

# CAA Targeted Engagement or Consultation Assessment – Temporary Airspace Changes

Title of airspace change proposal	Future Combat Airspace (Temporary 2022-2023)
Change sponsor	Ministry of Defence (MoD)
Project reference	ACP-2021-048
Case study commencement date	19 <sup>th</sup> April 2022
Case study report as at	24 <sup>th</sup> May 2022

## Instructions

In providing a response for each question, please ensure that the 'status' column is completed using the following options:

- YES
- NO
- PARTIALLY
- N/A

To aid the SARG Lead it may be useful that each question is also highlighted accordingly to illustrate what is:


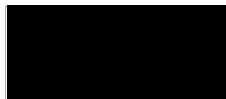
resolved YES not resolved PARTIALLY not compliant NO

Targeted Engagement (or Consultation) Assessment		
1	Has the change sponsor identified the right audience(s) and provided a rationale for selecting them?	PARTIALLY
	The key stakeholders for this airspace change proposal are listed within the formal submission. Whilst they are all relevant to this proposal and aligned with the engagement activities conducted in support of separate, but related airspace change proposals, the change sponsor did not provide a specific rationale for their selection within their formal submission.	
2	Has the change sponsor explained the engagement (or consultation) methodology / approach used?	NO

	<p>The change sponsor simply states that <i>“targeted engagement took place between the sponsor and those stakeholders affected by this proposal”</i> within their formal submission. Whilst they did not specifically explain the engagement methodology / approach used, it is possible to determine what happened from the evidence presented in support of their formal submission.</p> <p>The change sponsor uploaded a copy of an outgoing email (dated 7<sup>th</sup> October 2021) on to the airspace change portal. The email included an attached letter concerning ACP-2021-007 (previous interim solution for the same proposed airspace) and ACP-2021-048 (this airspace change proposal) – a copy of this letter has also been separately uploaded to the airspace change portal. This evidence confirms that stakeholders were targeted through email correspondence and given a period of 3-weeks to consider the information and respond accordingly. Although an email address was provided, the change sponsor stated that they would accept responses in the stakeholders <i>“preferred format”</i>. The change sponsor encouraged stakeholders to consider and answer specific questions covering safety, operational impact, airspace management, air traffic management, environment, and noise with regards to future activations of the proposed airspace, and invited any other general observations about the proposed airspace and / or this airspace change proposal.</p> <p>Feedback was only sought on the proposed activation dates for August and September 2022, as detailed in the engagement materials. The CAA subsequently determined that the 90-day maximum duration for temporary airspace changes would be extended for this proposal, to ensure that it also covered planned activations in March, August and September 2023. As these dates were not specified within the engagement materials, a condition has been placed on the change sponsor to ensure that stakeholders are informed accordingly and given the opportunity to comment on the safety and operational viability of any proposed activation in 2023.</p>	
<b>3</b>	<b>What materials have been used by the change sponsor during the targeted engagement (or consultation)?</b>	
	<p>The change sponsor produced a single letter which introduced the MoDs proposals, provided a summary of each of the interrelated airspace change proposals, and requested feedback specifically in relation to ACP-2021-007 and ACP-2021-048. For this proposal, the change sponsor clearly stated their intention to activate the proposed airspace for two exercises in August and September (individual dates were provided) on the basis that it was the <i>“safest and most operationally viable option...due to the existence of airspace control measures and protocols as well as familiarity and continuous improvement”</i>. The change sponsor confirmed that each activation would be 3-hours in terms of duration and that the notification, activation and management of the proposed airspace would be aligned with the procedures followed for ACP-2021-007 (a link to the previous supplement was provided for ease of reference). The letter encouraged stakeholders to consider and answer specific questions covering safety, operational impact, airspace management, air traffic management, environment and noise with regards to future activations of the proposed airspace, and invited any other general observations about the proposed airspace and / or this airspace change proposal. The deadline for feedback was made clear, along with the relevant point of contact for all responses.</p>	
<b>4</b>	<b>Does the Engagement Summary Report clearly detail the period of engagement? Please include the start/end date and duration of engagement period along with a summary of the change sponsors rationale for pursuing a shorter/longer engagement (where applicable).</b>	<b>PARTIALLY</b>

	From the evidence presented in support of the formal submission, it is possible to determine that stakeholders were contacted on the 7 <sup>th</sup> October 2021 and given a response deadline of 29 <sup>th</sup> October 2021. This represents a 3-week period to consider the information presented to them and respond accordingly. The change sponsor has not provided a rationale which explains why this timeframe was deemed suitable.	
<b>5</b>	<b>Was the period of engagement (or consultation) appropriate?</b>	<b>YES</b>
	Given the level of engagement that has already taken place in relation to the proposed airspace and the pre-existing procedures that are in place with regards to the notification, activation and management of it, a 3-week period was appropriate. This would have provided sufficient time for stakeholders to understand the change sponsors intentions, consider the likely impact on them and respond accordingly.	
<b>6</b>	<b>Has the change sponsor accurately summarised what stakeholders have said and identified all of the issues raised during the engagement in the stakeholder engagement summary document?</b>	<b>PARTIALLY</b>
	<p>A total of 6 stakeholders responded and the change sponsor has summarised the feedback received from all but one of them within their formal ACP submission. When cross-checking the raw data responses with the content of the formal submission, it was noted that the feedback has either been included in its entirety or summarised by the change sponsor. However, the change sponsor did not specifically highlight what they believe to be the key issues/themes raised by stakeholders.</p> <p>A review of the raw data responses found that a single stakeholder initially advised the change sponsor on the 28<sup>th</sup> October that they could not support the August and September activations on the basis that it would have a material impact on their business. Although this is not reflected in the formal submission, follow-up correspondence with the relevant stakeholder in January is included in its entirety, along with the change sponsors response to this specific feedback.</p>	
<b>7</b>	<b>Does the stakeholder engagement summary document detail the change sponsor's response to the identified issues?</b>	<b>NO</b>
	As explained above, the change sponsor has not highlighted what they believe to be the 'identified issues' raised by stakeholders nor do they summarise how they have responded to the key points raised by stakeholders.	
<b>8</b>	<b>Is the change sponsor's response to the issues raised appropriate/adequate?</b>	<b>YES</b>
	<p>Having reviewed the raw data responses provided in support of the formal airspace change proposal submission, the change sponsor determined that it was necessary to respond to the single stakeholder that had initially advised that they could not support the August and September activations. The change sponsor acknowledged related concerns and offered reassurances that much of the seasonal traffic in August would <i>"be only slightly affected"</i>.</p> <p>The stakeholder had also noted that the 3-hour activation periods were longer than expected and in response to this point, the change sponsor explained that more activations would be required to achieve the training objectives if they were to reduce the time-period. They also cited potential fuel savings with fewer, but longer activations.</p>	

	<p>Concerns were also expressed with regards to a lack of <i>“specific detail for the proposed September dates”</i>, with the stakeholder confirming that they would like to reserve the right to make a related comment as there was insufficient detail to allow them to conduct a full impact analysis on their commercial operations. The change sponsor subsequently distributed correspondence dated 17<sup>th</sup> January confirming the expected activation dates and timings for August and September, inviting stakeholders to respond with related comments, queries or concerns by 31<sup>st</sup> January.</p> <p>The stakeholder also highlighted that several agreements needed to be finalised (e.g. entry/egress points, LoA requirements), a point which was acknowledged by the change sponsor, who confirmed that the details would be shared as soon as they were finalised.</p> <p>An update was also requested with regards to 78 Squadrons ability to provide a suitable level of air traffic control provision to ensure the safe and efficient movements of traffic in to / out of the exercise area. The change sponsor offered reassurances that it had been agreed with 78 Squadron that support to exercise traffic was a higher priority tasking than the Penine radar and that appropriate plans would be established to ensure that a service was provided to affected traffic.</p> <p>Whilst the stakeholder welcomed the response, they reiterated that industry is recovering at a rapid pace and therefore that the publicly available schedules referenced by the change sponsor may not necessarily represent the full picture. Whilst they confirmed they understood the need for them, they expressed disappointment about not being <i>“consulted”</i> on the requirement for longer, but fewer activations. It is worth noting at this point that this a temporary airspace change proposal, the regulatory process for which requires the change sponsor to carry out <i>“targeted engagement or consultation”</i>. The materials used by the change sponsor referred to this exercise as ‘stakeholder engagement’ whilst clearly stating the activation dates and durations (see related comments in Section 2). Questions were asked to understand operational impacts as well as any other observations, and therefore each stakeholder was presented with the opportunity to feedback and influence the change sponsors thinking. I am content that each of these concerns has been appropriately and adequately responded to.</p>	
9	<b>Has the change sponsor set out how they will collate, monitor and report to the CAA on the level and content of the complaints?</b>	NO
	Whilst the change sponsor has acknowledged the need for <i>“ongoing liaison with all stakeholders”</i> , they do not acknowledge the specific regulatory requirement to collate, monitor and report to the CAA on the level and contents of complaints associated with the temporary airspace arrangements (if approved and implemented) nor do they explain how they intend to meet this requirement. A related ‘condition’ has been captured below.	
10	<b>Is the proposal likely to affect traffic operating below 7000ft over an inhabited area? If yes, has the change sponsor provided the brief impact analysis to explain the likely impacts and explained how they will inform relevant community stakeholders?</b>	NO
	Given the nature and expected frequency of activations, it is unlikely that this temporary airspace change proposal would affect significant volumes of traffic operating below 7000ft over an inhabited area.	
11	<b>Taking the above considerations into account, does the SME recommend that this proposal has met the engagement (or consultation) requirements of the Temporary Airspace Change process?</b>	YES

	Whilst the formal submission falls short in terms of satisfying some of the questions contained in this regulatory assessment template, the supporting evidence validates that the change sponsor has facilitated targeted engagement with aviation stakeholders and that they have sought their feedback on the safety and operational viability of their temporary airspace change proposal. They have also responded to the substantive feedback provided appropriately and adequately.		
<b>12</b>	<b>Are there any Condition(s) which the change sponsor must fulfil before activation (if approved)? If yes, please list them.</b>		<b>YES</b>
	<ul style="list-style-type: none"> <li>Stakeholders must be informed about and given the opportunity to comment on the safety and operational viability of proposed activation dates in March, August and September 2023</li> <li>Finalised and signed copies of any referenced agreement(s) will be required before the CAA approves activations of the TDAs.</li> <li>Stakeholders must be informed of the decision (when published), likely impacts and next steps.</li> <li>The change sponsor must ensure that appropriate measures are established to collate, monitor and report to the CAA on stakeholder feedback received during the period of the TDA. The CAA would welcome confirmation on the level and contents of any stakeholder feedback received during each activation period following completion of each Exercise.</li> </ul>		
<b>Targeted Engagement (or Consultation) Assessment sign-off</b>			
	<b>Name</b>	<b>Signature</b>	<b>Date</b>
Assessment completed by Principal Airspace Regulator (Engagement and Consultation)			24 <sup>th</sup> May 2022