

**MINUTES OF ACP-2022-002: RAFAT (RAF SYERSTON) TDA AIR TRAFIC
MANAGEMENT PLAN VIA MS TEAMS ON 10 JUN 22**

10 Jun 22

Distribution List:
All attendees

Present	Appointment	Representing
	Chair/TDA Support	MOD
	TDA Lead	MOD
	DAATM	MOD
	RAF Waddington Radar OC	MOD
	RAF Waddington ATC Controller	MOD
	East Midlands Airport ATC Safety Manager	EMA

Meeting Opening Statement

The purpose of this meeting was to identify how airspace and local traffic impacted by the proposed TDA at RAF Syerston could be safely managed and coordinated between RAF Waddington and East Midlands Airport Air Traffic Control, with a longer-term goal of establishing a Letter of Agreement between all parties.

	ACTION
<p>Item 1 – Introduction</p> <p>All attendees were introduced.</p>	
<p>Item 2 – RAF Syerston TDA Local Airspace Management</p> <p>Current R313 activation and management</p> <p>The Chair/TDA Support invited RAF Waddington Radar OC to explain the current process of liaison between local ATC units during periods of activation of R313 at RAF Scampton during existing RAFAT training activity.</p> <p>RAF Waddington Radar OC explained that at the beginning of each day when R313 is activated by NOTAM, a telephone call is made to ATC at both Humberside and Doncaster Sheffield Airports informing that the airspace is hot. Similarly, a call is made at the end of the last RAFAT sortie informing the units that the airspace is now cold. ATC units at RAF Cranwell and Coningsby are also contacted however on a slot-by-slot basis throughout the day as each individual slot becomes active and RAFAT taxi (via call from RAF Scampton tower). Any conflicting traffic would be called, or their controlling agency informed and would be monitored clear before clearing RAFAT into the TDA.</p> <p>The Chair/TDA Support suggested that a similar process could work for RAF Syerston TDA activation whereby a call would be made from RAF</p>	

Waddington Radar to East Midlands Airport Radar, however this being made on a slot-by-slot basis throughout the day so that there was less impact on local GA users.

Proposed tactical management of NOTAM activation

The **TDA Lead** highlighted that there was an option to manage the proposed TDA airspace vertically since the full 9500' upper height limit would not always be required (*for most synchro training a top height of 3000' would usually suffice with the exception of occasional manoeuvres requiring the full vertical extent*). Initial feedback at the time of this meeting also suggested that by limiting the vertical extent of the NOTAM there would be minimal impact on activity from Langar Airfield and potentially other local airspace users.

A solution of 2 vertical height options when the airspace was activated by NOTAM was agreed.

The **East Midlands Airport ATC Safety Manager** informed the meeting that GA traffic in the vicinity of RAF Syerston was unpredictable, with traffic in the area typically transiting north and south and out to the east, particularly when extant RAF Syerston gliding activity was in operation. He explained that if the TDA was activated by NOTAM all day there would be a huge impact on GA, however individual fixed daily timed slots in accordance with the TDA proposal would cause limited problems and agreed that the limited individual NOTAM activation periods of 30-40 minutes per period was the way forward.

RAF Waddington Radar OC informed the meeting that by activating the NOTAM as active all day, the workload on RAF Waddington controllers would be increased, particularly when providing a Danger Area Crossing Service whereas the option of individual NOTAM activation periods would have less impact.

There was a unanimous agreement that individual NOTAM activation periods for airspace activation was preferential.

DAATM suggested that the ProjOs consider liaison with the CAA to gauge its opinion on best practice for tactical management of the TDA NOTAM.

The **TDA Lead** explained a NOTAM of which slots would be made active would be issued at least a day before informing airspace users of activation times and heights. Once issued, RAFAT would not make any changes to their proposed use of the TDA. RAFAT would also only use one piece of airspace at any one time, for instance R313 would never be activated whilst a slot at the proposed TDA at RAF Syerston was active and any consecutive activity by RAFAT in different areas would be time deconflicted, again to minimise any regional impact on GA traffic. Where possible, use of RAF Syerston would also ideally be frontloaded into the first 6-8 weeks of the 3-month period.

Danger Area Controlling Authority and Coordination

Although a formal decision needs to be confirmed, it was agreed that RAF Waddington Radar would be best placed to be the Danger Area controlling authority and would provide a Danger Area Crossing Service.

MOD

<p>The East Midlands Airport ATC Safety Manager requested that a satisfactory solution would be RAF Waddington Radar calling EMA Radar on activation of each slot including the upper vertical level. On completion or hand-back of each slot, a similar call would also be made. Later in the meeting it was also acknowledged that a call should also be made to Nottingham Airport and Langar Airfield.</p> <p>The Chair/TDA Support questioned the current process for the deconfliction of HELIMED29¹ during periods of activation of R313.</p> <p>The RAF Waddington Radar OC highlighted that when HELIMED29 was to cross active airspace, RAFAT would be limited to not below 1000' on the RAF Scampton QFE. It was suggested that a similar process would enable transits through the proposed RAF Syerston TDA and northeast bound departures from Nottingham would like be passed to RAF Waddington with RAFAT deconflicting not below 1000' RAF Syerston QFE.</p> <p>DAATM highlighted that buffer policy contingency procedures would need to be made clear to demonstrate containment of any hazardous activity. The ProjO would need to ensure that consideration and engagement is made on why no additional buffer is required, how RAFAT will ensure they remain within the confines of the TDA and what procedures will be made should an excursion event occur.</p>	MOD
<p>Item 3 – Next steps</p> <p>The Chair/TDA Support précised the key points raised during the meeting and proposed that a draft Letter of Agreement would be drafted and distributed amongst all meeting participants and stakeholders for review prior to formal submission.</p>	MOD
<p>Item 4 – Any other business</p> <p>The Chair/TDA Support thanked everybody for attending and confirmed that everything had been covered. Minutes covering the detail of the meeting would be written and uploaded onto the CAA ACP-2022-002 portal.</p>	MOD

¹ Lincs & Notts Air Ambulance

ACTIONS ARISING FROM ACP-2022-002: RAFAT (RAF SYERSTON) TDA AIR TRAFFIC MANAGEMENT PLAN ON 10 JUN 22

Subject	Name	Action	Deadline
NOTAM Tactical Management Strategy	TDA Lead/Support	ProjOs consider liaison with the CAA to gauge its opinion on best practice for tactical management of the TDA NOTAM	Immediate
Buffer Policy Contingency Procedures	TDA Lead/Support	Ensure that consideration and engagement is made on why no additional buffer is required, how RAFAT will ensure they remain within the confines of the TDA and what procedures will be made should an excursion event occur	Immediate
Meeting Minutes	TDA Lead/Support	Write draft minutes within two weeks of meeting.	24 Jun 22
Letter of Agreement	TDA Lead/Support	Draft a Letter of Agreement between RAF Waddington and East Midlands Airport Air Traffic Management detailing the coordination required on activation of the proposed TDA at RAF Syerston.	10 Jul 22

MOD
ACP Sponsor