



Ministry
of Defence

ACP-2022-008

Enabling Temporary RPAS Operations from RAF Fairford

Temporary Airspace Change Proposal Assessment Meeting
4th April 2022

ACP Stage 1 DEFINE - Assessment Meeting

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|---|---------|
| 1. Introduction | CAA |
| 2. Statement of Need (discussion & review) | All |
| 3. Issues or opportunities arising from proposed change | Sponsor |
| 4. Process requirements: | CAA |
| i. TDA Policy Statement | |
| ii. Stakeholder engagement | |
| iii. Safety Assessment | |
| 5. Provisional Timescales | All |
| 6. Next steps | All |
| 7. AOB | All |

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1. Introduction

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2. Statement of Need

There is already an Airspace Change Proposal (ACP-2021-078) in progress to establish a suitable permanent airspace structure to enable BVLOS RPAS transition between RAF Fairford and medium- or high-altitude transit, with anticipated implementation from summer 2023. There is now an additional requirement to enable some BVLOS RPAS activity through spring 2023, therefore a suitable temporary airspace structure needs to be established to support.



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2. Statement of Need – ACP-2021-078

In order to support NATO's Agile Combat Employment concept, the US Air Force is making significant infrastructure investments on airbases in the UK and other allied nations. There is an emerging requirement for military aircraft, including Remotely Piloted Aircraft Systems (RPAS), to operate regularly from RAF Fairford. In accordance with CAP 722 – Unmanned Aircraft System Operations in UK Airspace – Guidance and Policy, beyond visual line of sight (BVLOS) operations require either a CAA-approved Detect and Avoid (DAA) capability or to remain within a block of airspace that is segregated from other airspace users. This ACP aims to establish suitable segregated airspace to enable RPAS transition between RAF Fairford and medium- or high-altitude transit.



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3. Issues or opportunities arising from Proposed Change

Issues:

- Assumption of no approved Detect and Avoid capability – segregation vs integration
- Maximum 90-day TDA duration, but aiming to bridge gap to permanent ACP implementation
- Congested Feb AIRAC due to NATS ACP implementations
- Multi-platform airspace – separate approval, procedures, etc.
- MAA will only regulate for UK military aircraft/systems
- Potential confusion between TDA ACP and permanent ACP

Opportunities:

- Utilise TDA engagement feedback to help shape permanent ACP work
- Progress airspace integration of future RPAS

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4. Process requirements

- TDA Policy Statement*
- Stakeholder engagement
- Safety Assessment

*[SARG Policy: Policy for Permanently Established Danger Areas and Temporary Danger Areas \(caa.co.uk\)](http://caa.co.uk)

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5. Provisional process timescales under CAP 1616

- Final submission to CAA – 9 Dec 22?
- CAA decision (28 days) – 27 Jan 23?
- AIRAC submission – 17 Feb 23
- AIP Sup* submission – Mar 23
- AIP Sup* publication – Apr 23
- AIRAC publication – 6 Apr 23
- AIRAC effective – 18 May 23
- Implementation – 18 May 23

*Dates after end 2022 have been requested

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6. Next Steps

Discussion

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7. AOB

Discussion