



Ministry
of Defence

Danger Area Airspace Manager
Royal Air Force
Email: [REDACTED]

4 May 18

Sir/Ma'am,

MOD DIO HOLBEACH AIR WEAPONS RANGE AIRSPACE REQUIREMENT - AIRSPACE CHANGE PROPOSAL STAGE 1B ENGAGEMENT

In line with current policy, the CAA Airspace Change Proposal (ACP) process ([CAP 1616 LINK](#)) requires engagement and consultation at various stages. I am the lead, on behalf of 1 Group, Air Command and the MOD for this process; with the aim of generating suitable airspace at Defence Infrastructure Organisation (DIO) Holbeach Air Weapons Range for current and future military air systems to train within. The CAA-submitted statement of need is below:

'The UK Academic Air Weapons Ranges (AAWRs) have needed to evolve since the infancy of military flying and the requirement to practice weaponry tactics. DIO Holbeach (EG D207)) has barely altered since the cold-war; when training focused on high speed, low-level hit-and-run style attack profiles using dumb bombs.

Modern air weaponry profiles using smart weapons and associated tactics are conducted in a significantly different fashion and often assume air-superiority; enabling modern Air Systems to loiter on station overhead the range for an extended period whilst working ground-based Joint Terminal Attack Controllers (JTACs) for talk-ons to varied targets in Close Air Support (CAS) scenarios.

To cater for these modern flight profiles, training and new weapons, the airspace needs to be enhanced.

The principals of Flexible Use of Airspace (FUA) will be considered throughout the ACP to ensure that, wherever possible, the minimum volume of airspace required to achieve the military mission is requested'.

Stage 1b of the ACP process requires engagement with stakeholders during the development of the Design Principles. As a potentially effected stakeholder you are invited to submit any thoughts you may have on the below Design Principles to the following email address:

[REDACTED] You are politely requested to return any thoughts by **25 May 18**.

The Design Principles are outlined below. The MOD is acutely aware of the need to manage airspace as efficiently as practicable whilst meeting state requirements.

Key Design Principles/Requirements:

- The design will provide a suitable safe training area.
- The training area will be within reach of UK/USAFE Main Operating Bases.
- Safety – ensure airspace design safely caters for all profile types.
- Management of airspace to utilise FUA principles (Efficiency + Airspace Sharing).

- Minimise impact upon the network where possible (Efficiency + Airspace Sharing).
- Simplicity - utilise existing structures where possible (Efficiency, Simplicity + Safety).
- Minimise impact upon any other airspace users.

It is recognised and acknowledged that seeking your initial engagement on a limited aspect of the ACP may prompt further questions within your organisations about what any final solution to the statement of need might be. It should be recognised, however, that this is just the first stage of the ACP process and more information will become available as the various stages of the ACP process are completed. Nevertheless, if you have any particular concerns or questions please include them within any response you wish to make, and if suitable and appropriate I will endeavour to respond.

[REDACTED]

[REDACTED]
DAAM