

1. Initial engagement September 2020

The application for this TDA has become protracted primarily due to delays relating to trial preparations, customer availability and restrictions imposed as a result of the ongoing pandemic. Whilst the dimensions of the TDA are relatively small it will always be activated concurrently with the adjacent permanent Special Use Area EG D406A and managed with the same safety procedures. At the assessment meeting held in September 2020 the timeline was extremely short and the CAA panel advised that it was appropriate to engage with a short list of targeted aviation stakeholder. Using the National Air Traffic Management Advisory Committee (NATMAC) dated 3rd Sep 2020 the following organisations were targeted. Advice was sought from the CAA Airspace regulations as to who should be included as well as using local knowledge of adjacent ANSP providers.

DAATM	Email
NATS Swanwick (also AMC)	Email
NATS Prestwick (Procedures)	Email
BAe Warton ATC	Email
BAe Systems (for Barrow -Warney Island Airfield)	Email
Blackpool Airport	Email
USAFE	Email
Airfield Operators Group	Email
Aircraft Owners and Pilots Association (AOPA)	Email
Airspace Change Organising Group (ACOG)	Email
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	Email
British Balloon and Airship Club	Email
British Gliding Association (BGA)	Email
British Helicopter Association	Email
British Hang Gliding and Paragliding Association	Email
British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)	Email
British Model Flying Association (BMFA)	Email
General Aviation Alliance	Email
Airspace4All	Email

The Targeted Aviation Stakeholder Engagement letter issue 1.0 was emailed to the targeted stakeholders on 14th September and a minor correction and distribution added as issue 1.1 on the same day. Due to critical deadlines to meet a national security requirement the engagement period was only 10 days which was necessary but regretted. In total 4 responses were received, all of which had no objections.

2. Feedback and responses to September 2020 engagement

a). 2020 Response from Warton Aerodrome – no objection

From: [REDACTED]@baesystems.com>

Sent: Tuesday, 15 September 2020 09:27

To: airspacechanges <airspace-changes@qinetiq.com>

Subject: RE: UC Airspace Change Proposal - Temporary Danger Area MOD Eskmeals - Targeted Engagement

Morning [REDACTED], hope all well with you.

No objections from us down the road.

Regards

[REDACTED]

DSATCO ATC BAE systems Warton Aerodrome

b). 2020 Response from British Gliding association – no objection

From: [REDACTED]@gliding.co.uk>

Sent: Tuesday, 15 September 2020 09:46

To: airspacechanges <airspace-changes@qinetiq.com>

Subject: RE: UC Airspace Change Proposal - Temporary Danger Area MOD Eskmeals - Targeted Engagement

[REDACTED]

Thanks for the engagement. This will not impact gliding activity.

Kind regards

[REDACTED]

From: airspacechanges <airspace-changes@qinetiq.com>

Sent: 14 September 2020 16:45

Subject: UC Airspace Change Proposal - Temporary Danger Area MOD Eskmeals - Targeted Engagement

Importance: High

Please find attached information concerning the application to establish a Temporary Danger Area (TDA) in support of activity at MOD Eskmeals, Cumbria. Due to the priority nature of the activity taking place this is a targeted engagement with aviation stakeholders and community groups i.a.w CAP 1616 (Airspace Change Process (ACP)). You are requested to review the information and to provide feedback at your earliest convenience or by 25th September 2020.

c). 2020 Response from CEO British Helicopter Association – no objection

From: [REDACTED]@britishhelicopterassociation.org>

Sent: Tuesday, 15 September 2020 14:30

To: airspacechanges <airspace-changes@qinetiq.com>

Subject: RE: UC Airspace Change Proposal - Temporary Danger Area MOD Eskmeals - Targeted Engagement

[REDACTED]

The BHA has no objection to this ACP. I am unable to write in your form as it is in Adobe format.

Yours

[REDACTED]

[REDACTED]

Chief Executive

British Helicopter Association

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

d). 2020 Response from manager ATS Blackpool Airport – no objection

A Feedback Form	
Due to time critical deadlines to meet MOD operational requirements it is requested that all feedback is returned no later than Friday 25 th September	
Name*	[REDACTED]
Representing*	Blackpool Airport Operations Ltd
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED]@blackpoolairport.com
Feedback	We have no issues with the airspace change proposal.

3. Following the September 2020 engagement the activity was subsequently put on hold due to the emerging pandemic and restrictions. No new date was proposed at that time however, the decision was made to keep the ACP open in order to be able to respond as soon as the next firing date was scheduled due to the importance of the activity.

4. Revised information and engagement November 2021

No significant update was available until 24th November 2021 at which time the ACP sponsor was advised that the trial was now ready to proceed with an expectation of a first firing in February 2022. At this point targeted stakeholder engagement was recommenced noting once more the challenging timescale. It was proposed to meet the December (17th) deadline for submission noting that the CAA panel would review proposals on January 28th 2022 for an AIC publication on 10th March 2022.

Targeted Aviation Stakeholder Engagement letter issue 1.2 was emailed to the same distribution list on 24th November 2021

5. Feedback and responses to November 2021 engagement

In total 5 responses were received, all of which had no objections, two had additional questions or comments

a). 2021 Response from CEO British Helicopter Association – no objection

From: [REDACTED]@britishhelicopterassociation.org>

Sent: Friday, 26 November 2021 14:00

To: [REDACTED]@qinetiq.com>

Subject: RE: UC Update on Airspace Change Proposal 2020-075 Temporary Danger Area MOD
Eskmeals - Targeted Engagement

[REDACTED]

The BHA has no objection to this ACP.

[REDACTED]

[REDACTED]

Chief Executive
British Helicopter Association

[REDACTED]

Office: +44(0) [REDACTED]

Mobile: +44(0) [REDACTED]

b). 2021 Response from Warton Aerodrome – no objection

From: [REDACTED]@baesystems.com>

Sent: Thursday, 25 November 2021 08:31

To: [REDACTED]@qinetiq.com>

Cc: [REDACTED]@baesystems.com>

Subject: RE: UC Update on Airspace Change Proposal 2020-075 Temporary Danger Area MOD
Eskmeals - Targeted Engagement

Morning [REDACTED]

Hope all good with you; all fine here. No objections from Warton. Of note, ACP 2019-071 does not appear on the CAA airspace change portal (as linked)*. I am dealing with a number that are paused and they are shown as such, but yours brings up 0 results.

All the best

[REDACTED]

* ACP 2019-071 is still on the ACP portal – status Paused

c). 2021 Response from British Gliding association – no objection

From: [REDACTED]gliding.co.uk>

Sent: Wednesday, 24 November 2021 20:49

To: [REDACTED]@qinetiq.com>

Subject: RE: UC Update on Airspace Change Proposal 2020-075 Temporary Danger Area MOD
Eskmeals - Targeted Engagement

[REDACTED]

Thank you for the engagement. We have no comments to make other than this proposed TDA does not impact gliding activity.

Kind regards

[REDACTED]

British Gliding Association

d). 2021 Response from NATS and response

From: airspacechanges

Sent: Thursday, 16 December 2021 14:28

To: '[REDACTED]'@nats.co.uk>

Subject: RE: UC Update on Airspace Change Proposal 2020-075 Temporary Danger Area MOD
Eskmeals - Targeted Engagement

[REDACTED]

Thank you for your response and in particular the guidance with reference to FRA. I am pleased that you have been able to confirm that this proposal will not have an impact on FBZ on this occasion, however, it is a pertinent factor to consider for any future requests.

Regards,

[REDACTED]

From: '[REDACTED]'@nats.co.uk>

Sent: Friday, 10 December 2021 16:37

To: '[REDACTED]'@qinetiq.com>

Subject: RE: UC Update on Airspace Change Proposal 2020-075 Temporary Danger Area MOD
Eskmeals - Targeted Engagement

Dear [REDACTED]

Thank you for providing NATS (NERL PLC) the opportunity to respond to this consultation.

We can confirm that there is no impact on the NATS operation.

You may wish to note that our assessment now includes the impact on Free Route Airspace (FRA), which was recently introduced in the UK.

As discussed, I hope you find the following background information of use:

- FRA means that established Danger Areas now have an associated Flight Plan Buffer Zone (FBZ) surrounding them. Therefore, the establishment of a TDA above FL255 could lead to a change to an extant FBZ or the introduction of a new FBZ.
- As FBZs are part of EUROCONTROL's Network Manager and IFPS infrastructure, then the establishment of a TDA may require a change to that 'system', which depending on your lead-in times, may result in a delay to the establishment of a TDA.
- The change would also require an AIP Supplement to be issued and the change process within the Network Manager would not commence until the AIP supp had been issued.
- Fortunately, due to dimensions and location of this TDA in relation to the EGD 406 complex, and noting that the TDA will only be activated concurrently with EGD 406 A/B/C, there isn't a need to amend the FBZ on this occasion.

Thank you

Rgds

Manager NATS Operational Policy

M:

E:

e). 2021 Response from BMAA and response to questions raised. BMAA's document referred to with questions also uploaded to ACP portal.

From: airspacechanges

Sent: Thursday, 16 December 2021 12:32

To:

Cc: '@bmaa.org';

Subject: RE: UC BMAA ACP-2020-075 Feedback

Dear Sir/Madam

Thank you once again for your consideration of feedback to our engagement letter of 24th November 2021. I am sorry I have not been able to respond earlier, this was due to an unrelated issue. Whilst I note that you raise no objections to the TDA if it is operated in accordance with the operating limits and procedures discussed/ outlined in the proposal I can respond to the questions you raised.

With regards the general statement concerning UAS/Drone technical solution and BVLOS operations. The TDA concerned is for the test and evaluation of an artillery system and shell which is required to be segregated from all other airspace operators. No UAS are involved so I do not believe your question regarding detect and avoid development is relevant to this project.

Specific point 1 – non-publication of the minutes of the assessment meeting. This was an oversight which is being rectified and they will appear on the ACP portal once confirmed with the CAA case officer.

Specific point 2 – explanation of short notice operational requirement. Whilst I cannot go into specifics, the test scheduling of this particular weapon system is determined by service history of frontline units which is dependent on operational use and deployment. Typically, notification is not received until approximately 8 weeks before it is required and this creates challenges in meeting the ACP timelines. Wherever possible these systems are tested from fixed locations which ensure that the complete safety trace remains inside the permanent airspace (EG D406A) however, this particular weapon safety trace extends marginally outside the Eskmeals areas which we are therefore required to segregate. The ordnance itself will remain within EG D406A. The introduction of CAP 1616 has meant that TDA requests must now also follow the assessment process and we therefore aim to adhere to the CAA requirement whilst recognising the priority of the MOD request.

Specific point 3 – Opposition to permanent airspace is noted.

Specific point 4 – More definition of the 90 day window. As soon as we do have confirmed dates we will be in a position to advise the CAA and would recommend an update to any published AIC.

Thank you again for this feedback, it is appreciated and helps better inform us regarding the impact our operations have on other airspace users.

Kind regards.

[REDACTED]

QinetiQ Air Traffic Management Advisor

[REDACTED]

From: [REDACTED]

Sent: Saturday, 11 December 2021 10:41

To: airspacechanges <airspace-changes@qinetiq.com>

Subject: BMAA ACP-2020-075 Feedback

Dear Sponsor

Please forgive the slightly tardy BMAA Feedback to your ACP but as we do not object to it I suspect it will be acceptable.

Kind regards

[REDACTED]

6. Analysis of feedback

Although overall feedback was positive in that no objections were raised it was highlighted the abbreviated engagement period caused unnecessary workload on those expected to respond. This is regretted. Furthermore, the lack of detail regarding the reason why the request for the TDA was raised in respect of short notice operational necessity was criticized. A response was provided within the limits of the classification associated with the activity.

[REDACTED]

ATM Advisor / Airspace change

QinetiQ