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File reference: 20210902-Assessment Meeting Minutes-ACP-2021-048

Minutes of the assessment meeting for ACP-2021-048 held on Teams

Present	[REDACTED]	CAA Airspace Change Account Manager	Chair
	[REDACTED]	CAA Airspace Regulator (Technical)	
	[REDACTED]	Principal Airspace Regulator	
	[REDACTED]	CAA Airspace Regulator Environment	
	[REDACTED]	Inspector ATS Operations (EnRoute)	
	[REDACTED]	CAA Principal Airspace Regulator (Engagement & Consultation)	
	[REDACTED]	CAA Airspace Regulator (Economist)	
	[REDACTED]	SO2 Airspace Operations, DAATM	
Secretary	[REDACTED]	SO2 Training Enablers, HQ Air	

Item	Minutes	Action / lead
1. Introductions	<p>a. CAA Account Manager introduced the CAA team, RAF attendees introduced themselves.</p> <p>b. CAA Account Manager explained that this is part of a suite of ACPs for Future Combat Airspace and that this Assessment Meeting related to ACP-2021-048.</p>	
2. Statement of need	<p>a. ACP sponsor provided slides and introduced the statement of need. In response to the point at 1b the sponsor explained that the aim of this ACP is to provide training airspace for Exercise Cobra Warrior 22-2 in September 2022.</p> <p>b. The military need was explained as well as the requirement for larger portions of airspace to cater for modern and future aircraft. It was stressed that this airspace will be activated only for large scale exercises and not squadron level training.</p> <p>c. Current airspace options were described as unsuitable for this large-scale training due to geographical location, size and lack of access to electronic warfare and weapons ranges.</p> <p>d. In response, CAA asked for further qualitative and quantitative statements to be included in the formal ACP submission to explain further why the existing DA construct is unsuitable.</p> <p>e. Sponsor was asked to clarify whether this was a proposal for temporary activation or continued use of the same airspace (EG D597), response was that it was a</p>	Sponsor

	<p>temporary activation for an existing TDA, the process of requesting a temporary change is because the ACP for the permanent change will not be complete in time. The agreement to extend the 90 day maximum duration for ACP-2021-007 covered the exercises planned for Sep-21 and Mar-22 only.</p> <p>f. CAA asked whether a further temporary activation would be sought should ACP-2020-026 be delayed. Sponsor replied yes, military exercises will continue and require segregated airspace. Any further temporary airspace applications would require a separate proposal and regulatory decision.</p>	
3. Issues or opportunities arising from proposed change	<p>a. Sponsor outlined a number of opportunities arising from using a known TDA although recognised that data gathered so far is unreliable due to the downturn in traffic as a result of C-19.</p> <p>b. CAA ATS rep stated that use of a previously activated TDA is of benefit as there are existing protocols and some familiarity. Suggests approaching NATS for feedback.</p>	Sponsor
4. Options to exploit opportunities or address issues identified	<p>a. Sponsor explained that this was an opportunity to formalise protocols with NATS. Using FUA principles and pre-notifying activation times will benefit the network. Having segregated airspace for exercise participants increases safety.</p>	
5. Provisional indication of the level and process requirements	<p>a. Sponsor identified the key stakeholders. CAA responded that targeted engagement or consultation with relevant aviation stakeholders is required iaw para 301 CAP 1616.</p> <p>b. It was identified that as this is a temporary change the environmental scope only includes noise and as this is a military sponsored change only the consequential noise impacts need to be considered and that where the change affects traffic patterns below 7000' then affected communities require to be informed.</p> <p>c. CAA said that sponsor should liaise with other ACP sponsors and DA users in order to assess the consequences of simultaneous DA activations.</p> <p>d. It was acknowledged that there will be an amount of engagement fatigue, CAA engagement rep stated that the temporary process requires the scope of the engagement or consultation to be on the safety and operational viability of the proposed and in this instance, it should be focussed on the activation of EG D597 in Sep 2022 with no need to present other options.</p> <p>e. During the engagement, acknowledge that civil traffic is changing and gauge anticipated Sep 2022 traffic levels whilst looking for mitigation.</p>	Sponsor

6. Provisional process timescale	<p>a. In order for the TDA to be in the SUP in time the latest date for submission to AIS is 15 Jul 22. Sponsor prefers to include in the earlier SUP, submission to AIS by 17 Jun 22.</p> <p>b. CAP 1616 states CAA require 28 days to make decision, they would appreciate longer if possible. Post-meeting update: The CAA confirms that the latest date for submission to the CAA based on an AIS submission of 17 Jun 22 (publication date 28 July 22) would be by COP 19 May 22.</p>	
7. AOB	<p>The CAA explained that the Assessment Meeting minutes should be published NLT two weeks after the meeting.</p> <p>Post meeting update: The meeting minutes were delayed being finalised and published due to key personnel being on summer leave.</p>	


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