

**MINUTES OF THE KEEVIL PERMANENT AIRSPACE CHANGE PROPOSAL – HOSTING OF MR [REDACTED] AT LARKHILL 21 JAN 2022**

21 Jan 2022

47 Regt RA

Present	Appointment	Representing
Mr [REDACTED]	Public Stakeholder	Personal
Capt [REDACTED]	Operations Officer (Sponsor)	47 Regt RA
WO2 [REDACTED]	Operations Warrant Officer	47 Regt RA

**Visit Overview**

During Stage 1B of ACP-2021-006, Mr [REDACTED] a General Aviation stakeholder, contacted the Sponsor with a proposal detailing how RPAS can operate without the need for segregated airspace.

After the submission of the Stage 2A documentation to Stakeholders, Mr [REDACTED] accepted an offer to visit the Watchkeeper Training Facility in Larkhill, Wiltshire in order to discuss the ACP in person.

ACTIVITY / DISCUSSION	ACTION
<p><b>Introduction</b></p> <p>1. The Sponsor met the Stakeholder at Larkhill Garrison and hosted the Stakeholder in the Watchkeeper Training Facility.</p> <p>2. The Sponsor conducted a facility orientation and a capability brief, consisting of an aircraft walk-around and simulator flight from Keevil. This demonstrated some of the system architecture and limitations to allow the Stakeholder more insight.</p>	
<p><b>Main Content</b></p> <p>3. The Sponsor explained the current stage of the ACP and the requirements for the military to operate from Keevil as per the Statement of Need.</p> <p>4. The Sponsor explained their requirement for Segregated Airspace in accordance with CAA and MAA regulations as well as its Release to Service (RTS). They continued that although CAP 722 does allow for alternatives to segregated airspace, such as a suitable Detect and Avoid capability, the Sponsor's aircraft is not fitted with the required components to achieve this. However, CAP1861 which offers alternatives to segregated airspace, rather than relying on increasing numbers of Danger Areas, were discussed.</p> <p>5. The Stakeholder stated that they believe different mechanisms can be used that will afford the same level of "segregation" which will allow safe RPAS operations without the need of a Danger Area (DA).</p> <p>6. The Sponsor agreed that if the CAA and MAA would explore the use of alternative airspace structures to be recognised as providing segregation, a new airspace structure would not be required.</p> <p>7. The Sponsor continued that although using alternative airspace structures for achieving 'segregated airspace' may not necessarily be suitable for every location, it should be considered for the Keevil due to its existing airspace structures, notes on aeronautical charts and proximity to SPTA.</p> <p>8. The Stakeholder commented that Danger Areas are not the panacea for safe flying of RPAS in Class G, citing examples of manned aircraft operating IFR in IMC within Class G airspace not being able to 'detect and avoid' beyond the use of the semi-circular rule.</p>	<p>Sponsor</p> <p>Sponsor</p>

<p>Additionally, there is no requirement for aerobatics or glider winch-launching to be conducted inside a DA (and neither should there be) so RPAS should be afforded similar freedoms, particularly if being afforded an ATS and with adequate electronic conspicuity on board.</p> <p>9. The Sponsor and Stakeholder discussed the differences and similarities between Danger Areas, Drop Zones and their activation by NOTAM in accordance with the Rules of the Air.</p> <p>10. The Sponsor agreed to continue to consider and propose to its military Duty Holders and regulators alternative options to DAs as a mechanism to achieve segregated airspace for military RPAS activity.</p> <p>11. The Stakeholder agreed to return to the CAA's Innovation Group to discuss alternative options to DAs.</p> <p>12. The Sponsor and Stakeholder both agreed to continue close engagement throughout the ACP in order to represent the views of GA stakeholders moving forward.</p>	Stakeholder
<p><b>Conclusion</b></p> <p>13. The Sponsor thanked the Stakeholder for travelling so far and for diligently researching alternative options to Danger Areas for RPAS operations in UK airspace in the future. It was clear that the Stakeholders intent aligned with that of the Sponsor: to minimise the impact to General Aviation as much as possible and promote the safe integration of GA with RPAS.</p>	

**ACTIONS ARISING FROM [ACP-2021-006]**

Subject	Name	Action	Deadline

Capt [REDACTED]  
Ministry of Defence  
ACP Sponsor