

**MINUTES OF ACP-2022-002: RAFAT (RAF SYERSTON) TDA ASSESSMENT
MEETING HELD VIA TEAMS ON 27 APR 22**

27 Apr 22

Distribution List:
All attendees

Present	Appointment	Representing
	TDA Lead	MOD
	TDA Support	MOD
	DAATM	MOD
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Engagement)	CAA
	Airspace Regulator (Environment)	CAA
	Airspace Regulator (Environment)	CAA

CAA Assessment Meeting Opening Statement

The CAA has received the Statement of Need, Assessment Meeting Agenda and the Assessment Meeting Presentation in advance of this Assessment Meeting and can confirm that the documents are required to be published together with the minutes of this meeting on the airspace change portal.

The purpose of the Assessment Meeting as set out in CAP1616 is for the Change Sponsor to present and discuss their Statement of Need, provide information on how it intends to fulfil the requirements of the airspace change process and present its provisional timescales. Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the process.

	ACTION
<p>Item 1 – Introduction</p> <p>All attendees were introduced. The mandatory statement as stated above was read.</p>	
<p>Item 2 – Statement of Need (discussion and review)</p> <p>The MOD introduced its Statement of Need as follows:</p> <ul style="list-style-type: none"> “The MOD is selling RAF Scampton which it hopes to complete in early 2023 and the Team will relocate to RAF Waddington prior to this date. Availability of EG R313 to the RAFAT for its training over RAF Scampton will be contingent on the sale and the nature of the development delivered at the base. To cater for the eventuality that full use of EG R313 will no longer be available to the Team, the MOD is exploring alternative airspaces in Lincolnshire to enable the RAFAT to continue to train; RAF Syerston has been identified as 	

potentially suitable. To determine whether RAF Syerston is a viable option for establishment of new permanent airspace, a temporary airspace structure is required to test the site and assess what the impact would be on local aviation and ground stakeholders.”

- Altitudes affected:
 - 9500ft AMSL (SFC – 9269ft AGL).
 - 5nm centred upon the ARP-N5301.40 W00054.70.

Item 3 – Issues or opportunities arising from proposed change

The TDA Lead outlined the following issues arising from the proposed change:

- Short term, no other suitable alternate location currently exists within the United Kingdom for the Red Arrows Synchro Pair to conduct early training sorties. However, Donna Nook Air Weapons Range could be utilised for more advanced training.
- Longer term use of RAF Syerston will be contingent on the results of the trial of this location using the TDA.
- Should EG R313 become unsuitable for RAFAT flying following the sale of RAF Scampton, any future use of RAF Syerston will likely require a full ACP. Without RAF Syerston, the Synchro Pair could lose the ability to conduct early training sorties which would likely lead to their removal from the RAFAT display profile.
- Since the proposed change location is a known choke point, it would be key to have an arrangement between RAF Waddington and East Midlands Airport for management of local airspace.
- Past RAFAT training at RAF Syerston has highlighted that extant Air to Ground communications are currently an issue and MOD communication specialists may need to investigate a localised solution.
- The proposed airspace change has potential to cause an increase in noise to the local environment as result of direct impacts from military aircraft and indirect consequential impacts on civil traffic. However, it should be noted that the CAA disregard the environmental impacts of military aircraft when the proposal has been submitted by, or on behalf of, the MoD.
- The proposed change requires a plan for activation and informing of local traffic. Two potential activation options could be considered:
 - Permanently active, tactically managed offering maximum flexibility to RAFAT.
 - Dedicated NOTAM'd slots (Mitigates impact on other airspace users).

The TDA Lead outlined the following opportunities arising from the proposed change:

<ul style="list-style-type: none"> • Future use of RAF Syerston would safeguard training opportunities for the Synchro Pair. The proposed change would enable the RAFAT Synchro Pair to train 3 times per day for up to 40 minutes per serial, transiting from/to RAF Waddington. • Longer term use of RAF Syerston will only result if EG R313 is disestablished. Any permanent use of RAF Syerston (most likely via a full ACP) will be limited to winter training only. 	
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>In response to the issues raised by the TDA Lead, [REDACTED] explained that:</p> <ul style="list-style-type: none"> • For MOD sponsored airspace changes, the scope of environmental assessment is solely focused on the consequential impact on civil traffic, e.g. general aviation that needs to re-route elsewhere and the knock-on effect. • For temporary changes, the CAA is required to consider the sponsor’s assessment of the noise, unless satisfied that the specific details of the proposal mean that this is not needed and there is no requirement to assess any other environmental impacts (i.e. CO2, local air quality, tranquillity), because these are likely to be negligible for such a short-term change. Additionally, it is considered not proportionate for a sponsor to follow the full options appraisal requirements. • Methods of mitigating the impact of the proposed change could include options such as a Danger Area Crossing Service (DACs) when there is no activity taking place within the airspace. • During the engagement period, the input from, and the number of stakeholders identified may help inform which activation option would be considered most appropriate [<i>Post meeting note: CAA regulatory process for TDA establishment do not require a formal options appraisal although CAA notes this intention represents a sensible approach</i>]. <p>The TDA Lead explained that the RAF would be engaging with the local population using various methods to inform them of the planned activity.</p>	
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>[REDACTED] explained that:</p> <ul style="list-style-type: none"> • The Statement of Need was within the scope to follow the CAP1616 Part 1A process in accordance with Page 88 “<i>Temporary changes to the notified airspace design</i>”. • There is no associated Level and formal appraisal of different options (Stage 2) is not required. However, the CAA will require the change sponsor to undertake an assessment of the stakeholders likely to be affected by the change and the extent of those effects. 	

- The sponsor can progress straight to the CAP1616 engagement process (Stage 3).

MOD

Stakeholder Engagement

■ explained that:

- In accordance with CAP1616 Part 1a Para 301, the change sponsor is required to carry out targeted engagement or consultation with aviation stakeholders (specifically, that is airspace users, air navigation service providers and airports only).
- The sponsor must identify all relevant stakeholders. It is strongly recommended that the stakeholder list includes all members of National Air Traffic Management Advisory Committee (NATMAC) to allow them sight of the TDA and provide an opportunity to provide feedback. Rationale should be provided in the final submission if any of these stakeholders are not engaged with.
- TDA Policy outlines that a 6-week targeted engagement period is required. Engagement with local communities is not required at this stage, however in accordance with CAP1616, if the TDA is approved the sponsor must undertake wider engagement with the full range of stakeholders including community stakeholders to provide operational detail of the TDA and its intended periods of operation. It will also be necessary to collate feedback and any complaints and report this detail back to the CAA while the TDA is ongoing.

■ offered to forward to the TDA Lead the most up to date NATMAC list and contact details for Mr ■ (CAA Flight Ops) who can assist in highlighting local aviation operators.

Environmental Metrics and Assessment Requirements

■ invited the Environmental Airspace Regulators to highlight any relevant points and provide introductory advice.

■ highlighted that:

- Environmental assessments are required for a TDA in accordance with CAP1616 Appendix B para B83-85 however these are different to those required for a Level 1 change proposal. Since this is a temporary change, the environmental scope only includes noise and as this is a military sponsored change, noise assessments will only be required for noise impacts resulting from the consequential changes to civil air traffic patterns due to the airspace change, and not the immediate noise impacts from RAFAT operations.

To summarise, ■ highlighted that:

- An environmental assessment required is for noise impacts only on the understanding that the temporary change remains less than 90 days and assessment requirements would need to be re-assessed and possibly expanded if the temporary change extended beyond 90 days.

<ul style="list-style-type: none"> • There is a requirement to inform local communities of what change is taking place and why, and also on the likely impacts while it is in operation. • Once the sponsor has established a better understanding of the impact on civilian traffic, the sponsor should seek advice from the CAA regarding what needs to be assessed (IAW CAP1616 para B83). <p>█ emphasised that to best inform and engage with the local population (IAW CAP1616 Appendix B para B82) it is useful to create an Engagement Strategy and offered to forward the sponsor a template and historic examples.</p> <p>█ explained that to best inform the wider range of stakeholders including any affected communities required post-TDA approval, (IAW CAP1616 Appendix B para B82) it would be useful to create an Engagement Strategy and offered to forward the sponsor a template. An engagement strategy can also be used to help plan for the targeted engagement activity required by CAP 1616, Para 300. █ also offered to provide examples of completed TDA change proposals.</p> <p>Safety Assessment</p> <p>█ explained that a Safety Assessment would be required as part of the TDA process to highlight how the TDA will be managed from a safety perspective and suggested that evidence could be used from how R313 was similarly managed.</p>	
<p>Item 6 – Provisional process timescales*</p> <p>The TDA Lead provided the following proposed timescale for discussion: Final submission to CAA – 7 Oct 22 CAA decision (28 days) – 4 Nov 22</p> <p>█ explained that these dates were approved on the CAA workflow. Although CAP1616 states the CAA require 28 days to make their decision, where feasible an earlier submission would allow for any additional clarification of matters that may be required during the process.</p> <p><i>* The provisional timeline put forward at this assessment meeting will be subject to change by the CAA. This will currently mainly be for two reasons;</i></p> <ol style="list-style-type: none"> <i>1. The SoS has directed us to prioritise GNSS applications which may have an impact on your ACP if we need to direct resource accordingly.</i> 	
<p>Item 7 – Next steps</p> <p>█ agreed to forward the TDA Lead copies of an Engagement Strategy Template, links to some examples from previous ACPs, the most up to date NATMAC list and contact details for Mr █.</p>	<p>█</p>

<p>█ advised the TDA Lead that a draft copy of the minutes of this meeting should be sent to the Airspace Change Account Manager so that it could be published and uploaded onto the portal no later than two weeks after the Assessment Meeting.</p>	MOD/█
<p>Item 8 – Any other business</p> <p>█ thanked everybody for attending and confirmed that everything had been covered that was necessary for the Assessment Meeting. Although there were no further questions, the Case Officer highlighted that the CAA team would be available for advice throughout the process.</p>	

ACTIONS ARISING FROM ACP-2022-002: RAFAT (RAF SYERSTON) TDA ASSESSMENT MEETING

Subject	Name	Action	Deadline
Stage 3	MOD	Commence CAP1616 Stage 3 engagement process.	Immediate
Engagement Advice	[REDACTED]	Email the TDA Lead copies of an Engagement Strategy Template, links to some examples from previous ACPs, the most up to date NATMAC list and contact details for Mr [REDACTED].	18 May 22
Meeting Minutes	TDA Lead	Write draft minutes within one week of meeting.	04 May 22
ACP Portal	[REDACTED]	Upload agreed minutes to the CAA ACP portal.	11 May 22

MOD
ACP Sponsor