



Ministry
of Defence

[REDACTED]
SO2 A7 Training Enablers
11Gp | Air Command
Hurricane Block
RAF High Wycombe
HP14 4UE
[REDACTED] [REDACTED]

[REDACTED]
Director of Operations
Newcastle International Airport Ltd
Woolsington
Tyne & Wear
NE13 8BZ

4 November 2021

Dear [REDACTED]

Many thanks for your response on 28 October 2021.

I would like to open by assuring you that I, as the MoD representative for this proposal have no intention of 'driving the MoD needs to the detriment of others'. My aim is to develop a solution to the MoD statement of need which embraces the Flexible Use of Airspace principles and aims to share the airspace as harmoniously as possible.

The aim of the request for feedback was to harvest specific evidence of issues observed during the temporary activation; these activations are an ideal opportunity to assess the impact of the ACPs and then collecting specific evidence during and afterwards, which will then demonstrate the suitability or otherwise of D597 for all stakeholders. I do appreciate and understand your concerns and acknowledge that Newcastle Airport is the stakeholder most affected; this is why specific feedback was requested.

I appreciate that to you, it must seem that we keep asking the same, or similar, questions about your concerns. The CAP 1616 process demands that we follow every step for each of the ACPs, regardless of the duplication and overlap, as MoD works through temporary assessments towards the final resolution.

With regards to your concerns over controlled airspace infringements, did the recent activation result in an increase? Safety is our primary concern and is top of the agenda during our de-briefs so please do report any unsafe events; these examples are exactly the type of feedback we are seeking

The information about military aircraft requesting airspace crossings is useful and is worthy of inclusion in my submission, so if you have specific details please forward them to me, I will also share with [REDACTED] who is the sponsor for the current D597 temporary activation ACP.

In addition, if you have any concerns over the ATS provided by Swanwick Mil to your aircraft during the last activation then please send me specific details and I will share with the Swanwick execs and [REDACTED]. This information will also, of course, add to the evidence base for ACP-2020-026.

I fear there is slight misunderstanding over the dates for activations and likely activity levels going forward. Perhaps these will be best explained face-to-face in December to avoid further confusion. All I would stress is that all activity levels at this stage for later in the decade are just projections and assessments; to make any promises over future activation levels would indeed be disingenuous of me.

As far as traffic levels as a result of the C-19 pandemic, you will be better placed and me to assess the speed of recovery, but we cannot pause the process indefinitely; with the easing of travel restrictions, I truly hope you are working back at pre-Covid levels very soon. Further feedback will be requested following the March 2022 activation.

Stage 3 of the ACP process obliges the sponsor to assess these elongated routings to commercial traffic in terms of fuel-burn and CO2 emissions, so please rest assured that this analysis is a key part of the process and will be completed prior to CAA making their decision. Any further environmental impacts are indeed covered by the requirements of the CAP 1616 and will be assessed by the sponsor as part of the overall submission and published on the CAA Airspace change portal.

In preparation for our meeting in December, it would be very useful to understand any projected traffic levels for the periods when we are expected to activate the temporary MDA and also your peak activity times. I am hopeful that we can deconflict our activity and share the resource to the satisfaction of all parties. It would be very useful to include a senior member of your Air Traffic Control Team and any other interested parties or decision makers from your organisation so that we can make the most from the valuable face-to-face opportunity. Hopefully we can allay many of your fears and answer the team's questions to assure you that we are not just 'driving the MoD needs to the detriment of others'.

I look forward to meeting you and the team in December.

Yours Sincerely,

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