

**MINUTES OF ACP-2022-002: RAFAT (RAF SYERSTON) TDA LANGAR AIRFIELD
COORDINATION MEETING VIA MS TEAMS ON 10 JUN 22**


10 Jun 22

Distribution List:
All attendees

Present	Appointment	Representing
	Chair/TDA Support	MOD
	TDA Lead	MOD
	RAF Waddington ATC Controller	MOD
	Langar Airfield Operations	Langar Airfield

Meeting Opening Statement

The purpose of this meeting was to identify how Langar flying and para-drop operations would be impacted by the proposed TDA at RAF Syerston and how they could safely be managed and coordinated.

	ACTION
<p>Item 1 – Introduction</p> <p>All attendees were introduced.</p>	
<p>Item 2 – RAF Syerston TDA impact on Langar operations</p> <p>The TDA Lead reminded the attendees of the proposed Airspace Change and detailed that the TDA would be activated by NOTAM for up to 3 fixed time periods each day. If R313 at RAF Scampton remained available then RAFAT would still look to prioritise that airspace, with occasional use of airspace overhead RAF Waddington for additional local flying. Long term use of airspace overhead RAF Syerston would only be required in the event that RAF Scampton becomes unusable for RAFAT.</p> <p> highlighted his concerns that concurrent activation of airspace to support RAFAT and proposed Protector operations¹ would require careful management particularly since Langar historically has seen over 6000 movements per year.</p> <p>The TDA Lead explained that in accordance with the engagement letter, any Protector activity would be beyond the nominated period of this ACP, however, should longer term use of airspace above RAF Syerston be required (future loss of R313) then any RAFAT and Protector airspace activity would be time deconflicted. It was also emphasised that only one TDA would be active during any given period, for example if R313 was</p>	

¹ ACP-2019-18 [Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington](#)

active then proposed TDAs at RAF Waddington and RAF Syerston would remain Cold.

██████████ asked what plan there would be to manage condensed General Aviation traffic when the proposed TDA was activated and if there would be a LARS provision by RAF Waddington throughout?

RAF Waddington ATC confirmed that a LARS would be available during the proposed TDA activity periods, and they would plan to be the Danger Area Controlling Authority. Once airborne, Langar traffic could check in and any RAFAT and other relevant GA traffic activity information would be passed.

██████████ agreed that this was satisfactory and would support extant daily 'start work' procedures whereby Langar telephone call RAF Waddington ATC to exchange daily activity information. It was agreed that during such calls the daily activation of the proposed TDA and its vertical extent would be briefed.

The **TDA Lead** asked for the typical daily activity at Langar, and if there was any flexibility in their flying programme with regard to deconflicting with the 3 fixed slots for TDA activity at RAF Syerston.

██████████ explained that Langar is typically active 7 days per week with Friday to Monday the busiest period with 3 aircraft in use. Tuesday to Thursday typically utilised 1 aircraft and Fridays and Mondays varied from 1 to 3 aircraft. In response to the proposed deconfliction from fixed slots, during these periods, Langar traffic could climb out to the South however Langar were flexible and very open to dialogue to agree best operating practice and deconfliction.

The **TDA Lead** thanked ██████████ for such flexibility and highlighted that RAFAT could similarly adjust its activity and/or cancel slots where necessary to fit in with surge activity at Langar.

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*). NOTAM publication the day before any activity would specify which of the 3 slots were to be used and to what vertical extent.

██████████ welcomed the suggestion of vertically managing the top height of each slot explaining that TDA activity up to 3000' would have no impact on Langar operations. Any Langar traffic getting airborne even directly toward the TDA would pass above 4000' well before approaching the edge of the TDA. The only anticipated concern was GA traffic re-routing around the TDA however associated traffic information could be provided by RAF Waddington LARS.

Item 3 – Summary

<p>The TDA Lead summarised that the proposed TDA at RAF Syerston would be limited to a maximum of 3 fixed time slots each day over the course of the 90-day period with likely use front-ended to the first 2 months of activation. Slots would be activated by NOTAM including vertical extent and that continued communications prior to use between RAF Waddington and Langar would allow coordinated activity.</p> <p>██████████ welcomed the comments and highlighted that he envisaged no long-term problems assuming effective communications continued.</p>	
<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>	<p>MOD</p>

**ACTIONS ARISING ACP-2022-002: RAFAT (RAF SYERSTON) TDA LANGAR
AIRFIELD COORDINATION MEETING VIA MS TEAMS ON 10 JUN 22**

Subject	Name	Action	Deadline
Meeting Minutes	TDA Lead/Support	Write draft minutes within 2 weeks of meeting.	24 Jun 22

MOD
ACP Sponsor