

From: [REDACTED]
To: [REDACTED]
Subject: Salisbury Plain Training Area (SPTA) Danger Area Modernisation (ACP-2022-023)
Date: 25 July 2022 13:34:00
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)

Salisbury Plain Training Area (SPTA) Danger Area Modernisation (ACP-2022-023)

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Issue

1. In order to modernise the management process for volumes of the SPTA danger area complex (as promoted in the CAA Airspace Management Steering Group and FUA State Programme to meet CAP1711 AMS and CAP740 policy strategy), Joint Future Airspace Development Team (JFADT) have presented [ACP-2022-023](#) to update the routine activation heights and times, with some further nomenclature re-ordering in the AIP entry for those danger areas within the complex. The modernisation will benefit the UK Network and support Flexible Use of Airspace Policy. This ACP is in a series of related modernisation changes; [ACP-2018-077:FOST South Coast Danger Area Enhancements \[Completed\]](#), [ACP-2021-063: NWMTA Airspace Modernisation \[Completed\]](#) and [ACP-2021-073: FOST Portsmouth Danger Area Modernisation \[Completed\]](#) preceded this. Prior to CAP1616 and updates to SARG Policy, [East Anglia MTA](#) was the subject of JFADT sponsored change, [approved](#) in January 2018 under the CAP725 process.
2. The three preceding ACPs followed [SARG Policy: Reduction In Notified Hours Or Disestablishment Of Airspace Restrictions](#). This policy allows the ACP to progress as a Level 0 change with a series of submission requirements. JFADT request the same policy is applied to ACP-2022-023: Salisbury Plain Training Area (SPTA) Danger Area Modernisation. In applying this policy, SARG AR must be assured that there are no consequential changes to adjacent airspace arrangements.

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Recommendation

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3. Following consideration of the evidence presented by the sponsor, case officer recommendation is that this ACP follows SARG Policy: Reduction In Notified Hours Or Disestablishment Of Airspace Restrictions and is **approved as a Level 0 change**.

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Timing

4. The sponsor aims to target an AIC publication date of Thursday 22 September 2022 (submission date Friday 12 August 2022). AIP change would follow at AIRAC 11/2022 – implementation date Thursday 3 November 2022. This requires submission on Friday 5 August 2022, which therefore becomes the limiting date for the approval process to meet the desired timeline.

Background

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5. As part of an effort to meet the Airspace Modernisation Strategy and UK Airspace Management Policy, JFADT have identified that SPTA management process could be improved to ensure a more flexible use of that airspace with a potential to allowing more efficient tactical routing of aircraft through AMC management. The statement of need can be found at the link below. The

ACP proposes to change ENR5.2 remarks for D123, D125, D126 and D128. Within these entries, some airspace becomes AMC manageable, some routine upper limits are changed accompanied by amendments to routine timings and a standardised upper limit format is adopted. Further details of the proposed changes can be found in the link to the sponsors slide pack.








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- 6. This change falls within the remit of the SARG Policy for a Level 0 change; which also states: *in reaching a decision on a proposal to reduce the notified activation hours or disestablishment of an airspace restriction, SARG AR will need to be assured that there are no consequential changes to adjacent airspace arrangements.* The sponsor must also provide an environmental assessment unless it is not possible to determine the environmental impact.
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Considerations




- 7. Traversing Airways. No airways traverse this danger area complex. The sponsors have confirmed this will lead to no extra flight plan availability over the area concerned.
- 8. Byelaw Requirement. Imber Range, D123 has a Statutory Instrument (SI) attached. The sponsor has agreed the change in accordance with the SI through agreement with the post-holder named in the SI.
- 9. Environmental. The sponsor has confirmed that there is no change to the activity within the range, this is predominantly a change to modernise the management of SUA whilst changing the timings and availability of some upper volumes to afford more efficient tactical use. Being an ASM change, any benefits will be based on tactical opportunities and, due to the unpredictable nature of these it is not possible to model or analyse.
- 10. Letter of Agreement. The sponsor has provided a draft letter of agreement between NATS, Salisbury Plain and MoD Boscombe Down.
- 11. Watchkeeper and Free Route Airspace. The sponsor has confirmed no effect to Watchkeeper or Free Route Airspace (FRA) ACPs. The NATS FRA team are aware and expecting the management change to procedures. UK AMC has also been involved and engaged as part of the proposal.

Correspondence and Links

- 12. The following correspondence has taken place:

- a. Statement of Need:  [DAP1916 - Statement of Need: ACP-2022-023](#)
- b. Assessment Meeting Presentation:  [SPTA Asst Mtg PP.pptx](#)
- c. Assessment Meeting Minutes:  [ACP-2022-023 SPTA ASSESSMENT MEETING MINUTES 10th June 2022.docx](#)
- d. CAA Policy Letter:  [ACP-2022-023 SPTA ACP CAA POLICY LETTER.docx](#)
- e. Draft AIC:  [ACP-2022-023 SPTA AIC.docx](#)
- f. Draft AIP Updates:  [ACP-2022-023 SPTA UK AIP Updates ENR 5.1.docx](#)
- g. Draft LoA:  [Salisbury Plain LoA DRAFT for agreement in principle.pdf](#)


- 13. Links to other relevant documentation:

- a. Imber Range Statutory Instrument:  [imber_range.pdf](#)
- b. CAA OGC Communication regarding SI:  [RE_Airspace_Change_and_Byelaw_SI_-_OGC_Enquiry.pdf](#)
- c. Stakeholder Enquiry and response:  [Direct_Stakeholder_Communication.pdf](#)

Submission Requirements under SARG Policy: Reduction In Notified Hours Or Disestablishment Of Airspace Restrictions

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14. I assess that the sponsor has met the requirements under the policy for Reduction In Notified Hours Or Disestablishment Of Airspace Restrictions. The sponsor has conducted targeted engagement with specific parties that might be effected by the proposed changes and covered the process requirements to accept this as a L0 change.

Summary

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15. Recommendation is to **approve this as a Level 0 change**. Following approval, the sponsor must:
- a. Update the notification letter dates, redact and upload to the CAA airspace change portal;
 - b. Distribute the notification letter to all identified parties;
 - c. Amend the AIC and AIP to include standard phraseology for notification of airspace upper limits;
 - d. Submit the AIC and AIP change to NATS AIS. The AIC may be cancelled 4 weeks after the actual date of the airspace restrictions disestablishment;
 - e. At the end of the notification period the sponsor is to collate any responses received and for submit these to SARG AR within 4 weeks of the end of the notification period.
16. If content with the approval, second technical regulator to complete the ACP L0 Approval proforma:  [STAGE 5 DECIDE - LEVEL 0 REGULATORY DECISION ACP-2022-023.docx](#).


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