



NOTES FROM A MEETING HELD ON 15 OCT 2021 – ACP-2019-18

25 Oct 2021

Distribution List:
All attendees and apologies

Present	Appointment	Representing
[REDACTED]	Case Officer, Airspace Regulator (Technical)	CAA
	Principal Airspace Regulator	CAA
	Principal Airspace Regulator (Engagement & Consultation)	CAA
	SO2 Airspace, DAATM	MOD
	ACP Sponsor	MOD
	ACP ATM Lead	MOD
	RAFAT Representative	MOD
Apologies		
[REDACTED]	Principal Regulator	CAA

Item 1 – Introductions	Actions
All attendees introduced themselves.	
<p>Item 2 – Background to the additional RAFAT requirement</p> <p>The ACP ATM LEAD explained the reason behind the meeting. ACP-2019-18 was in Stage 2 of the CAP 1616 process, but had not yet embarked on its formal engagement activity. The airspace design options were maturing and the MOD felt it was in a position to go out to formal engagement before the end of the year. The main focus of airspace which had a bearing on this meeting was the airspace below FL 100 (approx.).</p> <p>However, over the summer of 2021 an emerging requirement for the RAF Aerobatic Team (RAFAT / Red Arrows) to be able to perform display activities over Waddington had been expressed.</p> <p>The RAFAT Representative explained the requirement for the RAFAT activity. The Red Arrows were moving to RAF Waddington in October 2022. Originally it had been assumed that the team would be able to continue to use EG R313 indefinitely, even though it was understood that the real estate would be sold by the MOD. However, there was absolutely no guarantee that the airspace would remain available for RAFAT and following some in-depth feasibility studies and safety work it had been concluded that having the ability to perform some display activity over Waddington would be beneficial to the team. Early assessment was for the team to display over Waddington during their winter training season (late Sep – Apr). It became apparent that an integration of the requirement for RAFAT with the Protector ACP could be very sensible.</p>	

<p>This requirement for RAFAT to conduct training activity over Waddington has grown, because the sale of Scampton real estate had been presented without any caveats for the enduring RAFAT activity. Therefore, from April 2023 RAFAT may not be able to make use of R 313. Essential details were as follows:</p> <ul style="list-style-type: none"> • Best case – R 313 remained available for RAFAT display activity; the requirement at Waddington could be 4 – 5 lunchtime sessions per week during the winter for corporate visits (late Sep – early Apr). • Worst case - R 313 is not available for RAFAT display activity; Waddington airspace would be required for 3 - 6 display practices per day (late Sep – early Apr); R 313 probably withdrawn permanently. • Airspace required up to 9000 FT AAL • Whilst no decision had been made as yet as regarding types of airspace to contain the Protector activity, segregated airspace (in the guise of DA) could be appropriate. Stakeholder feedback is key for this decision. • RAFAT activity does not require any additional airspace than is required for Protector 	
<p>Item 3 – Review of Statement of Need (SoN) to include RAFAT</p> <p>The current SoN is:</p> <p>“There is a requirement for a large Remotely Piloted Air System (RPAS) to operate out of RAF Waddington from the mid-2020s. Pursuit of an ACP optimises an approach, in terms of efficiency and safety, for RPAS to operate from and to RAF Waddington. Furthermore, this approach will support the safe integration of the RPAS into the national airspace structures, given the anticipated performance of on-board systems and the surrounding airspace classification. Access to existing training areas around the UK will also be considered as part of the integration into the national airspace structures.”</p> <p>After some discussion it was agreed that to make the position as clear as possible, the MOD could amend the SoN by the addition of the following:</p> <p><i>“There is an emerging requirement for the RAF Aerobatic Team to conduct display flying activity over RAF Waddington from early 2023 following the Team’s relocation from RAF Scampton in late 2022. Integration of this requirement within the Protector ACP is considered the safest operating model“</i></p> <p>It was agreed that the ACP Sponsor should issue a Version 2 of the SoN as well as an amendment to the title of the ACP to include RAFAT.</p>	
<p>Item 4 – Review of Design Principles (DPs)</p> <p>The MOD felt that the DPs for ACP-2019-18 were broad enough to incorporate the RAFAT activity. However, since RAFAT had previously had an ACP in progress which passed through Stage 1 with a set of agreed DPs it was felt appropriate for the MOD to conduct a cross-check to ascertain if the agreed Protector DPs covered off what was agreed in Stage 1 of the RAFAT ACP. This would assure the stakeholders involved with the RAFAT ACP that their agreed DPs were being considered alongside the Protector ACP’s DPs. The ACP Sponsor agreed to do this.</p>	

<p>Similarly it was agreed to review the stakeholder lists from the RAFAT ACP and ensure that they were incorporated into the revised Protector ACP. This would ensure that any stakeholders listed in the RAFAT ACP that were not currently identified with the Protector ACP would be incorporated from Stage 2 onwards. All relevant stakeholders would therefore be informed of the change to ACP-2019-18, which from this point on would include the new RAFAT requirement.</p>	
<p>Item 5 – Review current ACP progress and agree way ahead</p> <p>The way ahead was discussed and it was felt that in the first instance the MOD should complete the cross-check of the RAFAT DPs against the Protector DPs with an aim to present a rationale for keeping the Protector DPs unchanged. This could then be presented to the CAA for comment prior to agreeing the detailed next steps for engagement. The MOD thought this would be beneficial.</p>	
<p>Item 6 – Review ACP timeline</p> <p>The ACP timeline was discussed and it was agreed that the MOD would present a revised timeline to the CAA for consideration after the meeting. Various options were discussed, such as the ability to offer a rationale for a reduced period of consultation, but bearing in mind that the likely time for formal consultation would overlap with the Easter holidays and, therefore, it might be more acceptable to offer a longer duration than the recognised standard.</p> <p>The MOD was aiming for an implementation date of 20 Apr 2023 (AIRAC 04/2023). However, DW pointed out that there were specific AIRAC cycles which were notified for map upgrades at Swanwick. This would be particularly significant if airspace was to be implemented adjoining CAS. SO2 Airspace, DAATM agreed to ascertain which dates should be considered.</p> <p>the Principal Airspace Regulator advised that any dates proposed would need to be factored into the wider CAA planner to ensure availability of CAA resource.</p>	<p>SO2 Airspace DAATM</p>
<p>Item 7 – Next steps</p> <p>The following were recognised as the immediate actions requiring completion by the ACP Sponsor:</p> <ul style="list-style-type: none"> • Update to the SoN (Version 2), including an amendment to the ACP title • Attempt to amend the ACP-2019-18's title on the ACP portal (if no, approach the CAA Case Officer for assistance) • Update timeline after agreement with CAA • Review of RAFAT and Protector DPs & Stakeholder lists and present to CAA for comment • Provide agreed summary of this meeting and upload to ACP portal <p>It was agreed that the current ACP entry on the portal could remain with the same ACP reference rather than uploading a new ACP entry.</p>	<p>ACP Sponsor</p>

Item 8 – Any other business

SO2 Airspace, DAATM asked the CAA how much detail the CAA would expect to be provided regarding the continued use of EG R313 post-ACP implementation and if so, at what stage in the ACP. The CAA thought that the potential ways ahead for the continued use of EG R313 should be made clear to stakeholders. The 2 potential outcomes (R313 remains or is withdrawn) should be explained at both Stages 2 and 3 alongside the potential levels of activity over Waddington.

ACTIONS ARISING FROM A MEETING HELD ON 15 OCT 2021 – ACP-2019-18

Subject	Name	Action	Deadline
SoN	ACP Sponsor	Update to the SoN (Version 2), including an amendment to the ACP title	ASAP
ACP Title	ACP Sponsor	Attempt to amend the ACP-2019-18's title on the ACP portal (if no, approach the CAA Case Officer for assistance)	ASAP
Timeline	ACP Sponsor	Update timeline after agreement with CAA	ASAP
DPs	ACP Sponsor	Review of RAFAT and Protector DPs & Stakeholder lists and present to CAA for comment	ASAP
Meeting Notes	ACP Sponsor	Provide agreed summary of this meeting and upload to ACP portal	ASAP
Timeline	SO2 Airspace DAATM	The minutes of the meeting were to be published and uploaded onto the portal within 2 weeks of this Assessment Meeting	ASAP




ACP Sponsor