skydiving	0
Brown Shutters Farm Airfield	0
Clench Common Microlight Site	0
Compton Abbas Airfield	0
Craysmarsh Farm Airfield	0
Devizes (Coate) Airfield	0
Devizes (Urchfont) Airfield	0
Draycot Aerodrome, Swindon	0
Drone Major	0
Friends of Steeple Ashton	1
Garston Farm Airfield, Chippenham	0
General Aviation Alliance (GAA)	0
HeliAir Thruxton	0
Helicopter Club of Great Britain (HCGB)	0
Keevil Parish Council	0
Light Aircraft Association (LAA)	0
Lydeaway Field, Devizes	0
Manor Farm Airfield, Pewsey	0
The Park Gliding site	1
MOD Boscombe Down*	1
National Police Air Service (NPAS)	0
PPL/IR (Europe)	0
Private aircraft owners with MoU with SPTA	0
RAF Brize Norton*	1
Rivar Hill Gliding Site (Shalbourne Gliding)	0
RNAS Yeovilton*	0
Salisbury Plain Air Operations*	0
Steeple Ashton Parish Council	0
Wadswick Airfield	0
Wessex Model Flying Club	0
Western Air Thruxton	0
White Ox Mead Airfield	0
Wiltshire Air Ambulance	1
Wing Farm Microlight Site	0

Table 5 – Stakeholder Engagement Summary

Raw, redacted email responses can be found on the Portal.

Ref	Respondent	Respondent Main Points / Concerns	Assessment of Points / Concerns
Email Responses			
E12	Wiltshire Air Ambulance	Replied with support for the TDA and WK activity	Letter of Agreement with Air Ambulance to ensure no disruption and create procedural deconfliction procedures
E13	British Helicopter Association	Noted the engagement with the Air Ambulance and presented no objections to the proposal	Nil
E14	British Gliding Association	Loss of Airspace	Specific NOTAM activation periods, DACS, A/G frequency
		Question over the decision to select Keevil for WK operations	Required for essential aircrew training for operations. All other alternative locations have been discounted.
		Incorrect ACP procedure followed	All Stages for this TDA application have been completed in consultation with the CAA.
		TDA design	TDA dimensions required for WK to utilise all runway orientations as well as ensure that WK operates in accordance with its Release to Service and MAA regulations.
		Proposal stated that the airspace is already not available to other air users	To clarify, the ACP does not state "Airspace is already not available" only that the area is already published in the AIP for military and gliding activities as well as notified on VFR Charts with a note stating: "Pilots are advised to avoid Keevil by 2NM and 2,000ft".
		Future permanent ACP	The potential future use of Keevil at WK should not be considered at this stage. However, any future ACP will be subject to the full CAP1616 process and may not take exactly the same form as this proposed TDA. The effectiveness of this TDA may however be used to inform future proposals.
		Other than phone number on the NOTAM, requests additional Notice platform to advertise planned daily activity - ie. Website Notice	DACS provided by Boscombe Zone. Currently it is assessed that the telephone number and A/G radio provide sufficient means for pilots to flight plan. Should this be deemed insufficient this may be revisited through continued engagement with stakeholders.
		Proposed alternative operating locations for WK	Alternative airfields within SPTA not suitable.
E15	Bath Wilts and North Dorset Gliding Club	Loss of Airspace	Specific NOTAM activation periods, DACS, A/G frequency
		Use of Keevil airspace (or airfield itself) whilst conducting cross-country flying	Any air traffic required to land at Keevil in an emergency may use the A/G radio or communicate intentions to ATSU they are currently working The airspace will only be unavailable for short periods. Use of the common A/G frequency may allow transit should activity have ceased.
		Proposed alternative airfields for WK activity	Alternative airfields proposed not suitable for type of activity conducted.
		Size of TDA	TDA dimensions required for WK to utilise all runway orientations as well as ensure that WK operates in accordance with its Release to Service and MAA regulations.
		Impact on gliding/soaring activities in the area.	Mitigated through DACS and A/G radio. Airspace only activated when required. No weekend or
		Proposed time of the year for the operation of WK from Keevil .	Minimise TDA activation period and provide timely, accurate airspace updates. DACS provided by Boscombe Zone will prevent the need for all aircraft to route around or over the airspace.
			Deconfliction with gliding event planned to be held at Keevil in July under negotiation with Bannerdown Gliding Club.
		E16	Friends of Steeple Ashton
E17	Local Resident	Replied with support for the TDA and WK Activity	Nil

Table 6 – Raw Online Form Responses

ID	Start time	Completion time	Email	Did you contact us during the previous stakeholder engagement period in 2020?	Are you contacting us as a:	What is your biggest concern, if any, about this proposal?	Would our airspace proposal negatively impact you? If so, how, and what changes would you suggest?	If you are a pilot do you usually operate with an airband radio? If yes, who do you routinely speak or listen to when operating around Keevil?	If you are a pilot, how frequently do you operate within the boundaries of the proposed TDA?	Are there any other factors that you would like us to consider?
F13	2/10/21 7:35:40	2/10/21 7:37:42	anonymous	Yes	Local Resident;	No Concerns	No significant impact	N/A	N/A	No
F14	2/25/21 12:44:17	2/25/21 12:51:13	anonymous	No	BMAA association representative ;	N/A	N/A	N/A	N/A	Having read the engagement proposal I am satisfied that the establishment of the TDA, with limited hours, due notice of activity, a crossing service and A/G radio when active, will not significantly affect our general membership. There may be locally based members who are more directly affected but I have not been made aware of any. In summary, we do not object to the proposed TDA.