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ACP-2022-002

9 January – 7 April 2023

Enclosure 1

RAFAT use of RAF Syerston for Winter Training

Temporary Danger Area Summary of Stakeholder Engagement - Issue 1.3

Roles

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1.2	8 Sep 22	Additional LOA with Rectory Farm and Minutes from Rushcliffe Borough Council Meeting
1.3	15 Sep 22	Minor changes to text and final update to Rectory Farm LOA

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Introduction

This document forms part of the Airspace Change Process (ACP) as outlined in the Civil Aviation Authority (CAA) policy letter for Danger Areas (DAs) and Temporary Danger Areas (TDAs). This is a scaled-down version of the process outlined in the Civil Aviation Publication (CAP) 1616. ACP-2022-002 has been commenced to implement segregated airspace in the form of a TDA in the vicinity of RAF Syerston during early 2023. The ACP sponsor is the Ministry of Defence (MOD).

The Royal Air Force Aerobatic Team (RAFAT), more widely known as the Red Arrows, are relocating to RAF Waddington prior to the sale of RAF Scampton. This move is planned for late 2022 with the sale of RAF Scampton going ahead in early 2023. The original decision to relocate RAFAT to RAF Waddington was contingent on continued access for training in restricted airspace (EG R313) over Scampton, which would provide the Team with all their training airspace requirements indefinitely.



Figure 1-The Red Arrows performing the 'Tornado'

The Red Arrows fly the BAE SYSTEMS Hawk T1 fast jet trainer. The Team normally fly a 9-ship display lasting approximately 21 minutes.

The first-half of the display focuses on flying different formation shapes as a 9-ship, before splitting into different elements for the second-half. The Synchro Pair provide a more dynamic and exciting element, with signature head-head passes and inverted manoeuvres.

Recently, the MOD has decided that RAF Scampton will be sold without caveats. This decision has placed the future of EG R313 in doubt as continued access to this airspace will now rely on the scale of development at Scampton and the willingness of the new owners to support RAFAT operations. Consequently, a feasibility study was conducted in 2021 to identify alternative training locations that are accessible from RAF Waddington, which will remain the Team's new home. RAF Syerston has been identified as one of a number of potentially suitable locations that together, might provide enough training opportunities for the Team using their current display model.

The purpose of this document is to demonstrate that the Change Sponsor has followed the scaled-down version of the CAP 1616 process as outlined in the CAA policy letter for DAs and TDAs. The Change Sponsor has engaged with a range of potential stakeholders to seek their views on the change proposal and collect feedback as to the proposed TDA design. It is important to assure stakeholders that they are included in the change process and that they have influenced the design. The stakeholder feedback has been analysed and summarised in this document to describe how the feedback has been incorporated into the finalised design and what methods the MOD will employ to ensure air safety to both RAFAT and other airspace users isn't compromised. It also outlines details of the CAA's Special Use Airspace-Buffer Policy and the dispensation agreement with East Midlands Airport, whose airspace falls within this policy statement.

Executive Summary

The Change Sponsor conducted detailed stakeholder analysis to ensure they effectively engaged with all potential stakeholders over the TDA designs the RAF Syerston area.

Stakeholders were engaged in writing and included:

Local General Aviation (including aerodrome operators)

Commercial aerodrome operators

National Air Traffic Management Advisory Committee members

Members of the Lincolnshire Airspace user Group (LAUG)

Local Councils and Highways Agency

Other GA pilots that were made aware to us by other stakeholders/CAA portal

The Change Sponsor provided an introductory briefing at the annual LAUG conference at RAF Cranwell on the 3 March 22, before the formal TDA application was made to the CAA. Following submission of the engagement document, several online meetings were held, and 3 face-face briefings took place to address concerns raised by stakeholders. Minutes were submitted to the attendees and uploaded to the CAA portal. RAFAT engagement took place because of concerns raised, and the final TDA design reflects changes agreed with stakeholders.

The major theme in the feedback received was concern that the change proposal would restrict freedom of manoeuvre for general aviation and leisure/sporting aviators and could affect some local aviation related businesses. No impact on the national air traffic services route structure was identified from the establishment of the TDA although a dispensation from the CAA's Special Use Airspace-Buffer Policy is required.

There was some confusion over the MOD's approach to the removal of the caveat on the sale of RAF Scampton and why the GA community would likely have to pay the price for increased risk resulting from any contingency plan. This was combined with concern over ACP 2019-18 at RAF Waddington and why multiple sites were being looked at for RAFAT. Additionally, concern was raised that the MOD may wish to move EG R313 to RAF Syerston permanently, active 365 days per year.

Full details of engagement can be found in this document at Section 2.

As a result of engagement, a reduction of the vertical dimensions of the TDA has been made to allow one stakeholder to operate unhindered (Langar) while providing a method for GA to route over the site. 2 letters of Agreement have been created with local airfields in mind, one of which allows a small number of named pilots to depart and recover from a small microlight airfield on the very northern edge of the TDA.

The focus of follow-on engagement centered on TDA notification processes, Air Traffic Management, and the provision of the 2 Letters of Agreement with local airfields.

How this document is laid out

Section 1

We engaged a representative group of aviation stakeholders.

This section summarises:

- How we identified stakeholders.

- How we engaged with stakeholders.

- The engagement chronology.

Section 2

We developed the final TDA design based on stakeholder feedback.

This section describes:

- The initial TDA design sent out for comment by the sponsor.

- A summary of the feedback and how the proposal was adjusted.

- The final TDA design for submission to the CAA.

Section 3

- Next steps in the airspace change proposal.

- MOD Action during TDA Activation

Appendices A-F, containing a list of stakeholders contacted and follow-on engagement.

Section 1

How we identified Stakeholders.

Since the ACP is following the scaled-down version of the airspace change process, a targeted engagement was required for aviation stakeholders only. Considering the size of the TDA design, the MOD selected its stakeholders from an area within a radius of approximately 25 nautical miles (NM) of RAF Syerston.

Research was undertaken in the defined area to identify General Aviation (GA) aerodromes, GA operators, commercial airports and businesses potentially affected. Use was made of ongoing engagement associated with the Waddington ACP (ACP 2019-18) as well as requesting assistance from RAF Syerston and RAF Waddington. Additionally, representation was made to the Lincolnshire Airspace User Group (LAUG) with a briefing on the 3 March 22. The LAUG contact list was also used during stakeholder engagement.

The assumption was made that The National Air Traffic Management Advisory Committee (NATMAC), as an over-arching body, would pass the information down through their communication chains, to inform their representatives to an appropriate level. Notwithstanding the expectation that NATMAC members would cascade engagement literature to an appropriate level, it was important to attempt to identify GA organisations local to, and just beyond, the specified area. Best efforts were made to reach out directly at this level.

Additionally, one individual contacted the Change Sponsor asking to be informed as an aviation stakeholder following upload of the TDA application to the CAA portal.

The list of stakeholders can be found in Appendix A.

Engagement methods.

The Change Sponsor used a variety of engagement methods to ensure stakeholders were given the opportunity to state any concerns and to discuss options. These included:

- **Initial Briefing.** An initial briefing was given to members of the LAUG at RAF Cranwell on the 3 March 22. The briefing was presented by a RAFAT Team Pilot. The aim was to introduce the issues surrounding RAFAT airspace following the MOD's decision to remove all caveats to the sale of RAF Scampton and to provide a unified message on the reasoning behind the choice of contingency sites, including RAF Waddington and RAF Syerston. This briefing took place before the formal commencement of TDA 2022-002. It also provided an opportunity to capture local aviation stakeholders, and these were included in the subsequent engagement.
- **Initial Engagement Letter.** An initial engagement letter was sent out introducing the ACP and the reasons for it, along with an explanation of the wider context behind the issues regarding the sale of RAF Scampton, the removal of all caveats to its sale and the feasibility study that offered possible alternative training locations. The letter provided details of our initial TDA design and an explanation about how we would like to engage with stakeholders for feedback on our proposal. The letter included details on how to leave feedback and gave our email address for any questions or feedback. Details were made available on the ACP portal.

- **E-mail Engagement.** Following submission of the engagement letter, responses were received from a number of stakeholders, mostly using the feedback form provided. All responses that expressed concern or had questions were followed up, the majority by meeting face-face and receiving a briefing directly from the Change Sponsor.
- **MS Teams Meetings.** Several online meetings were held with stakeholders that were likely to be directly affected by this TDA proposal. The East Midlands Airport (EMA) Air Navigation Services Manager was contacted prior to the start of the TDA application for his thoughts on the TDA proposal, which would be based on similar lines to previous RA(T) airspace used by the Team. The CAA's Special Use Airspace Buffer Policy and dispensations were also discussed. Online meetings were also held with Langar to discuss how we could limit the impact on their parachuting operations and with local district and parish councils to discuss a public engagement strategy to inform the local community. The EMA meeting was followed up with a Letter of Agreement (LOA) and Minutes from the other meetings were taken and posted on the ACP portal. These are all included in the appendices of this document for reference.
- **Face-to-Face Briefings.** 3 face-to-face briefings were given at stakeholder locations by the Change Sponsor. This was possible due to a relaxation of Covid-19 rules and focused on stakeholders that had the greatest interest and concerns over the proposal. These briefings were coordinated to allow a number of different stakeholders to be present at each, allowing the Change Sponsor to capture the maximum number of stakeholders as possible and invite discussion on mitigations. Minutes from these briefings were sent to the relevant stakeholders and posted on the ACP portal. These minutes and the briefing itself are included in the Appendix E of this document for reference.

The formal period for the stakeholders to send feedback was six weeks (total 30 working days), which is in accordance with CAA guidelines for a scaled-down engagement. The engagement period ran from 27 May – 8 July 22. Engagement has continued with Nottingham Tollerton and Rectory Farm beyond this date.

Engagement chronology.

Table 1 below details the engagement activity undertaken.

Date	Action / Stakeholders Contacted	Notes
12 Nov 21	EMA Air Navigation Services Manager MS Teams meeting	Initial viability discussion with EMA about the TDA at RAF Syerston. Included Special Use Airspace-Buffer Policy discussion.
3 Mar 22	All attendees at the Lincolnshire Airspace Users Group at RAF Cranwell (mix of military and civilian airspace users)	PPT presentation giving update on RAFAT Airspace contingency plan and heads-up on TDA engagement for RAF Syerston. Use of RAF Waddington and ACP 2019-18 also briefed.
27 May 22	Engagement material sent to all identified stakeholders by e-mail	Feedback requested by 8 July 22, allowing 6-week engagement period. Accompanied by Feedback Response Form.
10 Jun 22	MS Teams meeting with Langar Airfield	PPT presentation and Q&A session. Minuted.

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10 Jun 22	MS Teams meeting for local TDA airspace management	PPT presentation and Q&A session. Included RAF Waddington ATM, DAATM and EMA. Minuted.
12 Jul 22	MS Teams meeting with Newark and Sherwood District Council	PPT presentation and discussion on public engagement strategy. RAF Media and Comms, RAFAT and RAF East Midlands Liaison Officer in attendance. Minuted.
13 Jul 22	Face-face briefing at Nottingham Tollerton Airport	Formal presentation made to Nottingham Tollerton Airport (Arcus Helicopters, Sherwood Flying Club and local private pilots). Discussion to identify areas for further investigation to minimise TDA impact. Minuted.
13 Jul 22	Face-face briefing at Rectory Farm Airstrip	Formal presentation made to local airstrip owners and affected private pilots (Rectory Farm, Caunton, Calverton, Oxtun, Watnall, Temple Bruer, Iambley, Orston, Hougham, Stapleford, plus the BMAA Airspace Team Lead and a representative from the LAA). Discussion to identify areas for further investigation to minimise TDA impact. Minuted.
21 Jul 22	Face-face briefing at Turweston Aerodrome	Formal presentation to LAA and BGA CEO's. Discussion to identify areas for further investigation to minimise TDA impact. Minuted.
26 Aug 22	MS Teams meeting with Rushcliffe Borough Council	PPT presentation and discussion on public engagement strategy. RAF Media and Comms and RAFAT in attendance. Minuted.
Ongoing	Responding to stakeholder feedback	Contact made by 22 organisations or individuals regarding potential airspace change.

Table 1-Engagement Chronology

Section 2

Initial TDA Design

An initial TDA design was drawn up to cater for activities at RAF Syerston. The initial design is shown at Figures 2 and 3 below, illustrated on both military and civilian 1:500,000 charts. The TDA is centred on the Aerodrome Reference Point (ARP)¹. This design is the same as EG R313 at RAF Scampton.

- ARP N53 01.40 W000 54.70 (WGS 84).
- 5nm radius, SFC-9500ft AMSL (9269ft AGL).
- Training will be conducted along runway 24/06 down to 100ft AGL with most of the activity occurring to the north of the runway.

The TDA is being requested for a 3-month period from the 9 January – 7 April 2023. It will run Monday-Friday only during daylight hours.

3 x daily slots have been agreed with RAF Syerston and these times will not vary during the TDA period. The times are as follows (all Local):

- 0830-0915 (45 mins).
- 1200-1245 (45 mins).
- 1450-1530 (40 mins).

Only 30 minutes of each slot will be routinely used, but some allowance has been made to cater for aircraft unserviceability at crew-in.

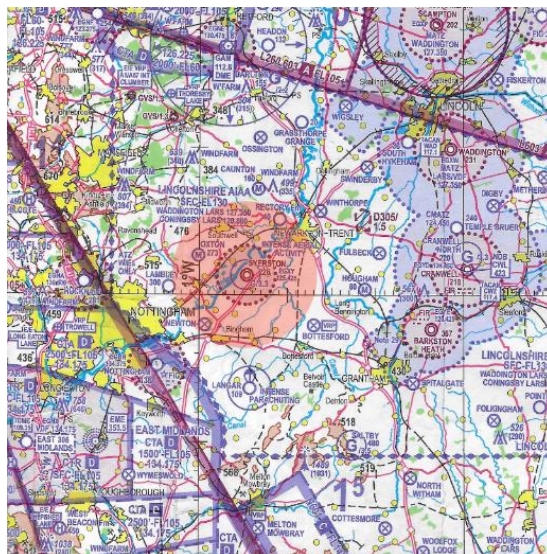


Figure 2-RAF Syerston TDA Civilian VFR Chart

¹ Aerodrome Reference Point is the designated geographical location of an aerodrome, normally taken as the geometrical centre of the runways.



Figure 3-RAF Syerston TDA Military Low Flying Chart

Summary of Stakeholder Feedback & Impact on TDA Proposal

Stakeholder feedback has been analysed and summarised in this document. Best effort has been made to incorporate changes suggested from stakeholder engagement but only a reduction in the vertical element has been possible, from 9500ft AMSL to 5000ft AMSL (9269ft AGL to 4769ft AGL). No reduction to the lateral dimensions has been possible due to the nature of RAFAT activity within the TDA and the need to provide a buffer between them and other airspace users. A safety assessment for the activity is part of this work. Agreement has been reached with Rectory Farm (a microlight strip on the very northern edge) to allow named pilots to depart and recover during periods of TDA activity. This LOA is included in Appendix F.

Engagement material was sent out to 171 aviation (including some non-aviation) stakeholders as listed in Appendix A. Responses from 22 stakeholders were received, with 17 stakeholders providing feedback that is included in Appendix D. The raw record of engagement communication is presented in Appendix B. Analysis of the responses identified a number of key themes from the issues raised. These main themes are identified in Table 2 below.

These themes were discussed openly in all MS Teams and face-face briefings. While not all changes could be made, options were explored with RAFAT and flexible use of the TDA to minimise the impact on local aviation stakeholders has been agreed. The MOD is actively seeking to put into place all suggested mitigations and this work is ongoing to ensure adequate resource is in place, notably the manning of the LARS frequency at RAF Waddington and the provision of a Danger Area Activity Information Service (DAAIS) using a VHF ATIS.

ID	Theme	Description
1	Requirement for TDA	Concern over the future of EG R313 and why it is under threat. Assumption that other bases could be more suitable. Will RAFAT now relocate to another home-base? Why has RAF Syerston been chosen for the TDA?
2	Impact on airspace users	Access for local strip users, impact on Nottingham Tollerton, Langar and Rectory Farm.
3	TDA design	Dimensions, vertical limit, location of proposed airspace, suggested amendments to the design.
4	Air Traffic Management	Provision of air traffic services throughout periods of activation and inactivity, availability of DACS/DAAIS, minimising of activation periods.

5	Safety	Safety assessment for mid-air-collision (MAC). Concern over an 'exportation of risk to GA' by the MOD. RAFAT transit to/from TDA also a concern.
6	Notification	Period of notice for activation, activation means, ATIS/DAAIS broadcast. Request for local notification list and direct comms with RAFAT to discuss specific requirements slot-slot.
7	CAA Special Use Airspace – Buffer Policy	NATS raised the issue of Buffer Policy compliance. CAA had already made the Change Sponsor aware.
8	Future use of RAF Syerston	Clarity over future plans for RAFAT use of RAF Syerston post TDA. Suspicion of MOD plans to move EG R313 to RAF Syerston permanently.
9	Inconsistent Mapping	Some microlight sites are not illustrated on the military chart. This affects the whole country. Request for feedback to AIDU.
10	General	There was one general objection to implementation of the TDA under the banner 'airspace for all'. It was suggested that RAFAT should copy other civilian display teams and use airspace with no protection.

Table 2-Engagement Key Themes

The MOD has the following comments on the key themes and subsequent impact on the TDA proposal:

- **Requirement for TDA**

Key Issues. There was a great deal of concern over the reasons why EG R313 was now under threat and why the MOD had allowed this situation to develop. Indeed, stakeholders couldn't understand why RAF Scampton was being considered for sale in the first place. Questions were asked about the suitability of other MOD sites to replace EG R313 and why other sites had not been considered. Questions were asked about the selection of RAF Waddington as the Teams new home-base and would this decision now be re-visited.

It was explained that this requirement came about following a decision by the MOD in mid-2021 to remove all caveats on the sale of RAF Scampton. This created a very real scenario that EG R313 might become unavailable for RAFAT following its sale in early 2023. A Feasibility Study was conducted in 2021 that reported directly to RAF senior leadership with the aim of developing a contingency plan to protect RAFAT training in the event EG R313 was lost.

The study looked at all local sites including RAF Coningsby, Marham, Cranwell, Barkston Heath, Wittering and Kendrew Barracks (formerly Cottesmore). It concluded that RAF Waddington and RAF Donna Nook Air Weapons Range might provide enough training slots for RAFAT, but both were deemed unsuitable for early Synchro Pair training, which requires a clearly identifiable line feature such as a runway, in order to safely practice their opposition passes down to 100ft AGL. RAF Syerston was probably the best option for the Synchro Pair and had the fewest risks from a ground perspective. It didn't completely rule out other sites but given the likely impact of a requirement for 3 x daily training slots for synchro, it would be challenging to find enough training opportunities at other busy frontline stations such as RAF Coningsby or RAF Marham.

Clarity was provided that detailed the interaction of ACP 2019-18 and ACP 2022-002 and the need to develop a contingency plan that could allow RAFAT to

continue flying should EG R313 be lost. The Change Sponsor stressed that it is hoped that the new owner of Scampton will allow the Team to continue flying there. But until this can be confirmed, work must go ahead to prepare for the worst outcome, the cessation of all EG R313 activity from the 1 Apr 23. The 2 possible scenarios are detailed below and were briefed to all stakeholders:

- **EG R313 Remains.** RAFAT will continue to focus on using EG R313. During winter training, occasional use of RAF Waddington for training is being considered for supervision, corporate visits and to help the Team integrate within their new home base and the local area. It is likely that this will be a maximum of 3-4 single training sorties per week during the corporate visit peak programme, Jan-Mar each year. ACP 2019-18 will enable airspace use without the need for RA(T)s. EG R313 will not be used at the same time. RAF Syerston will not be used.
- **EG R313 Withdrawn.** RAF Waddington may be used far more often, but it will not be able to serve as a full replacement for EG R313 as it has periods of surge activity. It is also currently considered unsuitable for Synchro Pair training, largely down to the A15 that runs close to the eastern side of the runway and construction work of a new Squadron complex on the eastern side of the airfield. ACP 2019-18 now becomes far more important as it is hoped that much of the non-synchro flying can be conducted at RAF Waddington, with RAF Donna Nook used when required. RAF Donna Nook is also considered unsuitable for early Synchro Pair training but could be used for more advanced training. Our aim is to transfer this training there when the Synchro Pair feel ready to do so, having learnt the basics at RAF Syerston.

Impact on TDA Proposal. RAF Syerston is currently assessed as the best location for the Synchro Pair and given the current assessment that RAF Waddington and Donna Nook are unsuitable for them. The MOD continues to assess RAF Waddington for all RAFAT training needs, and we remain hopeful that EG R313 will remain open for the Team. There was broad acceptance of this explanation from stakeholders once a full background to the feasibility study was given.

- **Impact on Airspace Users**

Key Issues. Concern was expressed over the impact on local aviation related commercial activities, specifically at Nottingham Tollerton, Langar and Rectory Farm microlight site. These are detailed below:

- **Nottingham Tollerton.** No impact would be felt from the first slot, some limited impact would be felt from the last slot, but the middle slot would adversely affect the training of pilots from Arcus Helicopters who use Newton (disused airfield on the SW of the TDA) for autorotation training. The Sherwood Flying Club would also feel the effect of the second and third slots and would have to adjust their flying program and navigation routes accordingly. Arcus Helicopters asked if airspace over Newton could remain available and we also considered trimming down the western part of the TDA to help Nottingham traffic route closer to Syerston. Following discussion with RAFAT, this was discounted on safety grounds. Both requested advanced notice of planned slots, ideally 3 days in advance to allow them to tailor their operations accordingly. We stated that we would aim to limit training in the

middle slot but due to the nature of the TDA, we would begin by using all 3-slots in an effort to complete the trial as quickly as possible. We also agreed to provide at least 3-days advance notice of planned slot use and to inform both directly via RAFAT ops. RAFAT would also aim to give at least 7 days' notice if practical. We also made it clear that if there were any special requests to avoid a specific slot, then these requests could be made directly to RAFAT who would endeavour to assist. There is no scope to adjust the slot timings themselves.

- **Langar.** Provided detailed analysis of parachute aircraft climb profiles, that vary with wind direction from day to day. With certain wind conditions, overflight of RAF Syerston is required and the TDA would require them to adjust these profiles. This would force them over areas where noise is a concern and could require them to cancel flights. We agreed to limit the top height to 5000ft AMSL and Langar confirmed they would be no longer be affected by the TDA.
- **Rectory Farm.** Had concerns that his sailplane maintenance business would be adversely affected by the TDA. We considered trimming down the northern part of the TDA to allow continued and unlimited access to the site but discounted this on safety grounds following discussions with RAFAT. The owner did provide details of aircraft movements in/out, with approximately 100-130 movements during this 3-month period. We suggested movements could be adjusted to fit around the slots, but agreed that this may not always be possible, particularly with the last slot of the day where light levels would be reducing. As with Nottingham, we agreed to provide at least 3-days advance notice of planned slot use and made it clear that contact could be made directly with RAFAT to help with specific requests. We have recently agreed to allow a limited number of named pilots to depart and recover from Rectory Farm using a LOA to frame the process for this activity. This LOA is included in Appendix F.

Impact on TDA Proposal. Top height reduced to 5000ft AMSL (4769ft AGL). RAFAT considered reductions to lateral dimensions but decided against this on safety grounds. More advanced NOTAM notice will be provided, now to include direct contact with a list of local airfields. RAFAT will provide a minimum of 3-days' notice with an aspiration to aim for 1-week. LOA written to allow limited traffic (named pilots only) to arrive and depart from Rectory Farm during periods of TDA activity.

- **TDA design**

Key Issues. Little initial concern about the size of the proposed TDA was expressed. Some stakeholders felt that the lateral dimensions could be reduced to allow greater transit options to the west/access to Newton disused airfield and one stakeholder questioned the reason behind RAFAT requiring any protected airspace at all. Analysis of Langar parachute aircraft climb profiles called into question the original top height. Following discussions with RAFAT (including the Synchro Pair), it was felt that the full 5nm, the same as EG R313 would be required for the safety of all.

Impact on TDA Proposal. Top height reduced to 5000ft AMSL (4769ft AGL). RAFAT considered reductions to lateral dimensions but decided against this on safety grounds. LOA with Rectory Farm outlined above.

- **Air Traffic Management**

Key Issues. Several stakeholders felt that the provision of air traffic services was very important during the hours of TDA activation. Not only would this provide up to date information on the status of the TDA but avoiding vectors could also be provided, both from the TDA itself and from other aircraft. This has added relevance as there would be a reduction in transit areas, with tighter bottlenecks east and west of RAF Syerston than normal. It has been agreed that RAF Waddington will provide a LARS, with a DACS available on request. A DACS would normally only be considered for emergency services, but we stated that there is no harm in other traffic requesting it. EMA also confirmed they can provide TDA status and traffic information.

Concern was expressed by some that a LARS supporting other MOD TDAs was often only available during TDA activation periods and that the service needs to be available all day. This was a surprise to the Change Sponsor and on further investigation, it became clear that resource limitations have affected the provision of this service in the past. We are actively engaged with RAF Waddington to try and ensure this service is available all day, Monday-Friday. The main concern was that if the LARS is unmanned (during periods of inactivity), GA pilots would be more likely to assume the TDA is active and funnel into a tighter bottleneck than is required. We did question this as we plan to issue NOTAMs against pre-assigned slots, but the general response was that perhaps NOTAMs aren't fully read, with GA pilots tending to 'play it safe', concerned over an infringement and any CAA response that would bring.

A DAAIS using a VHF ATIS was also suggested by several stakeholders. This would provide up to date TDA status information and could help supplement the LARS. It would also limit the impact if the LARS were temporarily unmanned. This is being actively investigated by RAF Waddington and Aquila (Program MARSHALL contractors). Also, RAF Waddington is looking into adding the TDA status onto the station ATIS. While this is UHF and therefore no use to civilian traffic, there may be the facility to dial into this on the ground. Equally, a call to Waddington Radar will provide information and these numbers will be included on the NOTAM.

***Impact on TDA Proposal.** RAF Waddington will ensure the LARS frequency is available during all periods of TDA activation. Normal air traffic services will be available along with a DACS and normal priorities will be afforded for emergency access. We are actively seeking prioritisation of resource to allow manning of the LARS all day, Monday-Friday, and not just during periods of activation. EMA can also provide TDA status and traffic information. The ability to dial into the RAF Waddington ATIS would be useful and we are looking at setting up a VHF ATIS giving TDA status information. There are likely to be costs to this and we assess it as unlikely to be approved. We also plan to add to the NOTAM that if any traffic cannot raise the RAF Waddington LARS, they can assume it is inactive and revert to normal routing. RAFAT will always have their own dedicated radar service during the TDA.*

- **Safety**

Key Issues. Several stakeholders commented that by implementing this TDA, there could be an impact on the risk of mid-air collision (MAC) to aircraft operating outside the TDA, specifically to those transiting north/south, to the east and west of RAF

Syerston and with RAFAT transiting to/from the TDA. This was described by one as an 'exportation of risk onto GA' by the MOD.

RAF Syerston sits in the centre of the Trent Valley and traffic can route around to the east and west. It is a known hotspot for infringements. Most traffic routes to the east and this is backed up by HEAT map evidence (see briefing in Appendix E). Surprisingly, there appeared to be little transit traffic to the west as it tends to be used by local Nottingham and Langar traffic and comes close to Langar, Nottingham and EMA. However, placing a 5nm radius TDA around RAF Syerston does reduce both transit areas considerably. This transit distance reduces from 5nm to 2nm on the southwest side and from 7nm to 4nm on the southeast. On this side, overflight of the multiple MATZ to the east is easier. Figures 4 and 5 below illustrate this.

The Change Sponsor fully acknowledge the reduction in transit airspace for GA but believe other airspace users can operate safely with the below mitigations in place.

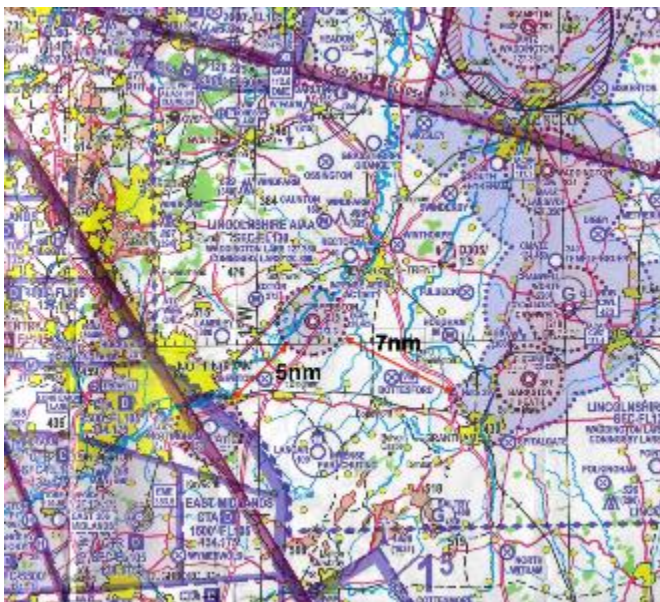


Figure 5-No TDA



Figure 4-TDA

The main mitigations provided by the Change Sponsor to keep risks to other aircraft as low as reasonably practicable are as follows:

- **Winter TDA, Weekdays Only.** By limiting the TDA to winter only, Monday-Friday, there will be less traffic affected than during other times of year, particularly summer. The BGA stated that there would be no impact on their pilots at this time of year and HEAT map analysis backs this up. While GA will still operate at this time of year, winter should reduce the impact it has and again, HEAT map analysis backs this up. Also, RAFAT will focus on front-loading the use of slots with the aim of completing the study as soon as possible. Monday is the quietest day, Friday the busiest and we will look at factoring this into use of the TDA as well as looking to limit use of the middle slot.
- **Pre-defined, NOTAM'd Slots.** By giving advanced notice of RAFAT's intention to use specific slots, other pilots should have all the information they need to plan their flights accordingly. However, we are committed to

providing local traffic transiting the area with all the facilities they need to do so safely.

- **ATC Services.** RAF Waddington will provide a LARS/DACS during all periods of TDA activity. We have asked RAF Waddington to look at resourcing this frequency all day, Monday-Friday to ensure transit traffic doesn't need to channel through a reduced chokepoint when it doesn't need to. A DAAIS using a VHF ATIS is being investigated and telephone information will be available. EMA will also provide status and traffic information and will be manned all day. A dedicated VHF DAAIS for this TDA is unlikely to be possible due to budgetary and time issues but is being investigated.
- **Current Transit Flows.** Most traffic does tend to route to the east of RAF Syerston anyway. It is considered likely that this will continue, possibly even more so during TDA activation periods.
- **Reduction in Vertical Height.** By reducing the vertical height of the TDA to 5000ft AMSL (4769ft AGL), there is capacity for traffic to route over the TDA. Some BMAA members commented that aircraft that use MOGAS are limited to 6000ft and this would allow these aircraft to fly over the site. It is acknowledged that GA traffic tends to be day VFR only and tends to operate between 2000-4000ft, but the ability to transit overhead does exist.
- **RAFAT Transit.** RAFAT will cut across the eastern transit area on their way to/from the TDA. However, they will be in receipt of a radar service prior to and during the departure and recovery and will aim to fly at or below 500ft AGL. Stakeholders agreed that this would reduce any MAC risk considerably although helicopters could still be a factor.

The site itself has been assessed by RAFAT as safe and they have displayed there before. The Team continue to review the sites suitability and how this relates to both RA2335 and CAP403.

***Impact on TDA Proposal.** This safety issue has been at the forefront of this proposal from the outset. We believe we have mitigated the risks and they are now as low as reasonably possible. We investigated a reduction of the TDA's dimensions on the eastern side to approx. 3nm (following the A6097) but this would bring transit traffic in potentially very close proximity to RAFAT within the TDA and at least, would be a significant distraction. Also, there are many other choke points in the UK where aircraft are able to operate safely, albeit with a requirement to navigate and communicate effectively.*

- **Notification**

Key Issues. The CAA require a minimum of 24hrs notification of slot use by NOTAM. From our engagement, it became clear that it would be beneficial to Stakeholders to increase this time and we settled on 3 days' notice (72 hours). RAFAT will endeavor to provide one weeks' notice and will send the list of planned slots directly to a list of local airfields as well as the CAA, with contact details for RAFAT Ops to discuss any specific requests. RAFAT will also plan to maximise use of slots on Monday (the quietest weekday for GA flying) and consider minimising use

of the middle slot daily and the last 2 slots on Friday. Friday does tend to be the busiest weekday for Nottingham and Langar.

A Letter Of Agreement (LOA) has been completed between RAF Waddington and local airfields. This is included in Appendix F. RAF Waddington will call 3 signatories of the LOA that RAFAT are on taxi out and on recovery at the end of the slot. This will inform these signatories that the TDA is HOT/COLD.

RAF Waddington will continue to man the LARS frequency during daylight hours Monday-Friday and the DAAIS (VHF ATIS) is being investigated. EMA will be available to provide TDA and traffic information as well.

The NOTAM will also have contact details for RAF Waddington Radar and it will make clear that an inability to raise RAF Waddington on the LARS frequency constitutes confirmation that the TDA is inactive. These numbers are included in the LOAs at Appendix F.

***Impact on TDA Proposal.** We see the promulgation by NOTAM with at least 3 days' notice as routine business and see no reason why 7 days' notice should not be given. In addition, we hope that the LOA procedures, the LARS/DACS and hopefully DAAIS will provide enough notification to other airspace users of the status of the TDA.*

- **CAA Special Use Airspace – Buffer Policy**

Key Issues. NATS questioned the TDA's compliance with the CAA's Buffer Policy and asked if it had been considered. The intent of this Policy Statement is to protect other adjacent airspace structures from Special Use Airspace (SUA), such as TDA 2022-002. For the purposes of the TDA and its intended use, the following buffer criteria is to be applied:

- 5nm from the edge of an airway, TMA, CTA or CTR. This affects EMA to the west of the TDA.
- A minimum vertical separation of 2000ft above or below structures. This affects EMA to west. The Daventry CTA, base of FL105 to the west is unaffected now that a lower vertical limit has been agreed upon.

We took advice from the CAA on this and approached EMA directly to discuss mitigations. This conversation took place before the TDA process began with the EMA Air Navigation Services Manager confirming verbally that he was content. The Policy Statement does allow dispensations to be applied. Suitable mitigations might include one, or a combination, of the following:

- Positive ATC management of potentially hazardous activities.
- Dynamic ATM procedures: this may include positive ATC management of aircraft outside the SUA.
- Use of internal safety buffers for ad hoc activities.
- Airspace sharing arrangements under approved MoU/LOA.

EMA accept this, subject to the following mitigations:

- Positive ATC management will be provided by RAF Waddington Radar and EMA. The former will provide a radar service to RAFAT that will ensure they are informed when approaching the western boundary of the TDA. A LARS will also be provided to enable other airspace users to receive information about the TDA and its status, including avoidance vectors if requested. Information on the status of the TDA and avoiding vectors to other traffic (if requested) may also be provided by EMA subject to controller workload.
- The TDA will be used by the Synchro Pair for training (2 aircraft). Their training patterns normally keep them within approximately 3nm of the datum point at RAF Syerston (the airfield ARP).
- RAFAT aircraft are equipped with a GPS updated map display with local airspace illustrated, enabling them to ensure they remain within the TDA and avoid airspace infringements with EMA or other sites.
- The agreements are set out within the LOA, included at Appendix F.

Impact on TDA Proposal. *There should be no impact on the TDA following agreement with EMA that the mitigations are sufficient. Should there be an inadvertent incursion into EMA airspace by RAFAT during the TDA, this will be investigated and reported.*

- **Future Use of RAF Syerston**

Key Issues. Several stakeholders were concerned that RAF Syerston could end up being looked at as a permanent replacement for EG R313. It was made clear that this is not the case. There are 2 outcomes:

- **Successful TDA.** RAF Syerston will only be considered for future use if EG R313 becomes unavailable for RAFAT. At this point, an application may be made to the CAA for annual use of RAF Syerston over winter only and along very similar lines to this TDA. The CAA have made it clear that if an ACP is approved, EG R313 must be withdrawn, it cannot be retained for other uses.
- **Unsuccessful TDA.** Should the TDA fail at any stage, from the application process onwards, RAF Syerston will not be looked at again. It must be stressed that the application process is as much a part of the trial as any flying that takes place and should the TDA be refused, the MOD will have to consider other options. This could ultimately mean removing the Synchro Pair from the RAFAT display and the cessation of the Red Arrows as a world-leading display team.

Impact on TDA Proposal. *N/A.*

- **Inconsistent Mapping**

Key Issues. The Change Sponsor was made aware that several microlight sites were not included on the military 1:500,000 chart. This made it difficult to identify all the local sites. Having been made aware of this issue, a civilian equivalent chart was sourced, and all local sites were contacted. We intend on informing AIDU of this with the hope they can be included on future maps. Several stakeholders noted that this is a wider problem, affecting other parts of the UK.

Impact on TDA Proposal. *Thankfully, having been made aware of this issue, contact with all local sites was made and they were briefed face-face at Rectory Farm.*

- **General**

Key Issues. One stakeholder expressed a general objection to the implementation of the TDA. He further commented on the need for RAFAT to have its own airspace and that they should follow a model used by other civilian display teams who train in open airspace. This is not something RAFAT and its command chain would ever agree to.

Impact on TDA Proposal. *N/A*

Final TDA Design

The final dimensions are as follows:

RAF Syerston (see Figure 6):

- A circle, radius 5 NM, centered on the Aerodrome Reference Point (ARP): N53 01.40, W000 54.70 (WGS 84).
- The vertical dimensions: Surface – 5000ft AMSL (4769ft AGL).

The TDA is being requested for a 3-month period from the 9 January – 7 April 2023. It will run Monday-Friday only during daylight hours.

3 x daily slots have been agreed with RAF Syerston and these times will not vary during the TDA period. The times are as follows (all Local):

- 0830-0915 (45 mins).
- 1200-1245 (45 mins).
- 1450-1530 (40 mins).

Only 30 minutes of each slot will be routinely used, but some allowance has been made to cater for aircraft unserviceability at crew-in.

A LOA has been agreed with Rectory Farm Airfield to allow 6 x named pilots to depart/arrive during periods of TDA activity. This LOA is included in Appendix F.



Figure 6-TDA at RAF Syerston

Impact of Redirected Traffic

The Change Sponsor assesses that there will be limited impact of redirected traffic around the TDA on the local area. We believe that there will continue to be low levels of traffic transiting to the west and that compression of traffic to the east will result in a small increase in noise to villages east of Newark. It might lead to GA being less spread out through the day and concentrated more over periods of TDA inactivity, but most of the traffic will be light aircraft and microlights.

Section 3

Next Steps

This document will be submitted to the CAA as evidence to support the scaled down process for TDA submissions.

The following timeline is anticipated:

Event as per CAP 1616	Planned Date
Stage 5 - Decide	4 Nov 22
Stage 6 - Implement	9 Jan 23

MOD Action during TDA Activation

The MOD will collate, monitor and report to the CAA on stakeholder feedback received by telephone, email or any other means during the periods of the TDA activation. This will be managed on a four-weekly basis throughout the duration of the TDA. The means by which to provide this information will be communicated to all stakeholders who responded during engagement, but only once the ACP been approved. Should the feedback received, and in consultation with the CAA, lead to any changes to the operation of the TDA complex, the MOD will also communicate this to all stakeholders who responded.

Additionally, the MOD is putting together an engagement strategy to inform the local population. This will be managed by RAF Waddington via local parish councilors, local media, social media and other platforms. The MOD will collate and monitor all feedback it receives and will be publishing contact details in due course. This will only begin if approval is granted for the TDA.

Appendix A-Identified Stakeholders (171)

Aviation Stakeholders (53):

NATMAC Members (40 members, latest list received from CAA)
National Police Air Service (NPAS)
Ambucopter – (Air Ambulance Lincs)
Bristow SAR – Humberside
Castle Air (HEMS/Air Ambulance)
Drone Wars
Gama Aviation (Air Ambulance)
Heli Air (Pipeline Inspection)
Helicentre Aviation (Pipeline Inspection)
National Grid (Powerline Inspection)
PDG Helicopters (Network Rail)
Sloanes (HEMS/Air Ambulance)
Specialist Aviation Services (Air Ambulance)
Western Power (Powerline Inspection)

RAF Syerston Local Stakeholders (9):

Calverton
Caunton
Lambley
Orston
Oxton
RAF Syerston, OC Ops
RAF Syerston, Air Safety Manager
Rectory Farm
Stapleford

Other Local Stakeholders (40):

40 Acre Farm Aeroclub
Auborn Peacocks
Boston Aero Club
Pointon Airfield
Bristow Helicopters, Humberside
Buckminster Gliding Club
Castle Bytham Airfield
Central Helicopters, Nottingham Heliport
Conington Airfield
Darlton Airfield
Derbyshire Soaring Club
Doncaster Sheffield Airport
East Midlands Airport
Frank Morgan Flying School
Headon Microlight
Hibaldstow Airfield
Hougham Airfield

Hucknall Airfield
Humberstone Airport
Langar Airfield
Leicester Aero Club
Leicester Airport
Lincolnshire Gliding Club
Long Sutton Airstrip
Loxly Airstrip
Netherthorpe Airfield
New York Airstrip
North Coates Airfield
Nottingham Tollerton-Truman Aviation
Peterborough and Spalding Gliding Club
Retford/Gamston Airport
Skegness Airfield
Strubby Airfield
Sturgate Airfield
Sywell Airfield
Temple Brewer Airfield
Trent Valley Gliding Club
Wickenby Airfield
Wilsford Airstrip
Witham Valley Airstrips

LAUG Members (24):

2Excel
Ascent
ATCSL Aero
Decoy Farm Strip
Frank Morgan School of Flying
Lincs and Notts Air Ambulance
Lincs Police
[REDACTED], Private Pilot
RAF Air Safety Centre
RAF Barkston Heath – SATCO
RAF Coningsby – OC Ops
RAF Coningsby – SATCO
RAF Cranwell – 2 FTS
RAF Cranwell – 3 FTS
RAF Cranwell – OC Ops
RAF Cranwell – SATCO
RAF Waddington – OC Ops
RAF Waddington – SATCO
RAF Wittering – OC Ops
Shacklewell
RAF Wittering – SATCO
SJFHQ, Northwood
Virgin Balloons
VTOL Media

Local Authorities (32):

Bassetlaw District Council
Bolsover District Council
Chief Constable Nottinghamshire Police
Derbyshire County Council
Doncaster Metropolitan Borough Council
East Riding of Yorkshire District Council
Gedling District Council
Harrogate District Council
Highways England
Leeds City Council
Leicestershire County Council
Lincs and Notts Ambulance CEO
Lincs Resilience Forum
Mansfield District Council
Melton District Council
Newark and Sherwood District Council
Newark Emergency Planning Officer
Northamptonshire County Council
Northamptonshire East District Council
North Kesteven County Council
North Lincs County Council
Northeast Lincs County Council
Nottinghamshire County Council
Nottinghamshire County Council Armed Forces Champion
Rushcliffe Borough Council
Rutland County Council
[REDACTED], MP for Lincoln
[REDACTED], MP for Newark
Selby District Council
Sheffield County Council
Waddington Parish Council
York City Council

Other (13):

13 individually contacted GA pilots who expressed an interest in this ACP or were made aware to us from other sources:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Appendix B – Change Sponsor Letter of Engagement



Display Headquarters

RAF Coningsby
Lincolnshire
LN4 4SY

27 May 2022

AIRSPACE CHANGE PROPOSAL – ACP-2022-002

This document forms part of the Airspace Change Process (ACP) as defined in the Civil Aviation Publication (CAP) 1616. ACP-2022-002 has been commenced in order to implement segregated airspace in the form of a Temporary Danger Area (TDA) in the vicinity of RAF Syerston during early 2023. The ACP sponsor is the Ministry of Defence (MOD). Details of this ACP, including all supporting documents can be found on the CAA's online airspace change portal [here](#).

All changes to UK airspace are legally required to follow the process laid down in CAP 1616. Details of the process are available online [here](#). Following this process ensures a fair and transparent flow of information between the change sponsor and any affected stakeholders. The CAA, as an impartial regulator, will hold the change sponsor to account and ensure that CAP 1616 is followed correctly as part of its decision-making responsibility. The aim of this letter is to inform all stakeholders of the proposed introduction of a TDA in the vicinity of RAF Syerston and to ensure that everyone has a full understanding of what, if any, effect it may have on them and to provide them with the opportunity to comment. This letter forms part of the ACP engagement activity and is being sent to you as an identified stakeholder for comment.

Background

The Royal Air Force Aerobatic Team (RAFAT), more widely known as the Red Arrows, are relocating to RAF Waddington prior to the sale of RAF Scampton. This move is planned for late 2022 with the sale of RAF Scampton going ahead in early 2023. The original decision to relocate RAFAT to RAF Waddington was contingent on continued access for training in restricted airspace (EG R313) over Scampton, which would provide the Team with all their training airspace requirements indefinitely.

The Red Arrows fly the BAE SYSTEMS Hawk T1 fast jet trainer. The Team normally fly a



9-ship display lasting approximately 21 minutes. The first-half of the display focuses on flying different formation shapes as a 9-ship, before splitting into different elements for the second-half. The Synchro Pair provide a more dynamic and exciting element, with signature head-head passes and inverted maneuvers.

Figure 7-The Red Arrows performing the 'Tornado'

Recently, the MOD has decided that RAF Scampton will be sold without caveats. This decision has placed the future of EG R313 in doubt as continued access to this airspace will now rely on the scale of development at Scampton and the willingness of the new owners to support RAFAT operations. Consequently, a feasibility study was conducted in 2021 to identify alternative training locations that are accessible from RAF Waddington, which will remain the Team's new home. RAF Syerston has been identified as one of a number of potentially suitable locations that together, might provide enough training opportunities for the Team using their current display model.

RAFAT have also been integrated within ACP 2019-18, originally planned to enable safe Remotely Piloted Air System (RPAS) operations at RAF Waddington using the new Protector RG Mk1. Details of why and how this is envisaged is included in this document to help readers understand the airspace issues currently facing RAFAT and why multiple sites and ACPs are being considered.

Reasons for the TDA Application

RAF Syerston is being looked at as a potential site for early RAFAT training sorties, with the focus on the Synchro Pair because it has a runway and is located close to RAF Waddington. A runway is considered essential for safe initial Synchro Pair training to allow effective deconfliction between aircraft. The Synchro Pair use the runway to assess miss distance during head-on pass training, each using a different runway edge. It is envisaged that the site, if considered suitable following the results from this TDA assessment, will only be used on an annual basis for 2-3 months over winter for early training sorties, until more advanced training can be transferred to RAF Donna Nook Air Weapons Range on the East Coast. RAF Waddington is currently assessed as unsuitable for Synchro Pair training making RAF Syerston the only contingency option.



Figure 8-The Synchro Pair perform a head-head pass

feature.

The Synchro Pair operate down to 100ft, but only down the display line which stretches 1nm each side of the display centre point.

With a combined closing speed of 720kts and a miss distance of 100ft wingtip-wingtip, it is vital that early pilot training takes place along a clearly defined line feature.

A runway makes the perfect line feature as each aircraft can use different sides to ensure deconfliction. With practice, it becomes possible to assess closure and miss distance without a clearly defined line

Any future use of RAF Syerston will likely require a full ACP to be conducted with the CAA to enable limited, but regular winter use. Such a process will only be considered if and when EG R313 becomes unavailable for RAFAT and if this is the case, the ACP will only begin if EG R313 is removed permanently. It is hoped that the new owners of Scampton will be favorable to allowing continued RAFAT training which would remove the need for RAF Syerston to be used. Until more is known about the future owners of RAF Scampton and their plans for the site's development, this TDA is required to assess RAF Syerston as a contingency against the loss of EG R313, primarily to support Synchro Pair training².

Should EG R313 become unavailable for RAFAT operations, and no other local sites are considered suitable, it is highly likely that the entire Red Arrows display will have to fundamentally change and would almost certainly lead to the removal of the Synchro Pair from the display routine. As they are such a popular and dynamic element of the display, the MOD is committed to doing all it can to ensure their continued existence by identifying safe training locations. The MOD wishes to see the Red Arrows continue as one of the finest display teams in the world and without suitable contingency planning, their future existence could be under threat.

Establishment of the Proposed TDA

One single design has been created for RAF Syerston. The TDA is centered on the aerodrome reference point (ARP)³ and is aligned with the main runway. The ARP and dimensions are as follows:

- ARP N53 01.40 W000 54.70 (WGS 84).
- 5nm radius, SFC-9500ft AMSL (9269ft AGL).

² While Synchro Pair Training is the focus of any future use of RAF Syerston, use by other RAFAT elements for training could also be considered.

³ Aerodrome Reference Point is the designated geographical location of an aerodrome, normally taken as the geometrical centre of the runways.

- Training will be conducted along runway 24/06 down to 100ft AGL with the majority of activity occurring to the north of the runway.

Proposed TDA

Figures 3-5 illustrate the lateral and vertical dimensions of the TDA at RAF Syerston. These dimensions are the same as EG R313 over RAF Scampton.



Figure 9 - RAF Syerston TDA

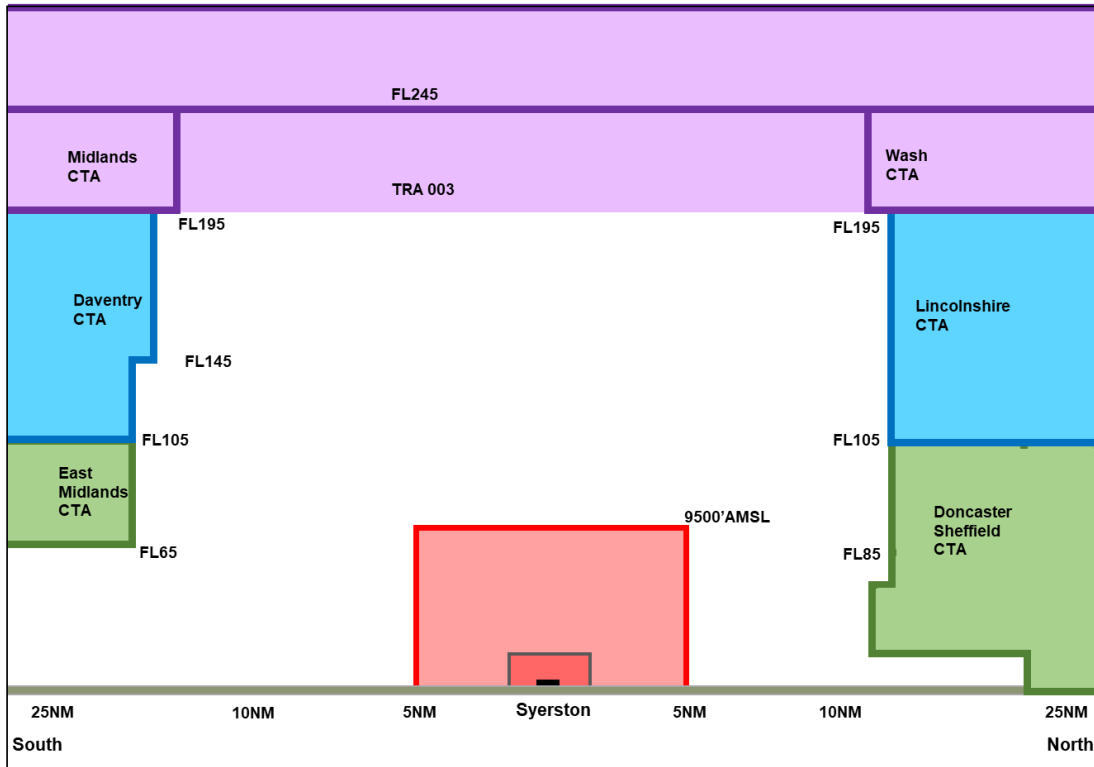


Figure 10 - RAF Syerston TDA N/S Cross-section

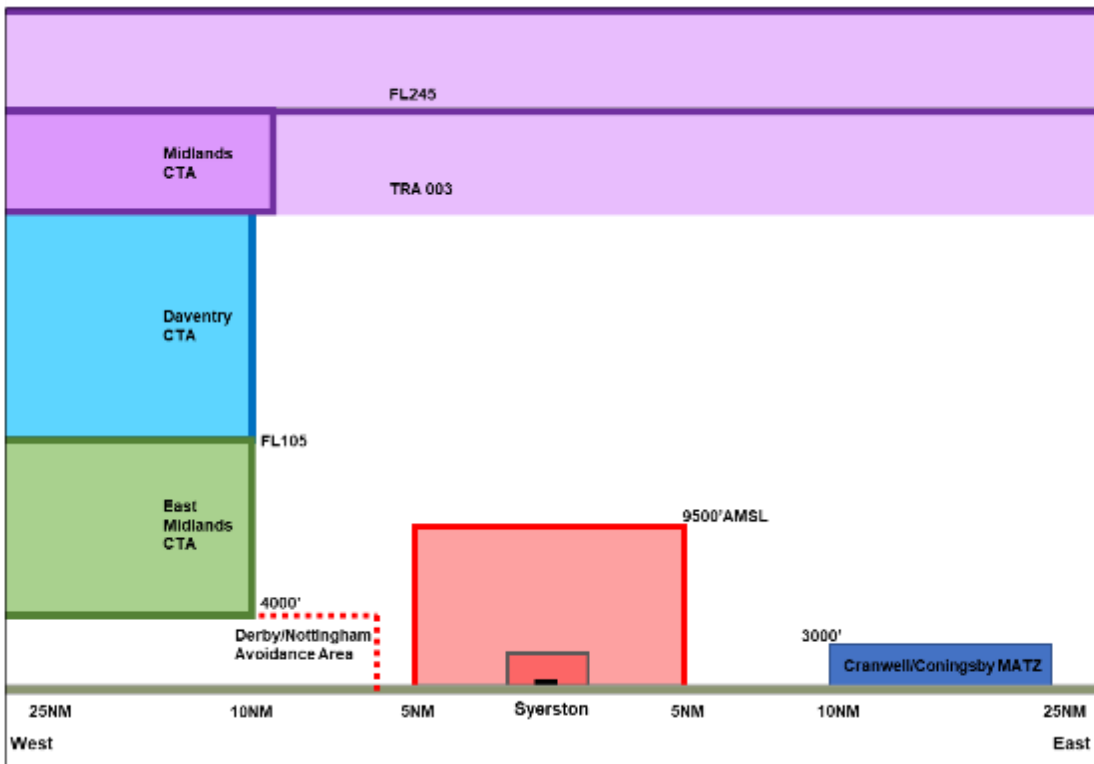


Figure 11 - RAF Syerston TDA E/W Cross-section

Utilisation

The proposed TDA is planned to run from the 9 Jan-7 Apr 23 and will not be permanently active. It will only be active Mon-Fri between the following times (local), but planned use of any slots will be confirmed the day before by NOTAM. If any slots are not NOTAM'd in advance, they will not be used.

Slot 1: 0830-0915 (45 mins)

Slot 2: 1200-1245 (45 mins)

Slot 3: 1450-1530 (40 mins)

Measures to Minimize the Impact on other Airspace Users

RAFAT will likely only require 30 mins of any slot used, but some flexibility has been built in to cater for small delays. These slots have also been agreed to minimize any impact on RAF Syerston flying which is planned to continue as normal outside of these windows. Also, it is very unlikely that RAFAT will use all these slots over the 90-day period, with a focus on maximizing use of the slots at the start of the TDA. Slot use can then be reduced depending on feedback from RAFAT, the local population and other airspace users. RAFAT are committed to minimizing any impact to other airspace users and can revert to using EG R313 if required; indeed, Scampton flying will continue throughout this TDA period although not at the same time.

RAF Waddington and East Midlands Airport will have up to date information on the status of the TDA and can provide information to aircraft along with vectors to remain clear if required. RAFAT will be using a VHF radar service with RAF Waddington and will be warned of any conflicting traffic. In the event of any inadvertent incursion, RAFAT will be warned and will curtail their training if necessary. It is also the intention to provide a Danger Area Crossing Service (DACs), meaning that, even if the airspace has been notified as active, it may be possible for both civil and military aircraft to transit through it under a clearance from RAF Waddington.

ACP 2019-18 Integration

ACP 2019-18 was commenced in 2019 to enable the operation of a large RPAS, Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington from the early-2020s. This requirement remains in place and all supporting documents can be found on the CAA's online airspace change portal [here](#). Following an MOD report into the use of RAF Waddington by RAFAT following their relocation, it was felt that the Team could make occasional use of their new home for display flying and as a result, integration within ACP 2019-18 was sought as the proposed dimensions were similar to EG R313. This planned use would be limited to occasional winter practice displays for corporate visits and for supervision purposes, with any impact on local traffic considered minimal. EG R313 would remain the primary location for all training and both sites would not be active at the same time. If RAFAT integration into ACP 2019-18 was turned down by the CAA, RAFAT would likely conduct this activity anyway using Restricted Airspace (Temporary) (RA(T)), but it was felt that integration would provide a safer and more effective method for occasional airspace management.

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Following the decision to remove all caveats to the sale of RAF Scampton, use of RAF Waddington and integration within ACP 2019-18 became more important for RAFAT and flying could be considered on a more regular basis. However, this would only happen if the Team lost the ability to train in EG R313. Should this happen, it is likely that RAF Donna Nook, an Air Weapons Range on the East Coast will be the primary alternate training location, but RAF Waddington could also be used more regularly. In this instance, RAF Syerston will only then be considered as a Synchro Pair training site as RAF Waddington is currently assessed as unsuitable for them, and RAF Donna Nook cannot be used until the Synchro Pair have completed early training over a runway. It is envisaged that these options will only be used if and when EG R313 is removed, effectively reducing the local airspace burden.

Conclusion

It must be stressed that this TDA is only being sought to allow RAFAT to evaluate the suitability of Syerston as a future contingency option for some limited training, primarily involving the Synchro Pair. If assessed as suitable, future annual use will only be considered if EG R313 is removed, and it is likely that a full ACP would be required. If this is necessary, any ACP will likely be for limited winter training along similar lines to this TDA. It is hoped that any disruption will be minimal and the assistance and understanding of the General Aviation and local community is appreciated.

How to Provide Feedback

The MOD welcomes comments and feedback from all aviation stakeholders. All comments received regarding this proposal will be taken into consideration before final submission to the CAA. All the details of this airspace change proposal are available on the CAA's Airspace Change Portal. The ACP identification number is ACP-2022-002. Feedback on the proposed change and what is important to you should be sent to:

The Airspace Change Manager at [REDACTED]

[A feedback form is provided on the next page and a Word document is attached to the email containing this material for your use if you wish.](#)

It is kindly requested that any responses regarding the proposed TDA submission are received by 8 July 2022.

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ACP-2022-002 Response Form

Due to time critical deadlines it is requested that all feedback is returned no later than 8 July 2022. Please return completed forms to: [REDACTED]

Name*	
Representing*	
Contact details (email, telephone or postal address including postcode)	
Feedback:	

*mandatory field (Continue on additional sheet if required)



Appendix C – Raw Engagement Records

BM Force HQ (Program Marshall)

Hi [REDACTED],

Not sure if I've been sent this in error as it has no impact on Programme Marshall. I've forwarded to A3/5 within the HQ in case they need to be aware.

Regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

Private Pilot

[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: Red Arrows Airspace Change Proposal 2022-002

Dear [REDACTED],

Thank you for your comprehensive reply, (an unusual event in the CAP1616 environment).

Airspace has become more complicated over the 30 odd years I have been flying, and I expect you appreciate that the one airspace that has been habitually sacrificed is class G.

The consequence of this is that even for the smallest of mistakes the aviator is punished.

Please bear in mind that the most vulnerable of aircraft types are historic Aircraft. The Shuttleworth collection comes to mind, but even where my aircraft is hangared is a beautiful 1930s Spartan Arrow. The chance of that sporting a Radio that is effective is remote and the EMP effect of unshielded HT leads deny the operation of most electronic equipment. This will, if the trend towards the disestablishment of class G airspace, lead to it being grounded. That would be a very sad day.

Thank you, at least for engaging me, but you'll forgive for continuing my campaign as a 'little heard group' (as identified by CAP1616) for simplified airspace.

[REDACTED]

[REDACTED]

----- Original message -----

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Red Arrows Airspace Change Proposal 2022-002

[REDACTED], thank you for your engagement pertaining to TDA 2022-002.

In response, I will start by stating that engagement has taken place with GA and local airfields and that all concerns and objections they have are forefront in our minds. We have concluded face-face briefings with the LAA, BGA, BMAA (including all local microlight site owners) and with Nottingham Tollerton Airport. Focused engagement has also taken place with Langar and East Midlands Airport. All concerns and objections have been addressed and have directed our focus throughout the engagement phase. Our aim has and will always be to reduce the impact to all, while ensuring air safety is given the highest consideration.

The reasons for this TDA were explained in the engagement letter and the reasons why RAF Waddington was also being looked at were also explained. This has been expanded in our briefings to ensure everyone understands how they interact with each other and the overall response has been positive. There remains

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concern over any 'creep' towards making RAF Syerston a new and permanent R313 but this is not the case. RAF Syerston is only being looked at for limited Synchro Pair training using a runway, until their level of competence would allow them to move to RAF Donna Nook Air Weapons Range. This will be down to their feedback from their training over Syerston but is likely to take no more than 3 months, probably significantly less.

It remains our hope that the new buyer of Scampton will allow training to continue there and consequently, RAF Syerston will not be required in the future. In this case, the Team will plan on using RAF Waddington (ACP 2019-018) very occasionally, with that airspace only activated during such activity. Indeed, should R313 be lost sometime from April 23, the MOD will be handing back far more airspace that it will ever be taking, to keep the Red Arrows, a treasured National Asset airborne.

From a safety perspective, no RAF Aviation Duty Holder will allow the Red Arrows to train in open airspace with no protection. The risks to the Team and others would be intolerable. The Gnat Team that you reference do not train at North Weald because of the amount of GA and their concerns for safety. They aspire to have protected airspace to train and is why they export it to a coastal site in Essex, airspace that is much quieter but still has risks. Ultimately, if a civilian team or display pilot is content to display with no airspace protection, that is up to them, but is not something RAFAT will entertain.

Kind regards

[Redacted signature block]

[Redacted signature block]

Subject: Re: Red Arrows Airspace Change Proposal 2022-002

ACP-2022-002 OBJECTION

Dear [Redacted],

Thank you for including me as a stakeholder in this airspace change request. For your convenience Appendix A sets out the objectives of consultation in CAP 1616.

I have no intention to frustrate the activities of RAFAT but I do object to unreasonable increases in controlled airspace. For these purposes; controlled airspace is any airspace structure that has a Controlling Authority. TDA, RMZ, TMZ (and the proposed EMZ) are all examples of such structures. The Secretary of State for Transport stands on the side of reducing such controlled airspace (3). Please demonstrate how the MOD's airspace strategy, and these applications, align with this.

ACP-2019-018 does not deal solely with RPAS activities but relies heavily on the presence of the RAFAT to prosecute its aims. I can't help wondering if keeping RPAS separate from RFAT would have been a better strategy.

You suggest that EGR313 is pivotal in this application (and in fact it is in ACP-2019-018) but omit to explain the circumstances under which EGR313 would be lost. Why is the future of EGR313 in doubt? Has Scampton been sold to become another Airport, for instance, resulting in a more burgeoning loss of Class G airspace, retention of EGR313 (or a morphed substitute) with the additional loss of Class G airspace to

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Waddington? Make the decision to completely remove EGR313 (and any derivatives) and the path becomes clear. Firmly commit to retaining EGR313 and Waddington and Syerston can stand down!

Please can I have a copy of your safety case, which should also be made available to all through the ACP. In constructing your safety case I would expect to understand the evidence-based reasoning that demonstrates why airspace is needed at all, since general aviation high energy teams safely work up their routines in class G airspace. (1)(2)

CAP403 deals primarily with the safety and administration of an airshow. CAP403 tells me:-

1. 1.16 Flying displays over non-MOD Occupied property involving military registered aircraft onlydo not need CAA permission.

2. 1.7 events not open to the public... remain subject to the rules of the air

It doesn't provide any guidance on the rules governing the working up of capabilities before the airshow takes place, but the inference from above is that the only requirement is to obey the rules of the air and SERA.

This is confirmed by inspecting the behaviour of civilian display teams.

1. The Gnat display team (1) operate at speeds of 300 mph. They are based at an unlicensed airfield North Weald which is surrounded by Luton, Stanstead, Heathrow, Southend. They work up their display routine within these constraints and within the limitations of the rules of the air.

2. The Blades (2) are based at busy Sywell Aerodrome (LAA rally attracted over 700 aircraft) and operate at speeds of 260 mph. Luton, Birmingham, Wittering, East Midlands are close at hand. They work up their display routine within these constraints and within the limitations of the rules of the air

3. Those who Aerobat in my circle of aviators, whether part of a correlate team or not without exception, are not protected by segregated airspace, nor do they expect such protection.

It is normal for civilian display teams to work within the limits of the Rules of the Air even at high velocities.

CAP1047 provides a guide for air display pilots but at no time suggests that segregated airspace is needed or desirable.

This combination of applications feels like a divide and rule strategy, which results in class G airspace being sacrificed on the alter of a national institution.

Please publish my response on the airspace change portal.

Regards

[Redacted signature block]

Appendix A

In CAP1616 (2) Appendix C the CAA says

1. Are there any seldom heard groups impacted?
2. engagement will be required throughout the process by sponsors.
3. ...The CAA's own stakeholder engagement, undertaken during the stages of the process that it leads
4. The core principle underpinning the CAA's assessment of whether a change sponsor is engaging stakeholders effectively will be evidence that the change sponsor is engaging in a two-way conversation.
5. How will they be engaged? What are their needs/requirements? Are there any seldom heard groups

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impacted? How will material be targeted for different groups and situations identified?

6. Throughout the process, the change sponsor owns the requirement for stakeholder engagement.

7. The change sponsor must be clear to stakeholders about how proposed airspace changes evolve through the stages of the process and how their feedback has informed these evolutions.

8. the CAA will seek evidence stakeholders are content that their views have been captured and taken into account by the change sponsor.

[REDACTED]

[REDACTED] wrote:

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]

[REDACTED]

Langar (Feedback Form received)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: Red Arrows Airspace Change Proposal 2022-002

Hi [REDACTED],

Yup, we can work with that, no problem at all.

Thanks for letting us talk and pass feedback to you, we really appreciate being part of the process.

[REDACTED]

[REDACTED]

[REDACTED] wrote:

Hi [REDACTED]. Our engagement has now concluded and we are looking at submitting a proposal for 5nm radius (as before) but up to a maximum of 5000ft AMSL only. Would this be acceptable to Langar? We can't really come below this as we need to provide an adequate margin for traffic overflying Syerston. It might be possible for a more tactical management approach on the day with Waddington LARS if you need to encroach on this.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: Red Arrows Airspace Change Proposal 2022-002

Hi [REDACTED],

Please see attached our initial feedback from Langar Airfield. We are a 7-day a week operation with approximately 6000 aircraft movements a year. So we are definitely interested to be kept in the loop as this proposal develops.

Best regards

[REDACTED]

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[REDACTED]

[REDACTED] wrote:

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]

[REDACTED]

British Gliding Association (Feedback Form received)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
An accurate meeting note, thanks.
Just one correction proposed in the attached.
Kind regards

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Turweston Briefing Minutes

Gentlemen, hope you are well. Firstly, thanks very much for hosting us at the LAA, very kind of you to give up your time. I have included the minutes from the meeting for your info. I will get them redacted and uploaded to the portal.

I am meeting RAFAT on Thursday to discuss some airspace specifics, notably to see if we could cut down the western portion slightly. I will always be up front and completely honest so I think it is unlikely, but I can promise you a full discussion will be had on the subject.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

DAATM and Low Flying Cell (Feedback Form Received).

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

Sounds like a plan. Have a good weekend – if you need anything from me next week I am only in Mon AM and in London PM, followed by a week of leave Tue onwards. Happy to take phone calls if anything urgent too.

Best regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

That's very useful context and I had no idea. We will see then. I do like the statement about assuming inactive if no response. I will look at fitting that in to the document if Waddington agree they can't fully man it. Would be useful to reiterate this in the NOTAM as well.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

LARS is a difficult one as the MOD perform it as a derogated service for NATS/CAA – it is done under the banner of irreducible spare capacity and units can effectively decide what they are able to provide, which to my mind will normally be airfield operating hours. As Waddington has reduced their operating hours the service has obviously reduced accordingly. Hopefully they will be able to support and keep GA on side, or at least mitigate one of their concerns.

[REDACTED]

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Best regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

Thanks [REDACTED]. I do understand what you mean. My understanding from the AIP (and the extract you have below) is that the LARS is available during stn hrs 0800-1800 Mon-Thu, possibly less on Fridays. It was the GA community themselves who made me aware that in reality it is patchy (all LARS, and they did include Waddington). Follow-up with Waddington/Coningsby is in hand and they have suggested it is probably unlikely that it will be manned as we would hope, but they are looking at it.

The ATIS option is now with Aquila (Project Marshal) [REDACTED]
[REDACTED]. I am also concerned that if Waddington LARS does gain a reputation for being patchy, GA will load up EMA for info on the status which will likely cause some disquiet. It is a busy freq already as I know well from [REDACTED].

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

[REDACTED],

Copied. As long as Waddington are able to support and it is clear what they are willing to provide, then it should be fine – WAD will have to make it clear in the NOTAMs at the end of the TDA period that they are reverting to their reduced hours capability.

Best regards,

[REDACTED]

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[REDACTED]

[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

I'm not certain I understand you. I am looking to try and ensure the LARS is provided between 0830-1630 (maybe starting slightly earlier). This will inform pilots of the status of the TDA (irrespective of the NOTAM) at all times of the day and provide deconfliction if asked for when it's activated. I want to address the GA concerns that their experience of a LARS during MOD TDA's is poor, often only being provided when the TDA is actually active. The DACS part is really only relevant to HEMS as it wont be routinely provided to GA if RAFAT are operating in the TDA.

Kind regards

[REDACTED]

[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

[REDACTED]

I would probably state that DACS/DAAIS are provided and then just add to the remarks that LARS will be provided during TDA activation hours/0830-1630, depending upon what is agreed. Waddington are already a LARS unit, so they aren't taking on an extra task, just resourcing it slightly more.

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

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[REDACTED]

I would like to give GA the option to get a steer or 2 from ATC. While it is likely they won't need it routinely, I don't want to limit the service provided. Thoughts?

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

[REDACTED]

Just a couple of comments relating to the DACS/DAAIS/LARS question – resolution of that issue should make it clear.

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

Thanks [REDACTED], I'll keep that in my back pocket for Waddington's response and really useful. I agree with everything you say and personally got a bit flashed up by the GA response. That said, if we work with them then they will get onside with this if we have to go to a future ACP in future. [REDACTED]

[REDACTED]

Also, I have completed a draft final submission if you wouldn't mind reviewing. This is the TDA document only and I want to keep minimal and factual. The engagement document will sit alongside it and will include all our engagement history with raw e-mails as an annex, safety assessment, noise assessment, SUA-Buffer Policy info and the LOAs. Likely to be about 100 pages!

Kind regards

[REDACTED]

[REDACTED]

Subject: RE: RAF Syerston TDA 2022-002 ATM Engagement

[REDACTED]

Some thoughts on your LARS request email – sent only to you so as to not pre-empt a response from Waddington.

If Waddington are not able to resource the LARS frequency 0830-1600 then perhaps just during Waddington opening hours would suffice, on the basis that if RAFAT are operating then Waddington ATC will be open anyway. Although GA would obviously prefer it to be open all of the time, this may not be practicable from a Waddington perspective. It would need to be clear in the NOTAMs when the TDA will be active and what Waddington opening hours are – if it is then GA should be able to trust that they can fly through when no answer from Waddington. The GA argument that they would avoid the airspace if they haven't explicitly being told that it is inactive is extremely risk averse and inflexible – see extract from Mil AIP below:

6	Remarks:	<p>MATZ active when ATC is open (See below); ATZ active 24/7 to cover the flexible flying window and short-notice flying requirements</p> <p>LARS available 0800-1800A Mon-Thur, Fri 0800-1300A subject to Str-based Op requirements, see NOTAMs.</p> <p>Outside of LARS operating hours, pilots requiring transit of either the Waddington MATZ or EG R313 are to call Waddington Zone on frequency 232.70MHz or 119.50MHz. No reply will indicate that the Waddington MATZ and EG R313 can be crossed avoiding the ATZs at Waddington and Scampton.</p>
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In my opinion, there is no reason why the Syerston TDA could not fall into the same bracket as Waddington MATZ and R313 in terms of no reply meaning crossing is permitted.

As previously mentioned, the ATIS is probably a non-starter as it is UHF and would probably require Aquila approval and action to switch it daily between UHF and VHF, or to provide another VHF for the period of the TDA. I may be wrong but my experience as SATCO Boscombe with Aquila and frequencies does not fill me with confidence on this as an option.

Purely my thoughts though – happy to chat a/r.

Best regards,

[REDACTED]

[REDACTED]

Subject: RAF Syerston TDA 2022-002 ATM Engagement

The engagement phase for TDA 2022-002 has concluded with any follow-up work now broadly complete. The report will be written in the coming weeks and submitted to the CAA. This is the TDA application for RAFAT (Synchro Pair) training at RAF Syerston 9 Jan-7 Apr 23.

Broadly speaking, General Aviation (GA) provided similar responses highlighting their main concerns via their respective Airspace Team Leaders. They represent over 20,000 private pilots. Many issues have been addressed to their satisfaction through face-face briefings from [REDACTED] and myself but I have to highlight the main concern and mitigation and my worries that it will not be addressed adequately during the TDA itself. This is an airspace management issue and will be affected by ATM manning.

The main issues concern the reduction in transit airspace east and west of Syerston (see attached map). While active, there is no more than a mile west and approximately 5 miles to the east to transit around the TDA. This will channel traffic into these already known choke points, being the main routing for traffic north/south through the Trent Valley. The western side is seldom used for transit flying as it sits so close to Nottingham and East Midlands, with Langar blocking to the south, and tends to be used for traffic in/out of Tollerton. As a result, there shouldn't be much of an issue here. However, there will be compression to the east of Syerston and closer to Waddington/Cranwell/Barkston Heath. This is what the GA community is describing as an 'exportation of risk' onto them from the MOD. Not only are they concerned about an increased collision risk (with military and other GA), they also worry about infringing the TDA which will result in CAA action against them. The obvious solution is to reduce the time such compression is required and we achieved this by choosing 3 x daily fixed slots that will be NOTAM'd in advance by RAFAT if the Team plan to use them. Of course, being a winter TDA also reduces the amount of GA traffic when compared to summer. A LARS will also help GA greatly. However, GA have all stated that they need the LARS up and running all day as they will assume the TDA is active if they can't confirm this with an ATC unit. They have stated that past RAF TDA's have not provided a LARS when the airspace is inactive, resulting in unnecessary compression with traffic avoiding a TDA that isn't active. It will also likely increase the use of the East Midlands radar frequency for TDA status info and this won't go down well as it is already fairly busy.

While the slots will be NOTAM'd, we have to acknowledge the concerns of GA. They have also suggested that an ATIS (VHF) would provide the best way of providing information on the TDA status while reducing the burden of manning the LARS frequency permanently. I have had feedback that this is probably too difficult but I would like to ask that this is properly looked into.

In summary, I would like to ask that the LARS frequency is manned Mon-Fri during this TDA from 0830-1600L and that the ATIS option is properly looked into. The future success or failure of any subsequent ACP for annual use of RAF Syerston will be framed by the results of this TDA. If The RAF does it right, it is likely that this will be a much more straightforward process than battling with GA who will claim that the airspace wasn't managed effectively, something I think the CAA will look at poorly.

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This engagement will be submitted as part of the TDA report to the CAA.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

[REDACTED],

Tue-Fri good for me, just give me a call whenever I'm free online.

Best regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

Thanks [REDACTED]. Flying the next 3 days but free Tue-Fri. I would appreciate a chat on this as I am concerned about the approach the RAF will take on this.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

[REDACTED],

Comments below, in red. Just about to step out the door but if you want to chat on Monday, please give me a call.

Best regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Syerston TDA

Hi [REDACTED], hope you are all well. Our engagement has ended and [REDACTED] and I have been on a few road trips to various organisations to face-face brief on the entire RAFAT airspace issue. This has tied the Waddington ACP in with our TDA so people (notably the GA community) now have a much better appreciation of the background to it all. There was general consensus across all GA on a number of concerns and I am addressing the ATM specific points below.

1. An effectively resourced LARS that is manned during daylight hours throughout the TDA period. Concern was raised that previous LARS/DACS only tended to be manned while restricted airspace was being used and inconsistently at other times. The problem with this is that other airspace users, even having read the NOTAM's, 'play it safe' and avoid the area when they don't need to. This would likely lead in this case to unnecessary channelling around the site. With a LARS/DACS that is properly manned at all times, GA would feel much happier to continue using the airspace and get up to date info on the status of the TDA. I really cannot understate the importance of this point as all GA commented. **Assured DACS/LARS provision would strengthen the submission and this is very much for TATCC and Wad Radar to consider – it may be something that requires escalation at unit level so that ATC are able to prioritise accordingly. Whilst I appreciate the GA highlighting this and understand their position, I equally understand the ATC position where resource is at a premium on a daily basis. It would be useful for Wad/TATCC to provide an estimate on what they may be able to provide, which will help inform the submission to the CAA, noting that short-notice workforce changes are common-place in the military.**
2. Request for an ATIS that transmits up to date information on the status of the TDA. This was suggested by quite a few and would be a very quick and easy win potentially. While I would still have concerns over this because of the man-in-the-loop, if it could be worked, it would have a

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very positive impact on local and transiting GA. Would this be possible? This would depend on what equipment Waddington has in place – it would be useful to know what was done for the Sky Guardian TDA last year, as this was a topic of conversation that cropped up then. My recollection is that Wad has a UHF ATIS, which would be of little use to GA. The big issue with introducing any new equipment for a temporary period is that it would all have to go through Prog MARSHALL and be provided by Aquila, which is generally not inexpensive and they have limited bandwidth currently. Does Syerston have an ATIS? If so, that might be the ideal way of transmitting TDA status, with the caveat that with the short periods of activation it may need updating more so than a normal ATIS.

3. Could RAF Syerston have an active frequency as well, able to provide information as well? They have 3 frequencies notified so could one of these be used as well? It depends on what the Authority to Radiate for the frequencies say, as they might be for a small radius or have limitations on them – Syerston should have this information. Also, provision of a DAAIS should be by a qualified FISO as a minimum, so it really depends on whether you are thinking about an ATIS or a human on the end of a radio. Ultimately, if points 1 and 2 are resolved then I don't think this would be required.

I would appreciate some feedback on these points asap as I plan to complete the draft final report for CAA submission late August. [REDACTED] and I have found that pretty much all concerns/objections raised by the GA community can be mitigated considerably but effective ATM during the TDA is key to both CAA approval and of course, Air Safety during the TDA use.

We are still awaiting confirmation from EMA/others that they are content with the LOA.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

PSA completed feedback form from MOD stakeholders. If required, I can provide the raw email returns, just let me know if you need them. I have also attached the return from Low-Flying, who have identified avoidance areas that may be of help for you.

Best regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

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[Redacted]
Subject: Red Arrows Airspace Change Proposal 2022-002

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[Redacted]
[Redacted]

Sir,

I have conducted an analysis of the RAFAT TDA area from a low flying perspective.

Firstly, I have attached the heat maps supplied by CADS. These all have date stamps and the proposed area plotted. As you can see, the area is used in moderation to its surrounding airspace and with the opening of EG R313; this traffic will move without too much impact.

As for the new area there are a few concerns that I have noticed with regards to some of the low level aspects that the aircraft may need to conduct. These are listed below:

EPPERSTONE SMALL ARMS RANGE - A circle, 1170 M radius, centred at 530205N 0010040W - this is depicted at a red ½ mile radius circle with hashed markings.

Staythorpe Power Station - ¼ mile radius SFC – 2000ft centred on 530436N 0005157W – depicted on the chart as a red diamond.

Southwell Racecourse (UKMLFHB Ref: E2094) - 530359N, 0005420W – this has a HIRTA on E band with an avoidance height of 569ft AGL. There is also the obvious relationship with the RAF and horses.

The city of Newark is also listed as a congested area and so iaw RA2335 and RA2330 should be avoided by FW, SFC – 2000’ AGL

Finally, once the area is active; the airspace to the west will be limited if not blocked to both RW and FW due to the avoidance chain link and a single wind turbine.

Where by I’m not against the solution I think my objective statements are against.

Kind Regards,

[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]



[REDACTED]

[REDACTED]

[REDACTED]

Subject: RAFAT TDA Airspace Change Proposal 2022-002

Dear MAUWG members,

PFA a RAFAT ACP submission for the trial use of the airspace surrounding RAF Syerston to conduct winter trg, by way of a TDA. Please identify any impacts to your aviation stakeholders or activities by COP 1 Jul 22, so I can provide a single MOD response.

Best regards,

[REDACTED]

[REDACTED]

British Microlight Aircraft Association (Feedback Form Received)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: ACP-2022-002 RAF Syerston

Hi [REDACTED],

Thanks for your reply and for the message that you sent out to the local airfield operators. Good to suggest a meeting so you can all get to understand each other's ops. Nice of you to offer a meeting at Scampton – wish I was nearer and I'd be there! But realistically, it might be better for you to go to one of their airfields (I see [REDACTED] has offered to host at Rectory Farm) so you can see their types of operation.

I was going to send you the attached today and, although ideas will hopefully be modified following meetings, it would be useful for you to have our current response to the ACP at this stage to understand the concerns that have come up.

Once you have had face-to-face meeting with at least some of those local folks I'd suggest we subsequently have a Teams meeting to summarise outcomes, which I can join in with, along with any local folks who couldn't make the physical meeting.

It is concerning that the military charts don't have the civilian airfields marked. Why is that? Can airfields be added?

Thanks for your efforts and I look forward to speaking with you at some point.

Best regards

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: ACP-2022-002 RAF Syerston

Thanks [REDACTED]. Yes they are on the civilian chart I used for my IR a few years ago but don't all appear on the range of mil mapping available to us. I will make contact. I did find them when I started this project but could find no contact details so I appreciate your help.

It might be useful to set up a Teams meeting so could discuss the issues in detail and perhaps allay some of your fears? We are very conscious of the issues surrounding this activity and understand the sensitivities to other users. We do remain committed to minimising any impact and have already made concessions to ensure we have little impact on local airfields like Langar.

Kind regards

[REDACTED]

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[REDACTED]

[REDACTED]

Subject: RE: ACP-2022-002 RAF Syerston

Hi [REDACTED],

Thanks for your reply. The contact I have are:

LAMBLEY: [REDACTED]

He said you have been in contact so.....

Coordinates are N530033 W0010329. Its 5.4nm WSW of Syerston and shown on the CAA 1:500,000 chart.

OXTON: [REDACTED]. They are aware of your ACP.

Coordinates are N530241 W0010006. Its 3.5nm NE of Syerston and again on the CAA 1:500,000 chart.

I don't understand why you can't find them as they are clearly on the charts, including SkyDemon. What charts are you using? Its very worrying you can't find them. Doesn't really surprise me (though concerns me), as I had to call the low level cell a few years back about Hercules and Chinooks regularly flying at about 100ft right over our airfield here in West Sussex. That resolved the problem. Likewise, was told 'You're not on our charts'. Staggering as, again, we are on all the civilian charts. I would strongly recommend you boys invest in SkyDemon as it's the primary moving map software source that the majority of GA flyers use and is really excellent. You can search for any named airfield/strip. Even Pooleys or AFE guides list most, although not all. Surely you lot should have access to those and the civilian charts?

I personally don't know of any strip at Lowdham. The village of that name is due W of Syerston. Oxton is to the NE (as per above) so perhaps that's the one you mean? Otherwise, ask the chaps at Oxton and Lambley as they are bound to know of any other private strips in the area. Orston is private and not marked on the charts, but I believe (not certain) that's SE of Syerston.

Hope that all helps. I'll be finalising the BMAA initial response this weekend and, after you have had the chance to think about that, perhaps we should have a chat?

Best regards

[REDACTED]

[REDACTED]

Subject: RE: ACP-2022-002 RAF Syerston

OFFICIAL

Thanks very much [REDACTED]. I will contact those individuals below. We are in touch with Rectory Farm but if you have any details for Lambley and Oxton I would appreciate it. I have no record for them and can't find these microlight sites on any map. There is a microlight site marked to the NW of Syerston (Lowdham?) but I have not been able to find any details for them. [REDACTED].

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: ACP-2022-002 RAF Syerston

Dear [REDACTED],

Whilst considering response to the above ACP on behalf of the British Microlight Aircraft Association (BMAA) and our members can I please ask you to ensure you have the following local GA airfield owners/operators/flyers on your stakeholder list for engagement and please send engagement information directly, if you have not yet done so?

ORSTON:

[REDACTED]
[REDACTED]
[REDACTED]

Other local airfields that we know have concerns regarding this ACP are:

Rectory Farm, Lambley and Oxton. All of which would fall within the TDA you are proposing. I believe you have stakeholder contacts for these airfields already.

We will be providing a formal response in due course and look forward to the opportunity to discuss our concerns in the hope that we can all find a mutually acceptable solution.

With regards

[REDACTED]

BMAA Airspace Team lead

Light Aircraft Association (Feedback Form Received)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

Look forward to seeing you!

Best regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Consider the environment. Please don't print this e-mail unless you really need to.

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

Max of 3. Myself and [REDACTED] will definitely be there and [REDACTED]
[REDACTED] might attend. [REDACTED]

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: Syerston TDA

No problem. Just come into LAA reception and I will meet you there. How many of you will there be?

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

☑ Consider the environment. Please don't print this e-mail unless you really need to.

[REDACTED]

Subject: RE: Syerston TDA

Yes please if possible. I have a Macbook but have various adapters! Please let me know exactly where you wish us to report and we will plan to arrive by 0845 to set up. Look forward to seeing you on the 21 July.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

9am start Is fine for me. Do you need a presentation screen?

PS. Tea, coffee and pastries are on me!!

Best regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

☑ Consider the environment. Please don't print this e-mail unless you really need to.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

Hi [REDACTED]. As I plan to provide quite an in depth briefing that covers the whole RAFAT airspace saga, I would prefer a good hour+ to chat. We could get down to start at 0900 on the 21 Jul if that suits?

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]

Subject: RE: Syerston TDA

Hi [REDACTED]

I have a Board meeting which kicks off at 11. Could we fit our meeting in at 0930 or 10 latest till, say, 1045?

I've got a pretty condensed week that week, as I leave for [REDACTED] that weekend.

Look forward to seeing you.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

☑ Consider the environment. Please don't print this e-mail unless you really need to.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: Syerston TDA

Gentlemen, can I suggest Thursday 21 July, say 1030L? We could start earlier if required, no problem at all. At a push we could do the 22nd but who wants to travel on a Friday! Very happy for you to invite anyone else along. I have a briefing from a laptop so if I can plug it in somewhere that would be great.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

Thanks [REDACTED]. Time it right and I'll stand us lunch!

Best regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

☐ Consider the environment. Please don't print this e-mail unless you really need to.

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

Just spoken to [REDACTED]. Best if we come to you, don't want to be any more of a drain on your time than we have to. I will get a list of dates from [REDACTED] and come back to you. Will aim for a morning brief and I look forward to chatting to you both as you both raise very similar and valid issues.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

OFFICIAL

Hi [REDACTED]

[REDACTED], about 3 miles from our offices at Turweston. He is part time at BGAs main office at Leicester.

Happy to meet half way if required.

Best regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Consider the environment. Please don't print this e-mail unless you really need to.

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Syerston TDA

No problem. I would prefer to face-face this so will look at a trip to Turweston. I'll get some dates together. Do you think [REDACTED] might come over? Could I ask where he is based?

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: RAF Syerston TDA

OFFICIAL

We have already agreed with Langar to restrict our vertical limits and I hope we can engage and discuss any concerns and any changes that you might agree might be appropriate.

I look forward to hearing from you.

Kind regards

[Redacted signature block]

[Redacted signature block]

Subject: Red Arrows Airspace Change Proposal 2022-002

Dear [Redacted]

Thanks for the mail. Attached is the LAA response which as this stage is regrettably negative, but we hope to be able to work with you in the future to identify more appropriate solutions.

Best regards

[Redacted signature block]

[Redacted signature block]

[Redacted signature block]

P Consider the environment. Please don't print this e-mail unless you really need to.

[Redacted signature block]

Subject: Red Arrows Airspace Change Proposal 2022-002

OFFICIAL

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[Redacted]

[Redacted]

Lincs County Council Emergency Planning Officer

Good afternoon [REDACTED]

I have been sent the below email by my colleague, [REDACTED] in order that I can let you know that I am the point of contact for Lincolnshire County Council Emergency Planning for such matters.

As RAF Syerston is within Nottinghamshire, I/we have no comment in relation to this current letter and feedback request, however I would ask that other considerations in relation to the move of RAFAT to RAF Waddington, and any requirement to comment on our behalf are shared with me as things progress.

Many thanks and best regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]



[REDACTED]
[REDACTED]
[REDACTED]

Subject: FW: Red Arrows Airspace Change Proposal 2022-002

Hi [REDACTED]

Do you want to let the organiser know it is you they need to liaise with so that you get all future correspondence?

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] [REDACTED]
[REDACTED]



[REDACTED]

Subject: Red Arrows Airspace Change Proposal 2022-002

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]

2Excel (Feedback Form Received)

Hi

Please see attached response.

Kind regards

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



[Redacted]

[Redacted]

[Redacted]

Subject: Red Arrows Airspace Change Proposal 2022-002

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[Redacted]

[Redacted]

OFFICIAL

RAF Cranwell OC Ops (Feedback Form Received)

Morning [REDACTED]

PSA the response from CRN/BKH AO and HoE.

Regards

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: Red Arrows Airspace Change Proposal 2022-002

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]

[REDACTED]

North Kesteven District Council (Feedback Form Received)

Hi [REDACTED]

Many thanks for inviting North Kesteven District Council to provide feedback in relation to the Red Arrows Airspace Change Proposal.

Please see attached completed feedback form.

Should you have any queries please do not hesitate to contact me.

Kindest regards

[REDACTED]



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: FW: Red Arrows Airspace Change Proposal 2022-002



[HNG53VF58]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED]

Subject: Red Arrows Airspace Change Proposal 2022-002

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]

Lincs and Notts Air Ambulance (Feedback Form Received)

Morning [REDACTED]

Please find attached a response from (LNAA Lincs & Notts Air Ambulance).

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]

[REDACTED]

<ACP 2022-002 Feedback Form.docx><ACP-2022-002 RAFAT TDA Engagement Letter.pdf>

OFFICIAL

Newark and Sherwood District Council (Engagement Ongoing)

Good Afternoon

I have been asked to arrange a meeting between yourself and colleagues at Newark & Sherwood District Council to discuss the Red Arrows airspace change proposal. I would be grateful if you could confirm your availability for a Microsoft Teams call on the following dates/times:

Tuesday 7 June at 4pm
Wednesday 8 June at 4pm

Once a mutually convenient date and time is identified I will issue a calendar appointment with Teams link.

Many thanks

[Redacted signature block]

 [Redacted contact information]



Visit the new Newark and Sherwood District Council website www.newark-sherwooddc.gov.uk

...or scan me

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Newark and Sherwood District Council Legal Disclaimer.
Thank You.

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British Hang-gliding and Parachute Association

(No more communications received)

Dear [REDACTED]

Thank you for your email.

The BHPA has several clubs that are likely to be affected by the proposal. I will be passing your email and attachments on to their Airspace Officers so that they may contact you directly.

I have also copied in the BHPA's Airspace Liaison Officer [REDACTED]

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]
[REDACTED]

<ACP 2022-002 Feedback Form.docx><ACP-2022-002 RAFAT TDA Engagement Letter.pdf>

British Helicopter Association (Feedback Form Received)

█

Please see attached form

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█

█

Subject: Red Arrows Airspace Change Proposal 2022-002

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

█

█

RAF Barkston Heath (Feedback Form Received)

Hi [REDACTED]

Please see response from Barkston – caveated with the fact that Cranwell (becoming Coningsby on 4 Jul) provide the radar services for Barkston

Regards

[REDACTED]



[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED]
[REDACTED]
[REDACTED]

Subject: Red Arrows Airspace Change Proposal 2022-002

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]

[REDACTED]

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29th August. As you have already suggested if you could please confirm with your team at your end if either of these are suitable and once we know we can go firm, and I recommend for convenience that we host the meeting using MS Teams. Should the officers/councillors prefer face to face this can of course be arranged instead.

Of note I will be away out of office over the period 26 July – 20 August so if you have any pressing questions or issues please liaise directly with Jim.

We look forward to engaging with the Officers and Councillors of Rushcliffe Borough Council in due course.

Kind regards

[Redacted]

[Redacted]

[Redacted]

Subject: RE: 20220718_TDA 2022-022 RAF Syerston - O

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Good morning,

Many thanks for your email below. Some of our councillors have expressed an interest in a meeting.

Do you want to send some potential dates/times and I can liaise with officers/councillors at this end?

Many thanks

[Redacted]

[Redacted]



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: 20220718_TDA 2022-022 RAF Syerston - O

Good morning

I hope you are well. Further to an engagement email that was sent out to Rushcliffe Borough Council in late May, I wanted to confirm if the council would like to discuss matters further and ideally offer an opportunity whereby local councillors and ward officers could be briefed on the proposal and allow any questions that they have to be answered.

An overview of the proposal is as follows - although the details were all included in the original engagement email we have still had no response:

The Royal Air Force Aerobatic Team (RAFAT), more widely known as the Red Arrows, are relocating to RAF Waddington prior to the sale of RAF Scampton. This move is planned for late 2022 with the sale of RAF Scampton going ahead in early 2023. The original decision to relocate RAFAT to RAF Waddington was contingent on continued access for training in restricted airspace (EG R313) over Scampton, which would provide the Team with all their training airspace requirements indefinitely.

Recently, the MOD has decided that RAF Scampton will be sold without caveats. This decision has placed the future use of RAFAT training airspace in doubt as continued access to this airspace will now rely on the scale of development at Scampton and the willingness of the new owners to support RAFAT operations. Consequently, a feasibility study was conducted in 2021 to identify alternative training locations that are accessible from RAF Waddington, which will remain the Team's new home.

RAF Syerston is being looked at as a potential training location, with the focus on the Synchro Pair because it has a runway and is located close to RAF Waddington. It is envisaged that the site, if considered suitable following the results from this airspace assessment, will only be used on an annual basis for 2-3 months over winter for early training sorties, until more advanced training can be transferred to RAF Donna Nook Air Weapons Range on the East Coast. The proposed activity is planned to run from the 9 Jan-7 Apr 23, Mon-Fri between the following times set out below:

- Slot 1: 0830-0915 (45 mins)
- Slot 2: 1200-1245 (45 mins)
- Slot 3: 1450-1530 (40 mins)

Having engaged with Newark and Sherwood DC, one of the suggested follow up actions was that a meeting would be organised whereby we could engage with officers and councillors of those wards

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affected by the airspace proposal at RAF Syerston. The aim of the meeting would be to pass a consistent narrative of the proposal across to those individuals who could then understand its intent and then dispatch this across to their members and community. I would like to investigate if Rushcliffe Borough Council would be keen for a similar event to take place, ideally to be conducted on MS Teams or face to face if required.

A copy of the RAFAT TDA Engagement letter is attached which adds a little further detail to the content of this email.

If you have any immediate questions or concerns please do not hesitate to ask either via email or the telephone contact below.

Kind regards

[Redacted signature]

[Redacted contact information]

OFFICIAL

Mr [REDACTED] (LAA Member)

Hello [REDACTED]

It was good to meet you last week at Rectory Farm.

As discussed, attached and below are details of the GA Heat Map picture I had which was sourced from SkyDemon who provide the most widely used GPS Map/Nav software. [REDACTED] is a good contact, his boss is [REDACTED]

You can see clearly the way in which a Syerston TDA would impact and squeeze the most common GA routings.

I also note that CAA now have a tool for doing something similar but that is based upon transponder or ADSB returns whereas the SkyDemon data is from recorded data from users which would also include non equipped aircraft.

Best regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Hi [REDACTED]

My boss passed me the attached image with the following notes:

"This is all we can hand over at the moment. This is from data already extracted and prepared in January 2020, and represents flights for the two years prior to that. It covers more than the requested region but would need to be marked up with the airfield positions, which I am sure are obvious from the traffic patterns."

Please let me know your thoughts, and whether you might find it useful.

Best regards,

[REDACTED]

-----Original Message-----

[REDACTED]

[REDACTED]
[REDACTED]

Subject: SkyDemon Enquiry

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Hello

Further to my brief call today, I would like to see if it would be possible to obtain a Skydemon Heat Map to assist with discussions being coordinated by the CAA regarding some proposed airspace changes in the York area.

I am representing the LAA Vale of York Strut in these discussions.

The proposals are for the introduction of GNSS approaches at Sherburn and Leeds East airfields. These introduce approach, missed approach and holding patterns into busy Class G airspace and so are the subject of much comment into the CAA airspace change process (the changes are being run under the old CAP725 process not the current CAP1616 one).

It would be very helpful to the discussions to see where aircraft are actually flying in the affected area and a SkyDemon heat map would be valuable in this regard.

The area it would need to cover would be bounded to the West by Leeds Bradford Airport, the North by Teesside Airport, the South by Doncaster Airport and to the East by the city of Hull (or Humberside Airport).

I do not know how easy it is or if it is possible to then select appropriate data. The ideal would be to exclude flights originating or arriving at Sherburn or Leeds East airfields and given the vertical extent of the proposed procedures to exclude flights above 4000ft in this area (I could imagine that the latter might be particularly difficult). In reality anything you could offer would be better than where we are now.

The CAA meeting is on Thursday next week - 31 March so the heat map would be needed by end of Wednesday.

I appreciate that this is a non routine request but would be grateful for any assistance possible.

Please could you let me know if you can create anything at all to help so I can plan my materials for the meeting.

[REDACTED]
[REDACTED]
[REDACTED]

Rectory Farm (Feedback Form Received)

Engagement ongoing

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: ACP Syerston

Yes you're probably right. Free this afternoon anytime.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: ACP Syerston

Good afternoon [REDACTED],

'Hi [REDACTED]. I did look at establishing a small corridor in/out of Rectory Farm but I was confused by your response which talked about how GA can't fly below 500ft and the Reds flying over power Stations.'

I think we are at loggerheads in writing about this – each most likely misunderstanding the other's meaning and desire to come up with a mutually agreeable solution.

Perhaps a chat would help to resolve those issues – I am happy to either come to you or to call you this afternoon if you are free?

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: ACP Syerston

Hi [REDACTED]. I did look at establishing a small corridor in/out of Rectory Farm but I was confused by your response which talked about how GA can't fly below 500ft and the Reds flying over power Stations.

I feel we have offered all the mitigations we can for now. Please believe me when I say that we do want to minimise the impact of this TDA as much as possible but there will inevitably be some concessions required on all sides.

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I trust everyone invited to Syerston yesterday had a good time and learned something about display flying in the challenging conditions RAFAT find themselves in?

I have just realised I had not afforded you the courtesy of explaining why I was hoping to see the Risk Assessment for RAFAT operations at Syerston.

It was in the expectation that it will identify hazards to operations in the area, and will of course include reference to the gas power station and associated infrastructure at Staythorpe – I expected that the power station would be afforded some sort of avoid status for RAFAT operations, which would in turn demonstrate the N- NE sector of the proposed TDA would not be used at low level by RAFAT aircraft and could afford a sensible option for Rectory Farm departures and arrivals to/from the North at a legal height.

<https://uk-ireland.rwe.com/locations/staythorpe-ccgt-power-plant>

Please let me know your thoughts – As you are well aware, as things stand now we are going to be closed whenever the TDA is notified active and I must look at every opportunity to identify a way to make things work for my business and to encourage based aircraft owners to want to keep their aircraft here.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: SkyDemon heat map - Syerston

Good afternoon [REDACTED],

That is very disappointing. I really did think you would try to make a legal height departure work.

Our local based pilots have had discussions about how this ACP sits and have come up with a few more thoughts for you to consider:

- 1) It is very important to understand that the consequence of taking off into, or otherwise entering an active TDA without clearance is prosecution, so unless pilots here can have real hard evidence of inactivity they will not fly and risk allegation of infringement.

Given that your response below would mean NOTAM activity closes Rectory Farm for the duration, you need to look very carefully at how real time information of activity status and, just as importantly, cancellation of previously NOTAMed activity is promulgated to airfield users on the ground here.

Experience shows that whilst timely submission and correctly updated NOTAMs should work for notification of forward planned slot activation - the NOTAM system is too slow to be of practical use for real time updates on TDA status in the event of short notice cancellation (or time slip?). Remember a NOTAM showing active slot would mean that proposed TDA is active and require an ATC clearance, even if not actually in use.

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We know you are looking at ATIS options to update status of proposed TDA, and think that could be a useful tool to aviators already in the air, but that does not work for aircraft on the ground here with no line of sight RT to Waddington.

We are mindful that telephone conversations with Waddington Ops to request updates would often not be possible - especially when no TDA activity.... we all know the RAF staffing issues. And in any case could a telephone conversation with a junior member of ops team conform with normal airspace clearance procedure, the kingpin of which involves readback of ATC clearance for check of understanding (all on tape)?

For avoidance of doubt – It is clear that information must be provided and freely available at all times to airfield users within the TDA, and it must be in a form that can be saved as hard copy for reference in the event of any mistakes being made and subsequent allegation of infringement arising. - I am happy to help look into how this might be accomplished.

- 2) We need to look at setting up the procedure for how we notify of time critical operations from Rectory Farm (which you previously indicated can be accommodated by relocating training to R313 as required) – Again, I am happy to help with that.
- 3) Much as we all hope that everything works smoothly and communications don't break down, mistakes can and do happen and if the proposed TDA were to go ahead we need a formal complaints procedure laid out to facilitate resolving of any issues should they arise. - Ideas?

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: SkyDemon heat map - Syerston

Ok, we'll stick with the full 5nm up to 5000ft.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: SkyDemon heat map - Syerston

Good afternoon [REDACTED],

Flight at below 500ft amsl would be legally impossible for a civilian pilot in this part of the country.

[REDACTED]

TDA Lead Response sent to questions highlighted in Red below

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: SkyDemon heat map - Syerston

Dear [REDACTED],

I see you have been busy meeting stakeholders over the last few weeks.

I noted at the meeting here that you had very sparse information regarding GA traffic in the Syerston area and thought it might be of some help to have factual data to hand, so I have asked [REDACTED] at Skydemon to produce a graphical display of historical GA traffic routing – please see the attached heat map for the East Midlands area, depicting track logs of Skydemon GA users in the two year period to January 2020.

The data produced by Hannah clearly and absolutely demonstrates the argument we have been making that Syerston is not a suitable location for RAFAT training.

A number of thoughts come immediately to mind when viewing the heat map:

- It is abundantly clear that the proposed TDA at Syerston would provide RAFAT protection vs third party collision risk at the expense of concentrating N/S transit traffic into a much narrower corridor east of Syerston and west of the cluster of Barkston Heath, Cranwell, and Waddington. *We have mitigated as much as possible here and believe that it is acceptable. With consistent daily slots, Mon-Fri only and in winter, all NOTAM'd well in advance, all the information is out there for the professional pilot to act upon. By providing a LARS/info from EMA etc and the DAAIS (ATIS we spoke about which we are looking into), added layers are placed on top. If it was me, I would tailor my flight times accordingly but if I had to fly, would route to the east of Syerston under a LARS from Waddington, retaining the option for a MATZ crossing or overflight. There is very little transit flying anyway to the west.*
- It is apparent that very little (non-based) traffic passes either through or above the other MATZ/ATZ or R313 airspace already in place, so it is obviously the case that passing above a TDA at Syerston (even with reduced top height) is effectively not an option to the vast majority of GA traffic using this airspace, unlike your assessment recorded in the minutes of the meeting at Rectory Farm. Perhaps you may care to note that in the minutes please. *Very little need before, now could be an option. We do acknowledge that it is unlikely that GA will route over although weather dependant, it could be an option. Langar are very happy with 5000ft AMSL as it has no impact on them anymore.*

Syerston is officially identified as a potential infringement hotspot and is acknowledged to be in an already very busy part of UK airspace. ref: Syerston ATZ in the Hotspot narratives <https://airspacesafety.com/hot-spot-narratives/>

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The MOD are sufficiently concerned about MAC risk that ACP addressing this have been conducted recently elsewhere - MAC is just as much a risk to GA, and it is not acceptable to knowingly increase risk to GA by imposing new restricted airspace into an already very busy part of the UK airspace at Syerston. I agree, but you could argue this everywhere new airspace goes up. Ultimately it will down to [REDACTED] to decide and I will be happy with whatever they do decide.

It is worth noting that Syerston ATZ is H24 and currently extends to some 12.5sq miles – the proposed TDA would be 78.5sq miles – ie greater than 620% increase when active. Noted.

With regard to the promoted ACP aim of need to assess the suitability of Syerston as a training base and to establish impact on other airspace users and businesses – there is ample easily accessible, documented information already available on the latter without the need for TDA trial period (please do ask if we can help with anything you might not be able to find yourself). With regard the former, RAFAT have frequented Syerston on numerous occasions for Air Cadet day displays and also for validation training over the last few years (under RA(T) restrictions) – they are (or should be) familiar with the location, hazards and display lines already. Doing a one off flying display is very different to establishing a regular, up to 3 slots per day training cycle for 2-3 months per year. We need to assess the full remit at RAF Syerston to assess its possible future use. This includes going through the ACP process with the CAA, risk assessments, flying overhead etc. If it fails at the first hurdle then at least we have tried. We only ever said Syerston was a POSSIBLE part of the jigsaw. The fact they have flown there before has given us a great deal of reassurance that the site itself is suitable, another reason we are looking at it in more detail.

In summary, I am absolutely certain that anyone with any knowledge of display flying knows that selling Scampton without addressing ongoing MOD desire to facilitate RAFAT will be a huge mistake Couldn't agree more and we stated this very clearly in our feasibility study [REDACTED] – However, even considering establishing additional RAFAT training airspace as proposed at Syerston is not a solution, and doing so would progress what was a mistake into irresponsibility. I acknowledge your opinion on this but there is potential with Syerston for RAFAT during winter and taking into account all the mitigations we have proposed. Others will decide.

Put simply, just because there is no other solution on offer, it does not make this one acceptable.

Finally, a request:

As a stakeholder within the proposed TDA and any RA(T) for RAFAT Syerston activity, I would like sight of the Risk Assessment and Hazard list as relates to RAFAT operation at Syerston. Please will you point me to the right place to request that information. Not sure what you want this [REDACTED]

[REDACTED]

[REDACTED]

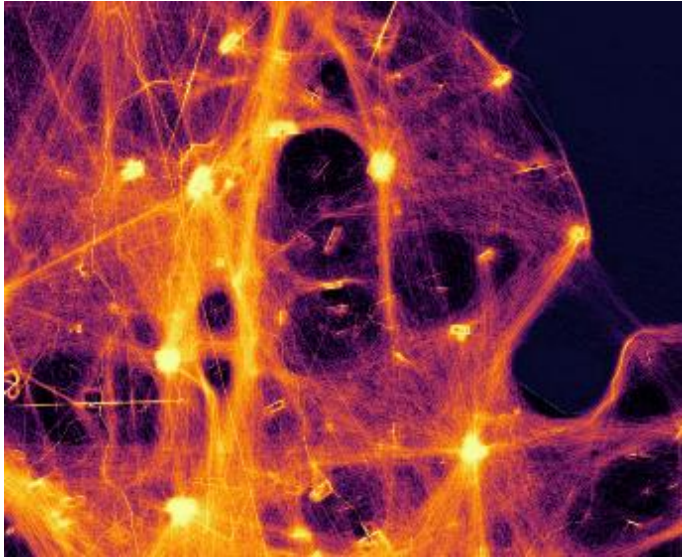
Subject: RE: SkyDemon Enquiry

Hi [REDACTED],

Please find below a heatmap of the area, generated in January 2020 from traffic in the two years prior to that date. We don't have any more up-to-date heatmaps at present I'm afraid.

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You will see that it shows clearly the dark areas where GA traffic avoids the MATZs, and a good flow in between the MATZs and the Syerston ATZ.



We grant permission to use this only in a response to the ACPs, and not for publication anywhere else.

Kind regards,

[Redacted signature]

[Redacted text]

Subject: Re: Rectory Farm Meeting

Thank you for your response and thoughts. I do hope you are right.

It would be very interesting to have sight of the RA for display flying/training at Syerston – but I suspect that will be commercially sensitive...

I am afraid that I will never be convinced that a commercial decision to voluntarily dispose of an airfield is ever an acceptable reason for increasing risk elsewhere and it is hard to imagine how a properly prepared Syerston RA could ever be as good as one for Scampton, given higher population, equine concentrations and the proximity to extensive waterways/lakes with attendant large waterfowl concentrations in winter months (there are always large concentrations of migrant Mute Swans which congregate on land alongside the Trent each winter) - so I guess you as much as anyone will be hoping for Scampton availability to continue as you suggest.

Records are retained for movements at Rectory Farm as part of our planning constraints.

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Summary of last 6 yrs movements during intended RAFAT activity at Syerston as below:

2017 - 104 movements
2018 - 76 movements
2019 - 110 movements
2020 - 76 movements (COVID restrictions affected).
2021 - 128 movements (COVID restrictions affected)
2022 - 130 movements

Without looking at each entry line by line, my gut feeling is proportion of flights are roughly 75% A to B, with some 25% A to A. (typically aerobatics/ maintenance test flights/Pilot currency).

A to B flights of based a/c are usually outbound earlier in the day (rarely before 0900L) and RTB later the same day - Plus some visiting a/c which typically arrive, and then depart onward later the same day.

Particularly earlier in the year, it is important to realise that 2+hrs NOTAM activity equals some 1/3 of the flying day (if we assume 0900 to 1600hrs available). If anything, the afternoon slot is the worst for us as it puts an artificial end time on the day for based a/c returning, or for visitors to depart with little or no flex time for weather/daylight.

Farm strip flying is absolutely short term weather dependant and very much carried out on as opportunity presents basis, rather than being planned days ahead.

All flights from Rectory Farm are Day, VFR and hence are 100% weather and daylight dependant. I would hate pilots to feel pressured into making decisions based on hard cutoff NOTAM activity rather than sensible weather based decisions - of course if it looks hard or risky to return, most pilots will not depart in the first place....losing a whole day of activity for them (and fuel sales for me). Longer term implications with regard desirability of basing aircraft here were discussed earlier.

Re LOA departure/arrival facility discussion ideas:

Arrival/Departure lane at 1000ft, or possibly a bit lower, could work (subject compliance with terrain/obstacle avoidance and low flying rules of course).

Our normal Rwy 21 departure is LH turn and climbout to above 2000ft ASAP to limit noise footprint, but could conceivably be safely carried out as a climb to LH downwind leg at 7-800ft AGL and depart to N. Join to land Rwy 03 would normally be join RH downwind at 7-800 ft. Final is normally short, within 1nm of RF

Rwy 21 arrivals and 03 departures could be accommodated as straight in/out. (suggest to/from due North for local terrain considerations arriving/departing RF)

You say Waddington ATC will be 100% staffed during NOTAM activity periods so it would be reasonable to use a nominated frequency (plus sqwark) for arrival/departure (need to consider radio failure contingency?)

As always, your thoughts and suggestions welcomed.

██████

[REDACTED]

Subject: RE: Rectory Farm Meeting

Hi [REDACTED], thanks for your response. I can assure you that RAFAT adhere to the RA2335 rules and regulations and have risk assessed RAF Syerston for use. They have displayed there before and will again on the 24 August. As part of the RAFAT Feasibility Study from last year, we also engaged a commercial Display Company, [REDACTED] to provide their own RA which we used as part of our assessment into potentially suitable sites.

Can I ask for any historical data you might have regarding how often Rectory Farm might be used during these proposed slots at this time of year and perhaps which slots would be more restrictive than others to your business. Also, what height would allow you to perhaps have aircraft land/depart from your site during periods of activation. I will discuss with RAFAT the potential to have a specific LOA with Rectory Farm to allow aircraft to recover/depart although my gut tells me that this is unlikely to be tolerable to the ADH/RAFAT. It would have to be a straight in/straight out from the edge of the TDA for obvious reasons.

I will also reiterate that IF RAF Syerston is approved for this TDA, it will have to be assessed as suitable for future RAFAT use by the Team and the ADH based on a number of factors, from the impact on other airspace users and from the response from local businesses and the local population. This is by no means guaranteed and is the very reason for this airspace request. IF it is assessed as suitable, any future use of Syerston will be conditional on the outcome of a full ACP, but this will only look to establish an annual period of use for RAFAT flying (Synchro Pair) along similar lines to this TDA. There are no plans to 'creep' into making RAF Syerston the new R313; this is not, and never has been the aim of this study as it pertains to Syerston.

It remains our hope that the new buyer of Scampton will allow continued access for RAFAT, which will allow the current status quo to continue. But as this cannot be guaranteed at present, we must continue to try and ensure the Red Arrows, as a national asset to the UK, can continue to train and to train safely into the future.

Kind regards

[REDACTED]

[REDACTED]

Subject: Re: Rectory Farm Meeting

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Good afternoon ■■■,

Thank you for sending the draft minutes over.

My observations are as you might expect at variance with those of the BGA/LAA/BMAA if they really are 'largely satisfied with mitigations offered' - but as I said, you would expect that from one with a affected home and business, operating an airfield with consideration both to my resident a/c owners and maintenance clients.

It should be remembered that this airfield at Rectory Farm has been invested in personally by myself over many years to build the excellent facilities and reputation we enjoy. Consequently, we have attracted owners of some very valuable personal aircraft to be based here and they expect to be able to enjoy use of those aircraft whenever the opportunity arises. Hence it will be a difficult pill to swallow that the MOD chooses to reap the rewards of disposing of a perfectly adequate, well used (and I understand well liked by RAFAT) facility at Scampton, then to impose restrictions on others elsewhere without compensation (even if the MOD do, as you say in the minutes, take such things 'very seriously').

Mitigations for the proposed TDA are on offer and I await more detail on that in due course – Currently however, I and my resident owners stand to lose potentially 2hrs+ of midweek flying opportunity every day that RAFAT training is notified. Please keep me informed on how your envisaged mitigation might work with specific regard to access to and from Rectory Farm airfield during TDA notified hours.

We shall of course have to see how effective those mitigations are during the TDA evaluation period but, since the meeting on 13th, it is becoming increasingly apparent that this exercise will very likely be the precursor to a full ACP to establish permanent restricted airspace to facilitate an ongoing RAFAT training facility at Syerston. Feedback from resident owners of aircraft based here is universal concern about the next stage, 2024 (?) onwards – doubts have been expressed about long term prospects of operating from here with their limited fuel capacity/available short daylight hours between RAFAT activation slots and the consequent reduced opportunities to fly as and when weather opportunity presents itself. In short if a full ACP is initiated, they have indicated that they will seek new bases for their aircraft.

It must be very obvious that should a permanent DA come to be likely, and owners do choose to relocate, the presence of restricted airspace above the airfield here will have an adverse financial effect on my operation - with consequent reduced valuation of the property here should it ever be sold. I would like it recorded that I am seeking legal advice on this matter.

An observation if I may with regard to RAFAT training in general at Syerston: Interestingly, even though MAA rules dictate RAFAT operation, CAA CAP 403 is very specific with respect display aircraft overflying inhabited premises, and it is immediately apparent that the proposed practice area depicted around Syerston is significantly more populated than the land around Scampton, with plentiful 'Avoids' easily identifiable within the practice area - even before equine considerations come into play.

[https://publicapps.caa.co.uk/docs/33/CAP403%20Edition%202019%20Final%20\(2022\).pdf](https://publicapps.caa.co.uk/docs/33/CAP403%20Edition%202019%20Final%20(2022).pdf)

Appendix A (page 131 on).

Is moving to Syerston complying with Risk ALARP? As a CAA DA holder, I certainly would not want to be the Accountable Manager holding the Risk Assessment paperwork in the event of an incident.

With best regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Rectory Farm Meeting

Gentlemen, please could I ask you to have a look at the attached draft minutes and provide any feedback. I will then redact and upload to the CAA Portal.

I'm meeting with RAFAT next week to brief them and to confirm they are happy. We will be focusing on what we can do to minimise the lateral and vertical dimensions. We are already in consultation with our RAF Air Traffic Managers at Waddington and DAATM to ensure we have an adequately resourced LARS/DACS , an effective method for communicating planned slots in advance to all signatories of the LOA and local airfields such as Rectory Farm etc and to investigate an ATIS.

We had a productive meeting with the LAA and BGA on Thursday at Turweston. They echo your concerns but were largely satisfied with the mitigations we have offered.

Have a good weekend.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Rectory farm meeting -13th July 2022

Hi [REDACTED],

Thanks again and for the below comments. We all look forward to getting your minutes, when you are able, which I assume you will include in the ACP uploads of stakeholder feedback, as required. I've submitted a report to the BMAA head office [REDACTED] and the rest of our team.

I had an enjoyable flight back to West Sussex, landing at 19:15.

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Look forward to keeping in touch as this progresses. [REDACTED]
[REDACTED]

Best regards
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Rectory farm meeting -13th July 2022

Thanks very much for hosting us [REDACTED], what a lovely spot you have. I would also like to thank all those who gave up their own time and expense to attend, particularly [REDACTED] who came from so far away.

We will keep the info flow going and regardless of the outcome, it has certainly been a useful exercise for us (ex) military types to take a look into the world of General Aviation. [REDACTED]
[REDACTED]
[REDACTED]

The impression I got from you all was of a highly passionate and professional group of fellow aviators, rightly concerned about any impact on your local airfields and members of your clubs#, but willing to find some common ground or mitigations that might lessen any impact and I thank you for your engagement.

We will continue to work on our engagement and will be at Turweston Airfield on Thursday 21 July, 0900L start to brief with the LAA and BGA.

Please feel free to pass this e-mail on to those who were there that day.

Kind regards
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Rectory farm meeting -13th July 2022

Good afternoon [REDACTED],

Thank you for coming along yesterday to share the information re the Syerston and Waddington ACPs.

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I thought it was a very useful exercise and I hope you felt the audience interaction was useful and well informed. If you learned as much about our side of small airfield and light aircraft operation as I did about RAFAT training process then it was a very worthwhile exercise for both sides.

Please do keep the interaction and information exchange going – as I said yesterday, this is the first time that I know of where there has been such fora available, and is a huge step forward compared with the usual stream of email consultation processes which one often feels that responses fulfil the box ticking exercise - then are filed and ignored....

With regard the obvious interest you showed in the aircraft here yesterday, would you feel it useful to put together something similar for more of the RAF ops guys to get up close to some of the equipment, and perhaps understand better the huge range of capability the light GA sector operates with nowadays? E.g It was immediately apparent that we are miles ahead of the services with regard to up to date mapping and electronic conspicuity for example.

I would be very happy to help in any way I can if this were thought worthwhile looking into.

In the meantime I am sure we all look forward to sight of the minutes of the meeting yesterday and for more information as and when available regarding Syerston and Waddington ACP thinking.

Kind regards

[Redacted]

[Redacted]

Subject: Meeting information. RedArrows ACP - Rectory Farm - 13th July at 14:00hrs

Good afternoon all,

Please see attached the latest attendee list and arrival information for those not familiar with Rectory Farm.

If flying in please make contact by phone on [Redacted] for briefing. Otherwise, looking forward to seeing you all tomorrow afternoon.

Kind regards

[Redacted]

[Redacted]

That's great thanks. See you then.

Kind regards

[REDACTED]

[REDACTED]

Subject: Re: RAF Syerston TDA MTG

[REDACTED]

We'll have plenty here on the 13th to make this worthwhile - a number of people have contacted me off-group already to express interest in attending.

I will put together an attendance list nearer the time for circulation to the group.

Kind regards

[REDACTED]

[REDACTED]

Hi all. Looks like the 13 July is proving challenging and I believe we only have [REDACTED] [REDACTED] if the weather suits. I propose that we retain the 13 July but those who cannot attend pass on any concerns/points to [REDACTED] and agree that he will represent the group interests.

After the meeting, we will write up the minutes and forward them. They will of course also be published on the CAA portal.

Kind regards

[REDACTED]

[REDACTED]

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[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: RAF Syerston TDA MTG

Hi all

Unfortunately I am having an operation on my foot so will not be able to make the meeting but would appreciate if someone could keep me up to speed with the outcome

Many thanks [REDACTED]

Lambley airstrip

Sent from my iPhone

[REDACTED]
[REDACTED]

Gents, all confirmed then for 1400L on the 13th July at Rectory Farm. [REDACTED], many thanks for hosting.

Location:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED] will plan to arrive at least 15 mins early. We are briefing at Nottingham Tollerton at 1030L prior.

[REDACTED]-If you have any issues getting up, we will try and dial you in remotely. It might be a bit Heath Robinson but I would very much like you to be present one way or another. Good luck flying up!

We hope to see as many of you as possible. I will send an agenda through in due course with a Teams meeting invite, just in case. I might ask [REDACTED] if that's ok. I will use a laptop to brief from but it will be very much an interactive discussion, primarily to address the concerns raised by [REDACTED], and any other issues any of you wish to discuss.

I have included the engagement response from [REDACTED] for your information.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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[REDACTED]

Will try again for a date and time.

What about Wednesday 13 July at 1400. We will be briefing at Nottingham Airport before can make this work.

Kind regards

[REDACTED]

[REDACTED]

Subject: RE: Meeting

I regret not being available during the period 9 to 12 Jul inclusive. 13 July onwards, free at present.

Regards,

[REDACTED]

Caunton Flying Club

[REDACTED]

I'm afraid the 9 July is looking difficult now. Would Tuesday 12 July at 1400 be workable?

Kind regards

[REDACTED]

[REDACTED]

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[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Meeting

Thanks [REDACTED]. I'll see how things work out. Am away next Wed-Fri and depends on weather. Done a quick SkyDemon plan; about 1h45 from West Sussex so if weather plays ball will be a nice trip. I'll call you nearer the date and assuming others can make it.

Cheers

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: Meeting

Good afternoon all,

Yes, 9th at 12:30 will be fine for me.

Please let me know an idea of numbers attending and I'll make sure there is a suitable room and light refreshments available.

PPR by phone please for fly-in - [REDACTED]

Rectory Farm airfield info [REDACTED]

Best regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Meeting

[REDACTED]

Thanks for this. I'll wait to see if the majority of the local folks can make that date and, if so, will try to fly up myself.

Best regards

[REDACTED]

BMAA Airspace Team

[REDACTED]

Great. We will get something together and will be in touch.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: RAF Syerston TDA

Hi [REDACTED],

Very happy to attend a meeting at either RAF Scampton, or Rectory Farm. Caunton would not be affected unduly by this ACP as it is just outside of a 5nm radius of RAF Syerston, and during weekdays it is relatively quiet and we feel it would not cause any major disruption to our flying.

[REDACTED]

for Caunton Flying Club

[REDACTED]

Subject: RE: ACP 2022-002 Syerston response.

Fantastic thanks. Maybe I could come down and see you locally then. That said, if you would all wish to be hosted at RAF Scampton that would be something I'm sure I could organise. Were all pilots after all and enjoy a day! Please let me know what's easiest for you all.

Kind regards

[REDACTED]

[Redacted]

[Redacted]

Subject: ACP 2022-002 Syerston response.

Thank you [Redacted],

Excellent idea, You took the words right out my mouth – I was going to compose an email to you to suggest a meet up of local airspace users to discuss this ACP today.

My personal preference is face to face if possible – I cannot offer accommodation as grand as Scampton, but would be very happy to host a meeting here if that idea were not to work - we have plenty of room in my office at Rectory Farm (fly-in option could be available if required also).

Please keep in touch and let me know how plans evolve.

Kind regards

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Subject: RAF Syerston TDA

Gentlemen. I was wondering if you would be willing to attend a Teams meeting (if you have access) to discuss the proposed TDA for Syerston planned for early next year. If necessary, I could travel and arrange to chat face-face as I live on the NE side of Lincoln and would be very happy to do this. We could even

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arrange for the meeting to take place at RAF Scampton so you can get a taste for Red Arrows ops and perhaps watch a practice show.

I assure you that this TDA is something we would rather not have to be looking at, but as a contingency plan against the loss of R313 for the Red Arrows we have to plan accordingly. Hopefully I can put your minds at rest and if required, agree some changes to our proposal to ensure we have a minimal impact on your operations.

I look forward to hearing from you.

Many thanks to [REDACTED] for assisting with contact details.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: ACP 2022-002 Syerston response.

[REDACTED]

Thank you

I am sure a little research will yield results:

Re mapping:

May I suggest that initially a copy of NATS 1:500,000 chart would be a good starting point – as used by very nearly every civilian pilot in UK.

<https://transair.co.uk/charts-and-guides/caa-1500-000-charts/southern-england-1500-000-chart-edition-48>

Alternatively, a subscription to Pooleys or AFE VFR flight guides –

<https://transair.co.uk/charts-and-guides/flight-guides/pooleys-flight-guides/pooleys-perfect-bound-vfr-flight-guide-2021?code=9311>

or if you prefer electronically, see Skydemon for very up to date flight planning information....

<https://www.skydemon.aero>

Kind regards

[REDACTED]

OFFICIAL

[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: ACP 2022-002 Syerston response.

Thanks very much [REDACTED]. I understand your concerns and we have approached this TDA fully mindful that we wish to limit the impact on all airspace users.

Could I ask a favour? You say we have missed a few local airfields? Are you able to supply any details as I believe we have them all. I couldn't find any details for a small microlight site to the NW (Lowdham?) and have approached the Microlight club for details with no luck. Would you have a screenshot of the map you mention? We have full mapping so am concerned that there are sites we may have missed. Your site doesn't appear on any map we have but we got your details from RAF Syerston.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: ACP 2022-002 Syerston response.

Good morning [REDACTED],

Please see attached my response to ACP 2022-002 as requested.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Mr [REDACTED]

Temple Bruer Owner, attended the briefing at Rectory Farm

[REDACTED]

Hi [REDACTED],

Interesting discussion today and refreshing to see such a positive engagement with all us “puddle jumpers” on the Syerston ACP.

We last met on the 5th of July 2013 when you invited me to Scampton following our mid air encounter some days earlier.

I was delighted to meet the team and attend your morning briefing - something of an education!

I was photographed with the team against a Hawk and later joined in with a group photo with the Red Arrows Association crowd who were there that day.

I received a copy of the group picture but didn't get the one with just the team and myself.

I did ask [REDACTED] at the time but didn't get a reply.

If you are able to find the time to retrieve it, I'd be very grateful because it's my only claim to fame and could be used to add colour to my story when dining out on the dramatically embellished tale of our encounter.

Cheers... [REDACTED]

East Midlands Airport

Engagement Ongoing

Hi [REDACTED],

Apologies for the slow response. Workload has been exceptionally high over the past few months, I was also away volunteering at Fairford over the last couple of weeks.

I haven't seen a copy of any LOA yet, but based on the meeting we had a couple of months ago, we would be happy to proceed forward with this.

Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

www.eastmidlandsairport.com



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: 20220711_TDA 2022-002 RAF Syerston Buffer Policy - O

Hi [REDACTED]. I am wondering if you are content with the LOA? I am looking to conclude the engagement report and submit to the CAA.

Of particular interest is the CAA's SUA-Buffer Policy statement which is in the LOA. I had verbal agreement with [REDACTED] before we started that he was happy with this. The CAA advised me that dispensation to the normal 5nm buffer to your CTR could be granted if EMA was content.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

Good Afternoon [REDACTED]

I haven't had chance to catch up with [REDACTED] regarding the proposed LoA yet, he is currently on leave, I will discuss it with him on his return and get back to you. It is likely to be next month as I am aware on a course the week after [REDACTED] returns.

Kind Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: 20220711_TDA 2022-002 RAF Syerston Buffer Policy - O

Good evening [REDACTED]

Hopefully you have been updated by [REDACTED] on the proposed TDA at RAF Syerston to be used by RAFAT Synchro Pair Training in early 2023.

During our engagement with Jonathan so far, we have discussed the requirement for a formalised Letter of Agreement (LOA) between RAF Waddington ATC and local aerodromes including EMA and the management of local traffic and DACS procedures. We have also discussed the requirement for suitable mitigations regarding CAA Special Use Airspace-Buffer Policy.

The attached DRAFT LOA sets out how we propose both of these aspects. Could you please review the draft and let me know as and when convenient any issues or suggested changes that you deem appropriate. Once I have inputs from all of the LOA Participants I would then look to make the necessary adjustments before redistributing the amended draft for final review.

Kind regards

[REDACTED]

OFFICIAL



110
OFFICIAL

NATS (Feedback Form Received)

Hi [REDACTED],

Thank you and yes it was. Apologises about the delay in responding. It was a case of we were anticipating confirmation of the vertical limit but we should have made that clear in any earlier response.

Rgds

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

NATS Public

[REDACTED]
[REDACTED]
[REDACTED]

Subject: [EXTERNAL] RE: Red Arrows Airspace Change Proposal 2022-002

Copied thanks. It is 5000ft AMSL (4769ft AGL). East Midlands are content and have the LOA. Is this the FL105 bit?

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Red Arrows Airspace Change Proposal 2022-002

Hi [REDACTED],

Thank you for your email.

From what I understand from your previous email is that internally we noted your email of 8th July 2022, so all we now require is confirmation of the new upper limit of the TDA in relation to the base of the DTY CTA.

Thank you

Rgds

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

NATS Public

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: [EXTERNAL] RE: Red Arrows Airspace Change Proposal 2022-002

Hi. I never heard back from any of you. Do you wish to discuss?

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Red Arrows Airspace Change Proposal 2022-002

Dear [REDACTED]. Thankyou for your engagement and I include our response below.

We were made aware of the SUA-Safety Buffer Policy before we began the formal ACP1616 process with the CAA. On their advice, we met in advance with the East Midlands (EMA) Air Navigation Services Manager, [REDACTED] to discuss the TDA proposal and the Buffer Policy. He confirmed that EMA were happy for the TDA to go ahead and acknowledged the reduction of clearance between the TDA on the western edge to within 2.5nm. EMA don't tend to use their airspace that far out and with mitigations put in place, he confirmed that EMA would support the TDA.

OFFICIAL

The Buffer Policy document, Para 3, does allow for mitigations and it is the MODs intention to ensure these mitigations are as robust as possible. The CAA informed us that as long as EMA are content, we could continue with the TDA application. Specifically, our mitigations are listed:

1. Positive ATC management will be provided by RAF Waddington and East Midlands. The former will be in the form of a radar service provided to RAFAT that will ensure they are informed when approaching the western boundary of the TDA. A DACS will also be provided to enable other airspace users to receive information about the TDA and its status, including avoidance vectors if requested. This will also be provided by EMA.
2. The TDA will be used by the Synchron Pair for training (2 aircraft). Their training patterns keep them well within 3nm of the datum point at RAF Syerston (the airfield ARP) to the west. We did consider limiting the lateral element of the TDA on that side but decided to keep it the same as R313 and to provide a sufficient buffer to any GA traffic transiting to the west.
3. RAFAT aircraft are equipped with a GPS updated map display which will have all the local airspace illustrated, making it easy for them to remain within the TDA and avoid any airspace infringements with EMA or other sites.
4. A LoA is being drafted with EMA and we will ensure the buffer policy is addressed to their satisfaction within it. I have cc'd them into this response [REDACTED].

Your point about the Daventry CTA is correct. We intend to reduce the vertical element of the TDA and are meeting with representatives of the GA community to discuss this. This not only removes this element from buffer policy consideration, but is also likely to significantly enhance the usability of the local area for other airspace users, sited as it is in a known choke point anyway.

RAFAT have conducted practice displays at RAF Syerston in the past and will display again on the 24 August this year and EMA have always been incredibly supportive of this activity which has always been very much appreciated. I will be happy to discuss this with you further at your convenience.

[REDACTED], please feel free to comment as we need to ensure all parties are in agreement regarding the buffer policy before we submit our final report to the CAA.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: Red Arrows Airspace Change Proposal 2022-002

Dear [REDACTED]

Please find attached the NATS response. We do have a couple of queries about this proposal and would welcome the opportunity to discuss with you further.

Kind Regards

[REDACTED]



[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: Red Arrows Airspace Change Proposal 2022-002

You have been identified as a stakeholder for planned activity at RAF Syerston in early 2023. Please find attached letter explaining the planned activity and a response form if you wish to comment.

Kind regards

[REDACTED]

[REDACTED]

Nottingham Tollerton

Sherwood Flying Club, Arcus Helicopters and Airfield Owner

[REDACTED]
[REDACTED]

Hi [REDACTED]. The LOA has been completed and agreed by all but I have stated in it that RAFAT will give at least 3 days' notice. I have re-attached with RAFAT and they will aim for the 7-days' notice period which should not be a problem. Essentially, they will aim to publish their planned slots on Friday for the week after the following week, so should have about 10 days. They are well aware of the local sensitivities and in particular, the need to work with local aviation.

I will reiterate that if Nottingham has any special requests (perhaps a planned fly-in or something similar), let RAFAT know in advance and they will aim to avoid flying at Syerston during that time.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: FW: Letter from Nottingham City Airport Ltd

Dear [REDACTED]

I have sent a note to the CAA emphasising the potential impact of a TDA on GA locally and particularly on the Nottingham City Airport business model. It is no secret that I would prefer that the plan to centre a TDA on Syerston Airfield be scrapped and I have said so, in terms.

The decision will be made by others but I remain grateful for the concern you have shown and the consideration you have given to the points raised during the consultation period.

Having given the matter some thought I have concluded that 7 day's notice of a NOTAM to activate the proposed TDA will give airfield users including training establishments a better service than the 3 days that is currently planned. I note that you made that offer originally and I'm grateful for that too. I hope that it is not too late to incorporate that change.

Yours sincerely

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

OFFICIAL

Hi [REDACTED], nice to hear from you.

The closing date for responses from aviation stakeholders was the 8 July and I have finished the final report to the CAA, about to go to my Boss. However, I will update the document with your response as your feedback is hugely important to us. I don't disagree with anything you have written and accept that it is probably Nottingham Tollerton that will bear the brunt of any impact and was why I chased it up with you after not hearing back. I will also send it to RAF Legal and see what they think.

By means of mitigation, we have done probably all we can. We have looked at chopping bits off the airspace but other than reducing the vertical component to 5000ft AMSL, decided that for the safety of all, a full 5nm is required. We will limit the TDA (and potentially any future use) to winter and will aim to move Synchro away from Syerston as soon as they are confident with their patterns. I was led to believe that Nottingham asked for 3 days' notice for the NOTAM (72 hrs) after I suggested 7 days. Can you confirm how much notice you would ideally like? Having spoken to RAFAT, they seem content with the idea of 7 days plus notice so I'm sure we can do this.

On the day, please feel free to ask your members to contact RAF Waddington Radar to get up to date times for the slots. It might be that your tower can call during taxi and get a clearance through the TDA as the Reds controller will be next to the LARS controller (DACs) I believe and RAFAT might be able to accommodate. Tricky perhaps and I would rather they weren't having to stop/start all the time but its certainly available and would be useful (from a trial perspective) to see how this could work. We are hoping that private owners might be able to flex their timings a bit to avoid the TDA times but understand this won't always be possible of course.

Also. If you have any particularly busy periods, perhaps a surge of flying for example on a Friday lunchtime, please feel free to call RAFAT Ops (preferably before the issue of the new NOTAMs) and ask them to consider not using Syerston. The Team will still have the use of Scampton and it would be another useful exercise to get an understanding of how many slots might be available each week at Syerston to minimise the impact to you. Synchro (and non-synchro) normally fly 15 x 30 in slots per week. If, after the TDA we believe we can only achieve half that, then so be it.

I am confident that the CAA will decide what's best and if they refuse the TDA then at least we know where we stand. We are currently reassessing RAF Waddington for all RAFAT training needs (including Synchro) and I remain hopeful that we can use it. There is some work to do there reference the A15 but I have always stated that it could be a good site. It is currently assessed as unsuitable for Synchro flying (the reason we are looking at Syerston). Also, there are some encouraging signs that the new owner of RAF Scampton might be looking to support RAFAT flying and the retention of R313. This is the holy grail of the airspace study but will not be confirmed until early next year we believe. If that is confirmed, we will step away from Syerston but I think we will at least have to start using it early next year.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

OFFICIAL

[REDACTED]
[REDACTED]

Subject: FW: Letter from Nottingham City Airport Ltd

Dear [REDACTED],

Please see our attached letter giving our concerns at Nottingham City Airport, Tollerton.

Regards,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: RAF Syerston TDA

Hi [REDACTED]

Not sure if there is a SATCO at Tollerton, but all tower operators are employed by [REDACTED] who is the owner of the airfield so I suggest you speak to him who will be able to give you a contact name to use for future. It will most probably be the Airport manager.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Yes that is what you stated during the visit so thanks very much for confirming.

On another issue, do you know who might call themselves your SATCO equivalent? We have drafted a Letter of Agreement that essentially lays out how we will keep local airfields informed tactically of RAFAT activity slot-slot. Clearly we need to be able to establish an effective method for communicating to Nottingham when the TDA is going hot/cold etc and this document lays this out.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

OFFICIAL

[REDACTED]

Subject: Re: RAF Syerston TDA

Hi [REDACTED]

Many thanks for the update. As far as Sherwood Flying Club are concerned, our quietest day is Monday where (for reasons unbeknown to us) hardly any training flights take place, with just a few PPL hire slots happening. I seem to recall [REDACTED] from Arcus also saying Monday is his quietest day too but no doubt will respond to you in due course.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

Hello all, hope you are well. Following the meeting we had at Nottingham, we did sit down with RAFAT and go over the TDA dimensions. We looked at 2 alternative options, the first that provided a 'wedge' of airspace over Newton for Arcus to use, and a second that cuts down the airspace to the west along a road that runs broadly north/south (A6097). Unfortunately, this would put aircraft in close proximity with RAFAT and sadly isn't worth the risk to everyone. Essentially, the 5nm radius does provide a buffer of protection to RAFAT and only having what would now be approximately 3nm to the west is too tight.

We remain committed to limiting the amount of flying over RAF Syerston to the minimum the Team need, but it is difficult to assess what this looks like in reality. We will be front-loading at the start (9 Jan 23) and will probably start by using all 3 daily slots. We will be aiming for a NOTAM release in excess of the 3 days you asked for, and will be aiming for a week ahead. As I said above, this will likely start by showing use of all 3 slots to start Mon-Fri but will reduce as soon as possible.

Can I ask if there are any week day slots that you would prefer the Team not to use (I know you would prefer us to avoid the middle slot), but are there any days you would like us to avoid? We will focus on the early slot that shouldn't affect anyone.

Also, we have decided on a top height of 5000ft AMSL (approx. 4750ft AGL). This again will provide a suitable buffer from any traffic flying over the top at 5001ft or above. I know this is probably not much use but does help other traffic transiting the area north/south.

We are also actively revisiting RAF Waddington for Synchro use and this is ongoing. If we can assure the activity there, then we would have no need for Syerston so that is positive. Also, there are rumours that the new buyer could be actively looking to keep RAFAT flying overhead Scampton, but we won't know until early next year most likely.

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Sorry we couldn't find all the compromises you asked us to look at. Please take my word that RAFAT are now acutely aware of the local issues and the need to work together on this. It remains our hope that we will never need Syerston in the future but it is likely that we will need to at least begin flying there during this TDA.

Kind regards

[Redacted]

[Redacted]

Subject: RE: RAF Syerston TDA

Great, thanks very much. [Redacted] will arrive at about 10-1015 or so (traffic depending), to start briefing at 1030. I will brief off a laptop and we welcome any questions.

See you then and thanks for hosting us.

Kind regards

[Redacted]

[Redacted]

Subject: Re: RAF Syerston TDA

Good morning,

Please report to Arcus Helicopters at Nottingham City Airport NG12 4GA. Park in the car park on right as you come down the driveway into the airport (it's signed) and walk across to blue hangar doors. We have a briefing room available for 10 people sitting.

Thanks,

[Redacted]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Thanks very much. We will see you at 1030L on Wednesday 13 July at Nottingham Airport. Please let me know where we should report. Look forward to seeing you then.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: RAF Syerston TDA

10:30 works for me.

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Could we please bring this forward, say 1030?

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

Subject: Re: RAF Syerston TDA

Hi [REDACTED],

Wednesday 13th July at 12:30 is good for me. We also have a briefing room with a TV and relevant cables to plug a laptop in so happy to host.

We'll await the others to respond.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gentlemen. Thankyou for engaging with us on the proposed activity at RAF Syerston. [REDACTED] will be very happy to visit your airfield and brief you fully on the what/why/how etc. Naturally it will be tricky to all agree a suitable time we can all attend so I will put one date below and we could work from there.

Date: Wednesday 13 July at 1230L.

Location: Please advise. Somewhere I can hook up a laptop in a briefing room would be great.

Kind regards

[REDACTED]

Rushcliffe Borough Council

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: 20220718_TDA 2022-022 RAF Syerston - O

Dear [REDACTED]

Thank you for your emails and proposed meeting date & time.

I think because it is the holiday period I am not getting any response today from colleagues but I would suggest we pencil in 26th August @10am as the date & time.

I am on leave next week but have made a note in my diary to follow this up on my return on 22nd August 2022 and I will drop you an email then to give you the details of those interested in attending

Many thanks

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: FW: 20220718_TDA 2022-022 RAF Syerston - O

[REDACTED], how about the 26th Aug, say 10am. The 29th is a bank holiday apparently so some can't make it. That's about the only date we can come up with for now.

Kind regards

[REDACTED]

OFFICIAL

[REDACTED]

[REDACTED]

Subject: RE: 20220718_TDA 2022-022 RAF Syerston - O

Hi [REDACTED]. Conscious that this has gone quiet with [REDACTED] on leave until the 22nd Aug but we are keen to engage with you. Newark and Sherwood were very helpful.

How about Monday 29th Aug at 10am. I will try and get RAFAT and the RAF Waddington Media and Comms Officer as well as they will be running with the ground PR plan. Sadly I can't send out Teams invites from my computer.

[REDACTED], are you available?

Kind regards

[REDACTED]

[REDACTED]

Subject: RE: 20220718_TDA 2022-022 RAF Syerston - O

OFFICIAL

Good afternoon,

Thank you for getting back to me and for the proposed dates.

By way of a timescale as I have not yet heard back from all of the Councillors whose Ward areas may potentially be impacted there may be a slight delay in responding on the proposed dates. I should imagine a Teams meeting should be fine but I will let you know if anyone has a specific request for a face-to-face meeting.

I will be in contact as soon as I can on the dates.

Kind regards

[REDACTED]

OFFICIAL



[Redacted text block]

Subject: RE: 20220718_TDA 2022-022 RAF Syerston - O

[Redacted text]

Many thanks for your email and apologies for the slight delay in response. Since myself and [Redacted] (cc'd) are impacted by leave and our working schedules (we are both Reservists in the RAF and have other working commitments), the best dates that we can suggest are Friday 26 August or Monday 29th August. As you have already suggested if you could please confirm with your team at your end if either of these are suitable and once we know we can go firm, and I recommend for convenience that we host the meeting using MS Teams. Should the officers/councillors prefer face to face this can of course be arranged instead.

Of note I will be away out of office over the period 26 July – 20 August so if you have any pressing questions or issues please liaise directly with [Redacted]

We look forward to engaging with the Officers and Councillors of Rushcliffe Borough Council in due course.

Kind regards

[Redacted signature]

[Redacted text block]

[Redacted text block]

Subject: RE: 20220718_TDA 2022-022 RAF Syerston - O

OFFICIAL

Good morning,

Many thanks for your email below. Some of our councillors have expressed an interest in a meeting.

Do you want to send some potential dates/times and I can liaise with officers/councillors at this end?

Many thanks

[REDACTED]



[REDACTED]

Subject: 20220718_TDA 2022-022 RAF Syerston - O

Good morning

I hope you are well. Further to an engagement email that was sent out to Rushcliffe Borough Council in late May, I wanted to confirm if the council would like to discuss matters further and ideally offer an opportunity whereby local councillors and ward officers could be briefed on the proposal and allow any questions that they have to be answered.

An overview of the proposal is as follows - although the details were all included in the original engagement email we have still had no response:

The Royal Air Force Aerobatic Team (RAFAT), more widely known as the Red Arrows, are relocating to RAF Waddington prior to the sale of RAF Scampton. This move is planned for late 2022 with the sale of RAF Scampton going ahead in early 2023. The original decision to relocate RAFAT to RAF Waddington was contingent on continued access for training in restricted airspace (EG R313) over Scampton, which would provide the Team with all their training airspace requirements indefinitely.

Recently, the MOD has decided that RAF Scampton will be sold without caveats. This decision has placed the future use of RAFAT training airspace in doubt as continued access to this airspace will now rely on the scale of development at Scampton and the willingness of the new owners to support RAFAT operations. Consequently, a feasibility study was conducted in 2021 to identify alternative training locations that are accessible from RAF Waddington, which will remain the Team's new home.

RAF Syerston is being looked at as a potential training location, with the focus on the Synchro Pair because it has a runway and is located close to RAF Waddington. It is envisaged that the site, if considered suitable following the results from this airspace assessment, will only be used on an annual basis for 2-3 months over winter for early training sorties, until more advanced training can be transferred to RAF Donna Nook Air Weapons Range on the East Coast. The proposed activity is planned to run from the 9 Jan-7 Apr 23, Mon-Fri between the following times set out below:

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Slot 1: 0830-0915 (45 mins)
Slot 2: 1200-1245 (45 mins)
Slot 3: 1450-1530 (40 mins)

Having engaged with Newark and Sherwood DC, one of the suggested follow up actions was that a meeting would be organised whereby we could engage with officers and councillors of those wards affected by the airspace proposal at RAF Syerston. The aim of the meeting would be to pass a consistent narrative of the proposal across to those individuals who could then understand its intent and then dispatch this across to their members and community. I would like to investigate if Rushcliffe Borough Council would be keen for a similar event to take place, ideally to be conducted on MS Teams or face to face if required.

A copy of the RAFAT TDA Engagement letter is attached which adds a little further detail to the content of this email.

If you have any immediate questions or concerns please do not hesitate to ask either via email or the telephone contact below.

Kind regards

[Redacted signature]

[Redacted contact information]

Appendix D – Stakeholder Engagement Feedback Forms

17 Responses were received using the feedback form provided with the engagement material from the following stakeholders:

RAF Barkston Heath
RAF Cranwell – 3 FTS
RAF Cranwell – OC Operations Wing
North Kesteven County Council
Lincs and Notts Air Ambulance
Pointon and Boston Airfields
Langar
British Helicopter Association
Rectory Farm
Light Aircraft Association
British Gliding Association
2Excel Aviation
Gamston Airport
British Microlight Aircraft Association
DAATM
NATS
Nottingham Tollerton Airport (airfield owner)

These responses are included below.

RAF Barkston Heath

Name*	██████████
Representing*	ATC RAF Barkston Heath
Contact details (email, telephone or postal address including postcode)	████████████████████
Feedback:	
<p>The ACP has no impact on the provision of ATC services by NATS controllers at Barkston Heath. We do, however, only provide Aerodrome Control. Radar Approach Services including Talkdown are provided by RAF controllers, currently at RAF Cranwell, moving to the new Lincs TATCC at RAF Coningsby on 4 Jul 2022.</p> <p>SATCO Cranwell or OC Lincs TATCC will be able to answer on the impact of the ACP regarding Radar Approach Services, including Talkdown, to RAF Barkston Heath.</p>	

RAF Cranwell – 3 FTS

Name*	[REDACTED]
Representing*	3 FTS RAFC Cranwell
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED]
<p>Feedback:</p> <p>1. Prefect Ops. Whilst it does effectively extend the Syerston ATZ from 2nm to 5nm, and 2500ft to 9500ft for limited periods, it is an area not heavily used. Most GH in LINC's AIAA Sect 1 is to the north/northwest of Newark. The area immediately west of Bottesford and north of Langar will reduce Sect 1 airspace a little. Impact: slight reduction in operating area for Prefect, with commensurate increase in traffic in other areas of the Lincs AIAA.</p> <p>2. Phenom ops. Although they regularly departure to the east to join the airways, it is assessed that they can de-conflict with smart use of MIDS/SIDS and will likely outclimb the 9500ft TDA anyway. Impact: Nil.</p> <p>3. Transit. Increase of Reds transit (likely 2 x jets) from WAD to SYS – protected under a TS but another couple of fast movers in Sect 1. Impact: Marginal increase in risk of MAC but manageable under pre-planned CADS, TAS, TCAS and ATC TS.</p> <p>4. CRN/BKH Radar. Departures and instrument pattern – AO/SATCO CRN will comment separately.</p>	

RAF Cranwell – OC Operations Wing

Name*	[REDACTED]
Representing*	Head of Establishment, RAFC Cranwell
Contact details (email, telephone or postal address including postcode)	[REDACTED]
<p>Feedback:</p> <p>Overall, the impact upon IFR and VFR departures and recoveries to Cranwell (CRN) and Barkston Heath (BKH) is relatively low from an ATS provision perspective. The proposed TDA will prevent the use of the following IFR departures and approach profiles when the TDA is active:</p> <ul style="list-style-type: none"> • CRN - MID 1 departures and all NDB and TACAN approaches to RW 08 • BKH - SIDs 5, 6, 10, 11 and 12. <p>We would therefore welcome the provision of a DACS by the Lincs TATCC to assist with the tactical management of SIDs and MIDs at CRN and BKH and for general handling aircraft in the vicinity (Sector 1).</p> <p>More generally, further restrictions in an already busy piece of airspace will increase congestion and so we welcome maximum flexibility in use of the airspace and clear mechanisms by which the TDA can be handed back/cancelled at the earliest opportunity.</p>	

North Kesteven County Council

Name*	[REDACTED]
Representing*	North Kesteven District Council
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
<p>Feedback:</p> <p>The Council welcomes the opportunity to provide feedback on the AIRSPACE CHANGE PROPOSAL – ACP-2022-00.</p> <p>The Council is providing feedback as an interested party rather than providing feedback on behalf of residents of North Kesteven District who, we presume will be consulted separately should they be affected by the proposal.</p> <p>We do not consider the proposal to have an impact on the Councils ability to continue to deliver services to residents. The proposal will not affect current resources and is unlikely to require any additional resources.</p> <p>We assume Lincolnshire County Council Highways is a consultee and we would expect them to make comment regarding any issues associated with the public using the road network to view the practice displays.</p> <p>We would advise that existing arrangements between the Council and the Lincolnshire LRF partners will address any increased emergency planning risks associated with the proposal.</p> <p>North Kesteven District Council supports the proposal and welcomes the Red Arrows to our District.</p>	

Lincs and Notts Air Ambulance

Name*	[REDACTED]
Representing*	Lincs & Notts Air Ambulance
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
<p>Feedback:</p> <p>No concern of proposed TDA at Syerston providing a DACS exists for Helimed 29 on Alpha callsign as its on our main route in and out of Queens Medial Centre Nottingham.</p> <p>I don't see this being of any further impact over R313 which historically and continues to operate harmonically between Helimed 29 alpha and Waddington LARS</p>	

Pointon and Boston Airfields

Name*	[REDACTED]
Representing*	Pointon and Boston Airfields
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED] [REDACTED]

Feedback: Thank you for the details of proposed Airspace Change.

The proposal to use RAF Syerston as a training location for the Synchro pair should not appear to provide any new problems for safe aviating to take place from either of the named airfields I represent.

The use of RAF Donna Nook, Air Weapons Range seems an obvious choice with this available air space already allocated. My concern would be for the many light aircraft that use the East coast as a route to destinations in the north. Would the proposal to use RAF Donna Nook include a NOTAM'd effectively closing the East coast route when Donna Nook is to be used? If the intention is for to employ the normal procedure of, 'see and avoid', procedure when flying to Donna Nook, what will the transit height be?

Boston is a flying club but is also a flying school with students using the East coast as an aid to navigation. I realize it is always possible to contact RAF Coningsby prior to departure or once airborne, although some pilots prefer to concentrate on, aviate, navigate, (communicate when safe to do so), whilst keeping clear of restricted air space. Many, but not all aircraft, are equipped with devices for such as, Sky Eco, Pilot Aware. Transponders set to mode S, when fitted, should help air traffic controllers be aware of aircraft location. Do RAF stations have the ability to receive such signals?

When navigating around Civil Airports there is normally a listing frequency available. When will the RAF adopt such a positive aid to safety?

I do use Low Level, below 2000ft, 130.490 which I believe is a valuable tool to aid safe flying.

Safety Com 135.480 is widely used within the small light aircraft community because many small airfields have adopted this frequency, with pilots remaining on this for the duration of the flight. Could the RAF Air traffic Controllers try to communicate with potential conflicting traffic on this frequency when not already in direct contact with an aircraft?

I have previously raised the question at LAUG of listening out on 135.480 with the Memorial Fight, after a very close encounter with the Dakota whilst on downwind for Boston.

I realize most of this response is potentially not what you are directly asking for but are things that could help keep RAFAT flying safely in Lincolnshire with the minimum impact on recreational flying.

[REDACTED] 29-05-2022

Langar

Name*	[REDACTED]
Representing*	Skydive Langar (British Parachute Schools Ltd) Langar Airfield.
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED]

Feedback:

Whilst we understand and appreciate the reasoning behind the airspace proposal for Syerston, it may greatly impact our operation at Langar Airfield. This coupled with the further airspace proposals for Protector at Waddington will make coordinated use of the airspace a challenge which needs addressing. I am sharing below the information already shared with QuinetiQ.

1) Here you can see our aircraft operating here in the block between ground level and FL140. The aircraft is flying to the west of the A1 Motorway but reaches as far north as Syerston and south as Saltby.



2) Here there is a Southwesterly wind at FL140, so the aircraft is climbing to the south of Langar initially and then positioning to make a run over the dropping zone at FL140, this run takes the aircraft over the Bottesford VRP and then towards the overhead of Langar.



3) Here there is a south wind at FL140, so the aircraft is departing with a turn out to the north and then positioning to make a run over the dropping zone from north to south at FL140, in this instance the aircraft reaches as far north as Southwell at 9500ft before turning southbound to Langar.



4) Here is a similar situation to before, again with the aircraft reaching between 9000-11000ft over Southwell before flying back through the Syerston overhead to Langar.



5) Here is another prevailing SE wind day, the aircraft is climbing to the North of Langar passing over Syerston and Long Bennington before making its jump-run over the dropping zone at FL140.



6) For reference this is the south pattern which we do also fly, this is with a westerly wind, but still the aircraft reaches approximately Long Bennington before making its jump run back over the dropping zone.



For noise abatement in the Vale of Belvoir, we alternate between North and South climbing patterns (this is per our agreement with the local parish councils). So I have tried to show you a good spread of different conditions, but I hope you can appreciate how tight it would be if the Syerston RAFAT Danger area was going to happen in conjunction with the other proposals for Protector at RAF Waddington.



Through our discussions with QinetiQ with regards to Protector, we provided them with the image above, which shows the airspace that we typically utilize for our aircraft to climb to FL140. They need between 20-25 track miles to climb at approximately 1000 feet per minute at 110-120KIAS. Losing the upper portion of this zone, as well as restrictions from the Protector airspace, could potentially make this tricky for us. If it forces our aircraft to stay closer to Langar then we will have issues with noise (and our local Parish Councils) as well as maintaining safe separation between our three aircraft.

We want to support the requirements of the RAFAT. But we will need to carefully understand how much the proposed danger area is to be used. If it's weekdays only, I think we can come up with a workable plan, but we will need to have our aircraft under a traffic service from Waddington to provide deconfliction with other traffic in the now greatly restricted GA corridors between the airspace blocks and East Midlands CTA. Please do not hesitate to contact me to discuss this further.

██

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British Helicopter Association

Name*	██████████
Representing*	British Helicopter Association
Contact details (email, telephone or postal address including postcode)	██ ██████████
Feedback: The BHA has no objection to this proposal and wish the Team a successful 2022 Season.	

Rectory Farm

Name*	[REDACTED]
Representing*	Rectory Farm Airfield/Sherwood Sailplanes
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
<p>Feedback:</p> <p>Whilst I recognize that the prospect of losing R313 availability will potentially affect RAFT operations, and am aware that RAFAT is a popular operation within the UK, it must be very obvious that the ACP 2022-002 will have significant impact on operations for GA in the Syerston area. The Trent Valley is already a very busy part of the sky due to other operations creating pinch points - RAF activity at Waddington (possibly to have its own TDA?), Cranwell, Barkston Heath, and parachute dropping at Langar already contribute to narrowing the N/S corridor east of East Midlands Class D.</p> <p>Establishing a TDA at Syerston will offer RAFAT training safety at the expense of reduced safety of other airspace users due to increased concentration of traffic in the area – this would be compounded if RAF training activity is displaced south and west due to reduced availability for that activity in the Waddington area if Protector and RAFAT airspace goes ahead as proposed.</p> <p>If a TDA is established, a DA crossing service is essential and must be provided, effective, and resourced properly throughout the operating times.</p> <p>Resources to provide effective, and fail safe, method of notification of TDA activity (and more importantly, inactivity) must be in place and promulgated correctly – It is important to understand that in the absence of positive confirmation of TDA inactive, the default flight track of GA MUST be to avoid the area.</p> <p>The map used for the consultation is not complete and has a number of airfields missing – it would be far better to use the NATS 1:500,000 chart for proper awareness of operations within the Trent Valley area (and also for other ACPs UK-wide).</p> <p>Establishing a TDA at Syerston will close my airfield at Rectory Farm for the duration of each and every TDA activity period as we are within the 5nm radius of the proposed TDA. Rectory farm has planning permission and operates 365 days/yr.</p> <p>The proposed three periods of TDA activity each working day would occupy a significant part of the VFR flying day in the winter/early spring and have a big effect on daily operation of the five based aircraft at Rectory Farm.</p>	

The winter/early springtime of year has limited daylight hours and the greater chance of changeable weather at that time of year often results in short notice flexibility and the need for altering timings to return to base safely in short weather windows. This will inevitably lead to reduced activity of based aircraft at Rectory Farm as the consequence of missing a window to return due to TDA activity could well result in not making it back to base within daylight hours.

I operate an GA aircraft maintenance facility at Rectory Farm (Sherwood Sailplanes/LAA Inspector) and reduced availability of access to the airfield for owners of based aircraft, or for clients deliver/collect aircraft and for post-maintenance test flying purposes will have an economic impact on my business.

In conclusion, I recognize that MOD policy to dispose of assets is leading to reducing numbers of airfield available for RAFAT use, but also strongly argue that protecting RAFAT training should not come at expense of reduced safety and increased financial cost to established GA operations within the ACP area as it stands.

I welcome discussion as to how we can work together if Syerston is required for RAFAT training – possibly by means of LOA to permit local airfields to operate within TDA activity periods – please feel free to contact me directly to discuss how this might work.

[REDACTED]

Light Aircraft Association

Name*	[REDACTED]
Representing*	Light Aircraft Association
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
<p>Feedback:</p> <p>Many thanks for including us in the engagement process for your Airspace Change Proposal, ACP 2022-02, regarding proposals to implement segregated airspace in the form of a Temporary Danger Area in the vicinity of RAF Syerston during early 2023. Regretfully we must object to this proposal on the ground of its potential impact on surrounding Class G airspace utilisation and a lack of detail in both the short-term and long-term use of the airspace segregation.</p> <p>The Light Aircraft Association is the UK's largest powered flying organisation. It represents 7,800 members and acts as a delegated authority on behalf of the CAA, overseeing around 2,600 aircraft operating on LAA Permits to Fly. More than 5,000 of our members are active pilots, predominantly operating their aircraft in Class G airspace.</p> <p>While we understand the need for segregated airspace to protect the display practice area and the need for a runway datum for Synchro Pair training, we must question whether the use of RAF Syerston for this purpose is appropriate, given that it will require the creation of a TDA which will severely restrict other airspace users in the local and surrounding area, including those transiting through the area.</p> <p>Despite it being a CAP 1616 requirement, the proposal does not demonstrate any work has been done to evaluate the impact on mid-air collision risk to aircraft operating outside the proposed segregated airspace design. There would inevitably be funneling caused by the need to fly around the TDA. This would particularly result in pinch points in the airspace between the TDA and a CTA base of 2500 feet to the west, while there are already busy RAF ATZ/MATZ's around Barkston and Cranwell, the ATZ/MATZ at Waddington and notified airspace hazards to the east. The problems may be compounded further afield with north/south traffic routing further east and adding to the traffic levels in the vicinity of Coningsby.</p> <p>In addition, we are concerned that the proposal makes no reference to RAFAT transit to and from the TDA. This would again have significant implications for transiting and local traffic, not least aircraft flying from active sites in the area, such as Saltby, Langar and Temple Bruer. These sites are already being impacted from other ACPs involving Waddington's expanded roles.</p> <p>In short, while appreciating the MOD's need for maximizing the use of its airfield facilities, the imposition of a TDA around Syerston creates an excessive impact on surrounding airspace and other users, which would not be created were Waddington, Cranwell, or Barkston Heath airfields were to be used. All have</p>	

established air traffic control and existing airspace constructs, and therefore would be more appropriate for a trial of this nature than RAF Syerston.

In closing, we must express concern that there is an implication in your proposal that if your submission were to be refused by the CAA based on this ACP, the activity will take place anyway using an RA(T). We are sure this implication is unintentional, it is certainly unhelpful and we would engage with both CAA and MAA to question the veracity of such a strategy, either for temporary or future more permanent use.

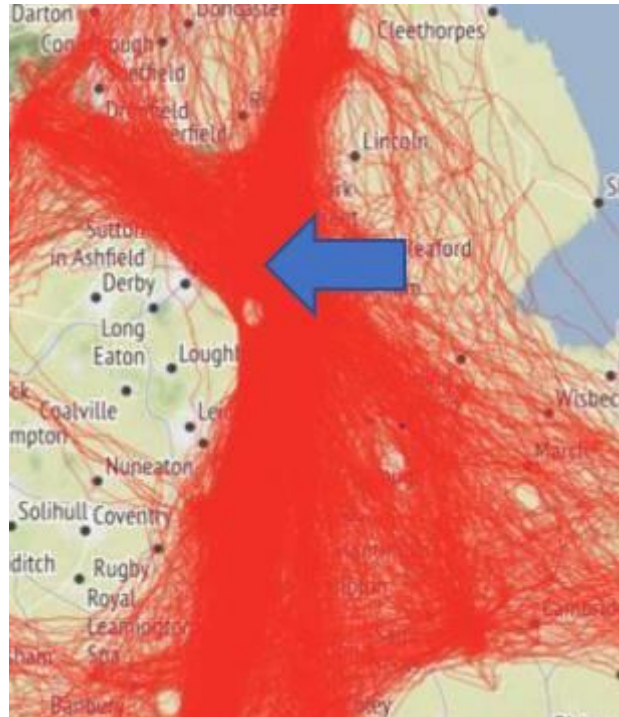
We hope this submission will help you review these plans and will be happy to engage with you to seek a way forward that will allow equitable access for all airspace users.

British Gliding Association

Name*	[REDACTED]
Representing*	British Gliding Association
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
<p>Feedback:</p> <p>Thanks for engaging on your proposal ACP 2022-02 to establish a 10nm diameter by 9500' amsl TDA overhead RAF Syerston airfield. Here is our feedback, which includes several requests for more further information and a proposal.</p> <p>Gliding</p> <p>The British Gliding Association (BGA) is the governing body of sport gliding in the UK and represents the interests of some 6500 members of the UK's 78 gliding clubs including the operators of some 2200 sailplanes.</p> <p>The sport of gliding includes a significant amount of cross-country flying. Gliders use rising air in thermals to climb and use the gliders very flat gliding angle to cover distance before again stopping to climb. Flying in rising air is fundamental to staying airborne.</p> <p>Almost all cross-country flights are planned and flown to result in a return to base. Details of how gliders operate are available in AIC Y 036/2020.</p> <p>While gliders are radio equipped, pilots concentrating on staying airborne in rising air while looking out minimise use of radio. Most gliders flying cross-country are equipped with FLARM electronic conspicuity devices that have a recording function. As a result, the BGA can collect and analyse flight traces via an online portal. Not all flight traces are submitted to the BGA.</p> <p>'Local' gliding occurs in daylight hours. Cross-country gliding, eg, as detailed below, primarily occurs from 10am through to 6pm.</p> <p>Gliding clubs are self-funded not for profit small businesses that carry out non-commercial activity and operate on tight financial margins. Restricting their operations will over a short period of time result in damage.</p> <p>General comment</p> <p>This proposal is one of several significant TDA or DA's currently being proposed, eg at Waddington and Fairford. As is usual when reviewing an ACP, we consider the immediate and longer-term safety and utility impact on airspace users in the local and surrounding area, including those transiting through the area.</p> <p>The MoD has an ongoing challenge in balancing remaining airfield estate with operational needs and available airspace. Unfortunately, that can have an</p>	

impact on non-MoD stakeholders, as is the case here. The MoD should not increase the amount of restricted airspace that is required as part of their estate rationalisation nor export risk to others.

The following illustration is a FLARM trace heat map of gliding activity during 2019 (the most recent 'full' year of gliding activity). Most of the traffic highlighted in this heatmap is using an operating band of between 2000' and 5000' amsl. Syerston is located in the waisted portion of the heat map illustrated below.



A heatmap from 2019 for the period approximately as described in the TDA engagement letter illustrates a significantly lower level of gliding activity due to the weather conditions not being conducive to soaring flight.



Exportation of risk

The proposal does not appear to consider the impact on MAC risk to aircraft operating outside the proposed segregated airspace design, including within funnelling caused by the need to fly around the TDA resulting in pinch points in the airspace between the TDA and a CTA base 2500' and active ATZ to the west and the busy RAF ATZ/MATZ's around Barkston and Cranwell, the ATZ/MATZ at Waddington and notified airspace hazards to the east.

Has that analysis been carried out by the sponsor?

The engagement letter omits to describe RAFAT transit to and from the proposed TDA as described to the CAA during an assessment briefing, ie:



We'd like to understand the heights used for this illustrative routing and any potential impacts that may have on other traffic, including at Saltby airfield.

Proportionality.

The CAA Danger Area policy states that the 'notified dimensions of a permanent DA are to be the minimum practicably necessary to meet the task for which the DA has been established. These dimensions are to be reviewed annually by the DAA.'

The proposed dimensions of the TDA do not appear to have been justified in the engagement letter. We would like to understand why such a large volume of airspace is proposed.

Danger Area crossing.

We note that there is an ambition to provide a Danger Area crossing service (DACs). Our experience of military TDA DACs during 2021 indicates that while the CAA policy requirement for DACs is satisfied in theory in ACPs, access 'on the day' is not possible for non-military aircraft.

We therefore request more detail about how the MoD intends to deliver the proposed DACs.

Syerston airfield

We note that the proposal states that 'it is vital that early pilot training takes place along a clearly defined line feature'. Such line features exist as runways at RAF airfields at Waddington, Cranwell, Barkston and Coningsby. However, the proposer has described Syerston as the only viable option.

We note that the proposer has briefed the CAA during an assessment meeting that 'longer term use of RAF Syerston will be contingent on the results of the trial of this location using the TDA.'

We'd like to understand why Waddington, Cranwell, Barkston Heath, and Coningsby airfields, all of which have established air traffic control and existing airspace constructs, have not been considered for a trial rather than Syerston.

Future suitability

The engagement letter states that 'this TDA is only being sought to allow RAFAT to evaluate the suitability of Syerston as a future contingency option for some limited training, primarily involving the Synchro Pair. If assessed as suitable, future annual use will only be considered if EG R313 is removed, and it is likely that a full ACP would be required.'

If this TDA becomes a DA, the impact on gliding will be highly damaging because of the blocking impact on transit traffic and the funnelling MAC risk impact, both of which are described above.

We would like to understand why the sponsor believes a full ACP may not be required to change the status of the airspace for future annual use.

The airspace change process.

We have previously responded to ACP 2019-18. We are surprised to read in this TDA proposal document that 'if RAFAT integration into ACP 2019-18 was turned down by the CAA, RAFAT would likely conduct this activity anyway using Restricted Airspace (Temporary) (RA(T))'. We recognise that is included to underline the likelihood of the need for RAFAT training at Waddington.

Does the above statement also indicate that if the CAA refuse a submission based on this ACP, the activity will take place anyway using an RA(T)?

Local engagement.

The ACP design results in reduced access to actively utilised class G airspace by local operators as well as transiting aircraft. The BGA has met with local gliding clubs to discuss this engagement letter and our response includes their views. If the sponsor would like to make direct contact, we would be pleased to supply contact details.

Next step during engagement

We suggest that a meeting takes place with gliding stakeholders as part of the engagement process so that the detail we have highlighted above can be explored in mutually helpful conversation. We look forward to your response.

2Excel Aviation

Name*	[REDACTED]
Representing*	2Excel Aviation
Contact details (email, telephone or postal address including postcode)	[REDACTED]
<p>Feedback:</p> <p>For any short term TDA, as it is only 3 slots per day and for limited days we have no objections, but note that it will further channel GA between Syerston and Waddington. Most people would give R313 a wide berth which, if you then apply the same logic to the TDA would make the TDA/Waddington/Cranwell/Barkston MATZ a significant choke point.</p> <p>For long term use any new restricted area would become a planning constraint. However, I'm sure we would work around it with a LARS from Waddington. Perhaps the 'quid pro quo' might be that the MoD will commit to LARS from Wittering as well as Waddington to help coordinate traffic?</p>	

Gamston Airport

Name*	[REDACTED]
Representing*	Retford (Gamston) Airport
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
<p>Feedback:</p> <p>Thank you for contacting Gamston for comment when considering the potential airspace change.</p> <p>We don't see a direct impact on operations at Gamston. It may affect our training area to the south of the airfield during the allotted times you have specified, but this would not cause a significant impact and we would possibly gain more free airspace to the east of Gamston when Scampton and R313 are closed.</p>	

British Microlight Aircraft Association

Name*	[REDACTED]
Representing*	British Microlight Aircraft Association (Airspace Team lead)
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED]

Thank you for your information with regard to ACP 2022-002 for a TDA at RAF Syerston. I would like to provide a response on behalf of the British Microlight Aircraft Association (BMAA). The BMAA represents over 4000 members who fly microlight aircraft throughout Britain, mainly from smaller aerodromes and airstrips. It is approved by the CAA to administer all aspects or the aircraft members operate as well as training and licencing.

Aircraft types that the BMAA members fly vary from paramotors, ultra-light flex-wing aircraft (sub-70kgs and nano-trikes), single-seat deregulated (SSDR) microlights, both flex and fixed-wing, right up to the recently re-defined category of 600kgs MTOW Light Sport Microlights (LSM), again both flex and fixed-wing. Cruise speeds vary from around 20kts up to 140kts and cruise heights from 500ft upwards.

Whilst an increasing number of our larger aircraft are equipped with radios, transponders (including ADSB-out) and other Electronic Conspicuity devices, such as PilotAware or SkyEcho II with moving map GPS displays these equipments are neither mandatory nor used on the lighter end aircraft.

Our feedback:

1. With now the two ACPs covering the RAFAT future training requirements (2019-18 and this) plus the existing EG R313 it is becoming concerning to understand what the resulting airspace in the area could look like.
2. We feel that the MoD should very carefully reconsider the RAFAT future requirements. IF they wish to completely close RAF Scampton then retaining R313 seems unlikely to be sustainable in the longer term. That decision needs to be clarified urgently.
3. It seems illogical to base RAFAT at RAF Waddington if that is unsuitable for all their training requirements. We would like to understand why that is. Why not select an alternative base that is suitable for all their training needs? We understand that the MoD wish to consolidate bases and release real estate but this must be balanced against increasing airspace requirements at the expense of other airspace users.
4. The concern for GA airfield operators, local flyers and transiting flyers must be that combining the proposals for RAF Waddington, under ACP-2019-18,

with this proposal at RAF Syerston will create choke points, both to the east and south-west (against the airspace around East Midlands), which could increase conflict and collision risks, even without retaining R313. This is effectively exporting risk to GA operations and obviously influences the opinions on ACP-2019-18 as well.

5. Whilst you define slots for proposed activity, Monday-Friday only, with activation by NOTAM, experience shows that other airspace users will generally assume that the proposed TDA area is permanently active for the 90-day period, Monday-Friday, thus creating permanent choke points.
6. We have separately given additional local airfield contacts. We understand that whilst most of those are shown on the CAA/NATS civil aeronautical charts (1:500,000 & 1:250,000) they are not all listed on military charts, which seems a grave omission and needs to be rectified urgently.
7. The chart included in the engagement information should be clearer, by decluttering. For example, on that illustration it is impossible to clearly see all the local airfields impacted, e.g. Rectory Farm and Lambley. However, it does illustrate the 'choke points' that would be created.
8. Our members operating at Oxtun, Rectory Farm and Orston airfields cannot support this ACP, as it stands, since their airfields would be covered by the proposed TDA, severely impacting their operations during the proposed TDA activation periods. Activation by NOTAM 24hrs prior gives them inadequate time to plan ahead, other than to anticipate that at short notice they could be grounded.
9. It should be noted that whilst January to April can be less busy for GA flying than summer months, nevertheless, winter weather flying conditions can be particularly suitable during periods of high pressure, with light winds, calm or no turbulence and good visibility, making it ideal for use by microlights and training. But, with the shorter daylight hours, for example, an aircraft departing in the gap between your proposed slot 2 & 3 may have difficulty returning after your proposed slot 3 with early sunset times. This will depend on the duration of any return flight sector but raises an issue if your slot 3 extends and with aircraft likely already airborne en route.
10. The question of RAFAT aircraft transiting between RAF Waddington MATZ and RAF Syerston TDA has been raised. Whilst the distance between Waddington's MATZ (or DA proposed by ACP-2019-18) and Syerston's TDA would be only 6.5nm that would be the Class G 'choke point' zone and therefore likely to see GA operations concentrated there. There is thus an increased risk if fast jet aircraft are going to be regularly transiting back and forth. Whilst we appreciate that it is unlikely to be 5 days per week, every week for 09 January to 07 April, nevertheless, there would presumably be a significant increase in such fast jet transits. Will this only ever involve two aircraft or the whole team of nine (or more?) aircraft, at least on occasions? Whilst the VFR principle of 'see & be seen' is applicable to all Class G airspace this situation would seem to present an unacceptable, regular risk for other VFR traffic, already concentrated into a 'choke point' in this area. Without unacceptably creating additional segregated airspace to cover this risk we are at a loss to see how this risk can be avoided but seek your views. This concern clearly influences our thoughts on the proposed TDA at Syerston, since it cannot be viewed as an isolated area.
11. Whilst this ACP is proposing a TDA for January – April 2023 we note that it is envisaged that RAF Syerston would be used on an annual basis, if found

suitable for RAFAT. So, our concerns are for the longer-term also. Certainly, continued use would definitely require a full ACP, since TDAs are not a long-term solution, in the CAA's view.

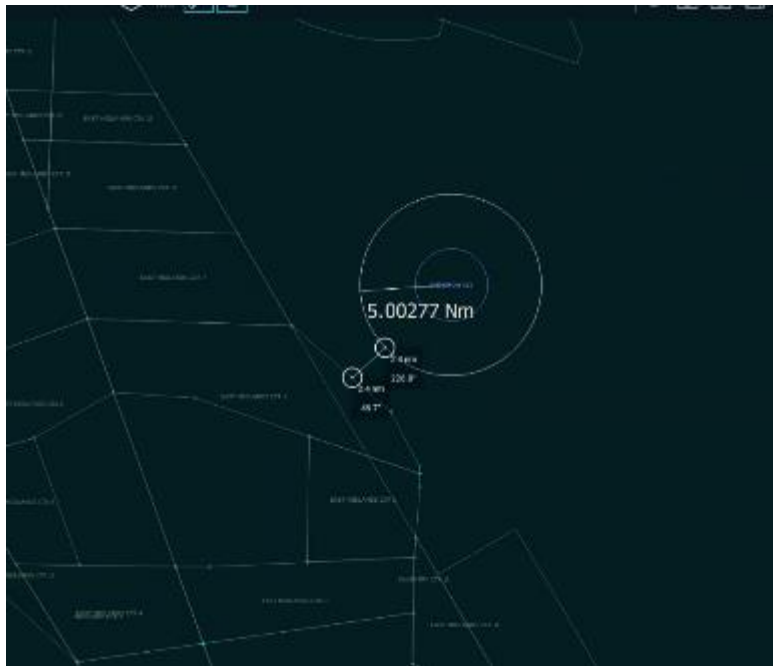
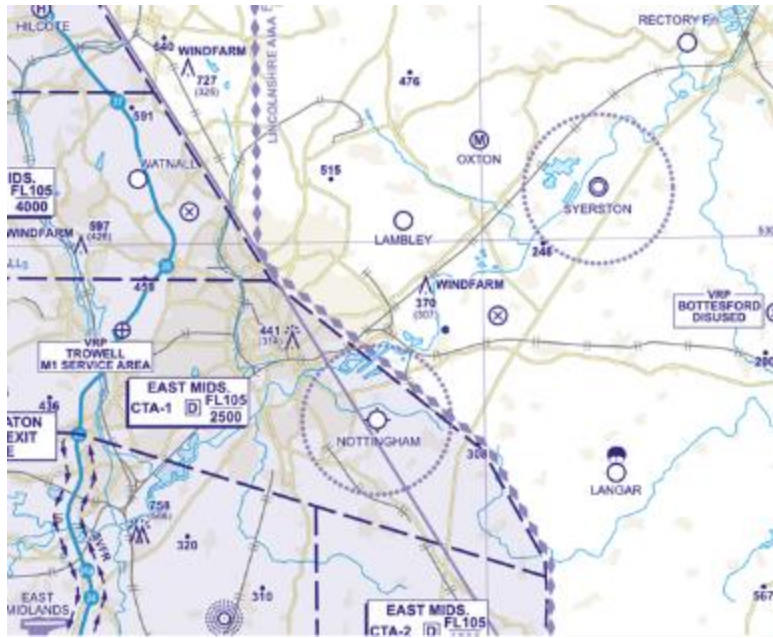
12. Is it necessary to have the TDA airspace to 9,500ft AMSL if this is principally for the Synchro Pair? That altitude increases the 'choke point' problem as, otherwise, it would be feasible for most GA to overfly a much lower level.
13. We would ask that you actively engage with local airfields and pilots to understand their operations. Anything we can do, as the BMAA, to assist we are ready to do.
14. We would definitely wish to see an effective DACS that is operational for the entire period of any TDA and that is trained to enable civilian aircraft to transit, without unnecessary hindrance, even when not transponder equipped, as a condition of this ACP being considered for approval. Keep in mind that use of a radio is not mandatory in Class G airspace, nor are some of our members aircraft so equipped. Likewise with transponder equipment.
15. We would suggest Flexible Use Airspace policy be a condition, which you have indicated by saying that the TDA would only be activated by NOTAM, for the slot times indicated and, by definition, other times would be deactivated. That would need to be clearly signaled through appropriately worded NOTAM and other means because experience shows that many GA aircraft avoid the area due to uncertainty, leaving the choke points effectively permanent.
16. Overall, we would like to see clarity on the future of EG R313, ACP-2019-18 and this ACP, jointly. We understand that the RAFAT needs suitable training resources and support that, but the MoD need to balance that with closing of bases and their associated airspace. It seems to us that the MoD wish to close bases but increase the impact that has on to other airspace users, as a result. Overall, the future requirements should not increase the total airspace areas nor export safety risks for other airspace users, whether that be temporary or permanent.
17. Overall, we do not consider a TDA at RAF Syerston suitable when the risks to other airspace users is significantly increased and the impact on airfields covered by the proposed TDA are taken into account.
18. All that said we would echo the desire to see RAFAT continue in its present format, recognized as the finest display team in the world.

DAATM

Name*	[REDACTED]
Representing*	DAATM
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
<p>Feedback:</p> <p>MOD feedback received from Waddington Radar, HQ 1Gp, 78 Sqn, Low-Flying and Coningsby. 22Gp – specifically Cranwell and Barkston Heath - sent their response directly to the Sponsor. Feedback not received from USAFE, 2Gp, JHC and Wittering ATC.</p> <p>Waddington Radar identified that when their runway 02 radar pattern is active, the Syerston TDA eastern edge is very close to it, so it will be imperative that RAFAT remain within the proposed TDA to prevent confliction. When active, traffic operating to/from the Lichfield corridor will have to operate above the top level of the proposed TDA, meaning inexpeditious departures and recoveries. Their final point was that when the proposed TDA is active, it could contribute to a funnelling effect for LARS traffic between the TDA and surrounding MATZ's.</p> <p>78 Sqn (Swanwick) identified that the airspace in which the proposed TDA sits is regularly used for General Handling of aircraft but ultimately the impact would be on airspace availability versus ability to provide an Air Traffic Service. However, due to their equipment limitations the TDA cannot be represented on the Radar display, so the onus will be on aircrew to ensure they avoid the proposed TDA.</p> <p>HQ 1 Gp firmly supports this proposal as RAFAT are part of their organisation and Coningsby identified no impact to their activities.</p> <p>Low-Flying identified some avoidance areas within the TDA, which will be forwarded to the sponsor to ensure they are taken into account when operating in the proposed TDA.</p>	

NATS

Name*	[REDACTED]
Representing*	NATS
Contact details (email, telephone or postal address including postcode)	[REDACTED] [REDACTED]
<p>Feedback:</p> <p>While initially NATS assumed this proposal would have little/no impact on our operations, more detailed investigations raised some questions which we would wish to discuss further with MOD.</p> <p>In particular, it is not clear to us how MOD intend to meet the CAA's Policy Statement for Special Use Airspace - Safety Buffer Policy For Airspace Design Purposes and the potential for this to have an impact on our operations.</p> <p>Specifically, Para 2.4 – 2.6 of the Buffer Policy require a lateral safety buffer of 5nm from the edge of an airway, TMA, CTA or CTR to normally be established and promulgated in order that this minimum separation between structures is maintained.</p> <p>The cross sections used in the ACP documentation appear to be a little misleading. The distances between the proposed TDA and current airspace structures can be interpreted as sufficient but we are not convinced this is actually the case. The diagrams below show that proposed centre of the TDA is approximately 7.4NM from a CTA (the base level of which is 2500ft and not 4000ft as shown). This would result in a distance of approximately 2.4NM between the edge of TDA and CAS. The assumption must be that the RAFAT activities would be described as high energy manoeuvres (HEM) so, consequently, we suggest this does not meet the Buffer Policy.</p> <p>Additionally, the Daventry CTA (12) is 8.7nm away from Syerston, i.e. 3.7nm from the proposed TDA. This, too, does not appear to comply with the Buffer Policy given the base level of the Daventry CTA (FL105) and the top altitude of the TDA (9,500ft) - a vertical buffer for SUA will normally be established and promulgated in order that a minimum separation of 2000ft above or below structures will be maintained for HEM.</p> <p>NATS would therefore seek further information as to the MOD's plans to meet the Buffer Policy and to understand any mitigations and/or justification for a reduction in the Policy to ensure that there are no detrimental impacts to our operations.</p>	



Diagrams demonstrating the distance between the proposed TDA and Controlled Airspace as assessed by NATS

Nottingham Tollerton Airport



[REDACTED]

19th August, 2022

Dear [REDACTED]

RAF Syerston: Temporary Danger Area: Letter of agreement

Thank you for your recent email. I will endeavour to ensure that a suitable ATC representative has sight of your Notification Plan and will report back to you by email as requested. I cannot guarantee that they will be 'happy'.

ATC may be disappointed to note that the NOTAM lead time has remained at 3 days. I am sorry if I missed it, but I could find no reference to the preferred 7 day notice period. This and the decision to create TDAs at Syerston have the potential to cause considerable business disruption and adversely impact on viability.

The MOD's decision to dispose of RAF Scampton is almost certainly rational and will undoubtedly generate a considerable capital return as well as continuing revenue savings.

However, I respectfully point out that this cannot reasonably be achieved without some acknowledgement of the business costs and losses it will impose the general aviation community, locally.

The business model for Nottingham Tollerton (EGNB) is somewhat underpinned by the contribution made by income from fuel sales and from hangarage charged to resident aircraft owners and operators. There are some 30 aircraft based at Tollerton, they include those used for flight training as well as those owned and operated by private and business users. Fuel is sold to the owners of all the homebased aircraft in addition to meeting the needs of visiting aircraft. Since acquiring the airfield in 2007, against stiff opposition from housing and other developers, my company has endeavoured to keep Nottingham City Airport open to serve the needs of General Aviation, a number of on-site businesses and as a facility for the Air-Ambulance service. This has been achieved in spite of exceptionally tight margins and very difficult national and local economies, both of which are expected to become even more challenging into the foreseeable future. If flying hours and the number of visiting aircraft are compromised by the TDA there will be a potentially damaging impact on the business model, with an attendant risk to the viability of the airfield as a going concern. That will certainly be the case if resident aircraft are moved away from Tollerton in search of less disrupted airspace.

The understandable decision to rationalise the military estate and the enormous value of the RAFAT to UKPLC are both accepted. But this surely cannot be at the literal expense of the private sector especially when the cause is the result of a discretionary decision rather than as a consequence of inevitable and irresistible circumstances.

I will be grateful if you will pass this letter onto the relevant authority and will be pleased to receive confirmation from you that they have got it. My suggestion is that in the absence of a statutory requirement to compensate, that our accountants meet to agree the scale of the issues I

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have raised so that the quantum and a methodology can be agreed. What might then happen will no doubt require a political decision but I hope that you will agree that the risk to an important local facility and other viable businesses should be addressed now rather than later.

[REDACTED]

Appendix E – Minutes from Stakeholder Meetings

Presentation

The presentation given at these meetings is included at the end of this Appendix. The presentation given to the LAUG on the 3 Mar 22 is also included.

Objectives and Output

The objectives of these meetings were:

- To ensure all stakeholders were fully briefed on the background to the RAFAT Airspace issue and the contingency plan that fell out of the Feasibility Study.
- To bring all identified stakeholders up to speed with the TDA proposal.
- To address any concerns raised in the engagement responses and encourage discussion on how we could improve our submission.
- To clarify the MODs position on any future use of RAF Syerston.
- To identify how the impact on all airspace users could be minimised.

The key output was to put a face to the Team proposing the TDA and assure stakeholders that we are only looking to investigate RAF Syerston for the Synchro Pair and on a temporary basis. This focus is firmly on minimizing any impact to other airspace users and to ensure Air Safety is maintained, with risks as low as reasonably practicable.

Summary of Meetings

Table E-1 provides a summary of the meetings held.

Date	Action / Stakeholders Contacted	Notes
10 Jun 22	MS Teams meeting with Langar Airfield	PPT presentation and Q&A session. Minuted.
10 Jun 22	MS Teams meeting for local TDA airspace management	PPT presentation and Q&A session. Included RAF Waddington ATM, DAATM and EMA. Minuted.
12 Jul 22	MS Teams meeting with Newark and Sherwood District Council	PPT presentation and discussion on public engagement strategy. RAF Media and Comms, RAFAT and RAF East Midlands Liaison Officer in attendance. Minuted.
13 Jul 22	Face-face briefing at Nottingham Tollerton Airport	Formal presentation made to Nottingham Tollerton Airport (Arcus Helicopters, Sherwood Flying Club and local private pilots). Discussion to identify areas for further investigation to minimise TDA impact. Minuted.
13 Jul 22	Face-face briefing at Rectory Farm Airstrip	Formal presentation made to local airstrip owners and affected private pilots (Rectory Farm, Caunton, Calverton, Oxton, Watnall, Temple Bruer, Iambley, Orston, Hougham, Stapleford, plus the BMAA Airspace Team Lead and a representative from the LAA). Discussion to identify areas for further

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		investigation to minimise TDA impact. Minuted.
21 Jul 22	Face-face briefing at Turweston Aerodrome	Formal presentation to LAA and BGA CEO's. Discussion to identify areas for further investigation to minimise TDA impact. Minuted.
26 Aug 22	MS Teams meeting with Rushcliffe Borough Council	PPT presentation and discussion on public engagement strategy. RAF Media and Comms and RAFAT in attendance. Minuted.

Table E-1

Minutes – Langar

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 operations⁴ 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,</p>	

⁴ ACP-2019-18 Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington

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 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.

<p>Item 3 – Summary</p> <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>

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**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
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Minutes – Air Traffic Management Plan

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</p>	

would be called, or their controlling agency informed and would be monitored clear before clearing RAFAT into the TDA.

The **Chair/TDA Support** suggested that a similar process could work for RAF Syerston TDA activation whereby a call would be made from RAF 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

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<p>possible, use of RAF Syerston would also ideally be frontloaded into the first 6-8 weeks of the 3-month period.</p> <p>Danger Area Controlling Authority and Coordination</p> <p>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.</p> <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 HELIMED295 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>	<p>MOD</p>
<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>	<p>MOD</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>

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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

Minutes – Newark and Sherwood District Council

MINUTES OF ACP-2022-002: RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) NEWARK & SHERWOOD DISTRICT COUNCIL (NSDC) VIA MS TEAMS ON 12 JULY 2022

12 July 2022

Distribution List:
All attendees

Present	Appointment	Representing
[REDACTED]	Chair/TDA Support	MOD
[REDACTED]	TDA Lead	MOD
[REDACTED]	RAFLO (East Midlands)	MOD
[REDACTED]	RAF Waddington MCO	MOD
[REDACTED]	RAFAT PRM	MOD
[REDACTED]	Dover Beck Ward Representative	NSDC
[REDACTED]	Trent Ward Representative	NSDC
[REDACTED]	Public Protection Manager	NSDC

Meeting Opening Statement

Following a meeting with Newark and Sherwood DC Representatives on 8 June 2022, one of the suggested follow up actions was that a meeting would be organised whereby the TDA Leads could engage with officers and councillors of those wards affected by the airspace proposal at RAF Syerston. The purpose of this meeting was to pass a consistent narrative of the proposal across to those individuals who could then understand its intent and then dispatch this across to their members and communities.

	ACTION
<p>Item 1 – Introduction</p> <p>All attendees were introduced.</p>	
<p>Item 2 – Context</p> <p>The Chair/TDA Support introduced the Statement of Need as follows:</p> <ul style="list-style-type: none"> The Royal Air Force Aerobatic Team (RAFAT) – The Red Arrows, are currently based at RAF Scampton and utilise airspace in the overhead known as EG R313. The MOD is selling RAF Scampton which it hopes to complete in early 2023 and the Team will relocate to their new home at RAF Waddington in later 2022. 	

<ul style="list-style-type: none"> • Future availability of EG R313 to the Red Arrows 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 airspace in Lincolnshire to enable the Red Arrows to continue to train. • RAF Syerston has been identified as potentially suitable for the Synchro Pair. 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. • The MOD wishes to see the Red Arrows continue as one of the finest display teams in the world and without suitable contingency planning, their future existence could be under threat. <p>The Chair/TDA Support explained the importance of RAF Syerston and its available runway feature as follows:</p> <ul style="list-style-type: none"> • Focus on the Synchro Pair because it has a runway and is located close to RAF Waddington. <ul style="list-style-type: none"> • The Synchro Pair use the runway to assess miss distance during head-on pass training, each using a different runway edge. • RAF Waddington is currently assessed as unsuitable for Synchro Pair training making RAF Syerston the only contingency option. • Should EG R313 become unavailable for RAFAT operations, and no other local sites are considered suitable, it is highly likely that the entire Red Arrows display will have to fundamentally change and would almost certainly lead to the removal of the Synchro Pair from the display routine. <p>The Chair/TDA Support highlighted that RAF Syerston would be used for Synchro Pair training sorties over the period 9 January 2023 until 7 April 2023. The individual training slot times would be as follows:</p> <ul style="list-style-type: none"> • Slot 1: 0830-0915 (45 mins) • Slot 2: 1200-1245 (45 mins) • Slot 3: 1450-1530 (40 mins) <p>Future use of RAF Syerston will be contingent on analysis of its use during this time and the response from RAFAT, General Aviation (GA) and the local population. Any future, permanent establishment of RAF Syerston for RAFAT use will be subject to further engagement with the CAA and will only be considered should EG R313 be removed.</p>	
<p>Item 3 - Potential Impact</p>	

The **Chair/TDA Support** explained that there would likely be an impact on local communities, particularly those within the 5nm TDA radius. It was made clear that it was hoped that any disruption would be minimal, however it was expected there would be an increased immediate noise footprint during the training slots. This would include GA re-routing around the Airspace. It was however explained that it was very unlikely that RAFAT would use all the slots over the 90-day period, with a focus on maximizing use of the slots at the start of the TDA period (first 6 to 8 weeks). The **Chair/TDA Support** also highlighted that slot use could be reduced depending on feedback from RAFAT, the local population and other airspace users and therefore it was important that there was a strategy in place to be able to listen to communities and manage any feedback or complaints.

The **Chair/TDA Support** asked if there were any immediate questions at this stage.

██████████ asked if the **ProjOs** were in dialogue with officers at Rushcliffe Borough Council who cover the villages to the South of RAF Syerston within the TDA. The **Chair/TDA Support** confirmed that initial engagement had been made with Rushcliffe Borough Council however no response had been received as yet. The TDA Project Officers would continue to follow this up.

MOD

██████████ commented that there were various light aircraft and microlight centres within the TDA. The **TDA Lead** explained that engagement had already taken place with local sites and a visit had been scheduled to take place at Rectory Farm airfield with local aviation stakeholders.

At this stage the **TDA Lead** commented that although all matters regarding the airspace proposal were published on the CAA portal, it had been decided that the public will not be directly engaged with until the CAA had made its approval decision on the proposal which is currently expected on 4 November 2022.

██████████ agreed that this was a sensible tactic and that due to the potential uncertainty of approval of the TDA this engagement can be conducted later.

██████████ enquired as to whether RAFAT aircraft intended to take off and land at RAF Syerston and what the associated impacts would be. The **Chair/TDA Support** explained that there would be no take off or landings at RAF Syerston by RAFAT.

██████████ enquired further on what height the aircraft would be operating at and any likely immediate disturbance that this could cause.

The **ProjO** highlighted that the vast majority of activity would be North and East of the runway at RAF Syerston, starting around 2000' and descending down to 100' toward the runway. When positioning north of Syerston there will be some noise but assessed as nothing that should considerably startle people. It was noted that there is a planned Air Cadets families day display at RAF Syerston on 24 Aug. This could be

<p>an ideal opportunity for local councillors to get a feel for the likely noise with the caveat that this is a full display and not just the Synchro Pair.</p> <p>██████████ highlighted that he would be happy to act as local liaison and expressed attendance at this event would be of interest to him.</p> <p>██████████ enquired if the ProjOs were aware of local care homes, particularly Hazleford Care Home to the northwest of RAF Syerston, and that they should ensure that the care home management are aware of the proposed activity should CAA approval be granted.</p> <p>The ProjO confirmed that this is something that would be taken up between the ProjOs and the RAF Waddington Media and Communications Officer (MCO) once the approval decision had been made, in addition to liaison with other local businesses such as equestrian facilities (notably Southwell Racecourse) and Eden Hall Spa.</p>	
<p>Item 5 – RAF PR & Media Engagement</p> <p>The Chair/TDA Support invited the RAF Waddington MCO and RAFAT Public Relations Manager (PRM) to discuss their initial strategy for engagement with communities and their representatives.</p> <p>The RAF Waddington MCO explained that despite RAFAT having their own PRM, RAFAT activity would fall within the responsibility of RAF Waddington. Mechanisms would be made available on how feedback can be made. The MCO office would deal with any enquiries and flying complaints as first port of call. The RAF Waddington MCO stated that contact details would be emailed to all attendees post the meeting. Any issues would be addressed by the RAF Waddington MCO team who would aim to send out appropriate responses or forward to the correct team. Longer term, once the CAA had decided on the status of the proposal, a campaign would be undertaken to inform the public of the proposed activity including use of social media and direct engagement with local stakeholders to capture all concerns and inputs.</p> <p>The RAFAT PRM echoed these comments and that RAFAT would be ready and available come the November CAA decision to answer any questions as and when they occur.</p> <p>In support of these comments, the ProjO explained that the views of the local community would always be taken very seriously and at any time that a threshold in public response or complaints was exceeded, a decision could be made on whether RAFAT activity at RAF Syerston should continue or be limited.</p> <p>██████████ pointed out the proximity of Southwell Racecourse to RAF Syerston and highlighted that there would be a need to coordinate activity during fixtures at the racecourse.</p>	<p>RAF Waddington MCO</p>

<p>The ProjO explained that he was in the process of engaging with Southwell Racecourse Management regarding such matters.</p>	
<p>Item 6 – Next steps</p> <p>In conclusion, the Chair/TDA Support asked if there were any other matters that would like to be discussed.</p> <p>██████████ thanked the team and expressed that he was reassured at this stage and asked the ProjOs to continue the good communication.</p> <p>██████████ concurred and was pleased that they had the meeting in preparation for future informing of the local community.</p> <p>██████████ proposed that Claire Dunckley at NSDC would identify any local representatives who would wish to attend on the display at RAF Syerston on 24 August and compile a list. He also recommended the ProjOs identify a suitable date to come back together and update the stakeholders on the status of the process and any feedback following on from the 24 August display.</p> <p>The ProjO commented that he would confirm with RAF OC Displays and update the attendees.</p>	<p>NSDC</p> <p>MOD</p>
<p>Item 7 – 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>

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ACTIONS ARISING FROM ACP-2022-002: RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) NEWARK & SHERWOOD DISTRICT COUNCIL VIA MS TEAMS ON 12 JULY 2022

Subject	Name	Action	Deadline
Follow up engagement	TDA Lead/Support	Follow up contact with Rushcliffe Borough Council	19 Jul 2022
RAF Waddington MCO Contact Details	RAF Waddington MCO	Distribute central contact details for all RAF Waddington MCO matters	26 Jul 2022
RAF Syerston Display Attendees	TDA Lead/Support	Confirm approval for local representatives to attend RAFAT display at RAF Syerston on 24 Aug 2022	26 Jul 2022
Meeting Minutes	TDA Lead/Support	Write draft minutes within two weeks of meeting.	26 July 2022
RAF Syerston Display Attendees	██████████ ██████████ NSDC	Identify any local representatives who would wish to attend RAFAT the display at RAF Syerston on 24 August and forward a list to ProjO's.	2 Aug 2022

MOD
ACP Sponsor

Minutes – Nottingham Tollerton Airport

MINUTES OF ACP-2022-002: RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) NOTTINGHAM AIRPORT STAKEHOLDERS MEETING AT ARCUS HELICOPTERS ON 13 JULY 2022

13 July 2022

Distribution List:
All attendees

Present	Appointment	Representing
[REDACTED]	Chair/TDA Lead	MOD
[REDACTED]	TDA Support	MOD
[REDACTED]	Local Airspace User	
[REDACTED]	Local Airspace User	
[REDACTED]	Local Airspace User	Arcus Helos
[REDACTED]	Local Airspace User	Arcus Helos
[REDACTED]	Local Airspace User	Arcus Helos
[REDACTED]	Local Airspace User	Arcus Helos
[REDACTED]	Local Airspace User	Sherwood Flying Club
[REDACTED]	Local Airspace User	
[REDACTED]	Local Airspace User	

Meeting Opening Statement

The purpose of this meeting was to pass a consistent narrative of the proposal across to local aviation stakeholders and provide a better understanding of why RAF Syerston is being considered whilst also offering an opportunity for local aviation stakeholders to engage directly with the project officers.

	ACTION
<p>Item 1 – Introduction</p> <p>The Chair/TDA Lead welcomed all attendees, introduced himself and the team.</p>	
<p>Item 2 – Background to RAFAT Basing & Caveat removal</p> <p>The Chair/TDA Lead provided a detailed brief on the history of the proposed sale of the RAF Scampton site, highlighting the removal of caveats to the sale and the consequent impact that this has on the future availability of EG R313.</p>	

Since R313 may be unavailable from 1 April 2023, the **Chair/TDA Lead** explained the RAFAT feasibility study that was carried out including the Risks, Reputational Impact, Costs and Recommendations.

RAF Syerston Specifics

The **Chair/TDA Lead** explained the likely transit route and height for the RAFAT Hawks which would depart RAF Waddington and transit between 500' and 1000' AGL south of Newark into the proposed TDA.

- This raised concern from the attendees, particularly since most rotary activity was conducted at around 1100'.
- The **Chair/TDA Lead** suggested that the RAFAT Hawks could instead transit at 500' AGL to provide some element of separation combined with a traffic service from RAF Waddington.

The **Chair/TDA Lead** presented slides to highlight the current situation and likely funneling of General Aviation traffic influenced by the proposed TDA at RAF Syerston. This included images of HEAT maps of GA and Glider activity. The **Chair/TDA Lead** welcomed any comments on current traffic patterns and what impact the TDA would have.

- The general opinion amongst the attendees was that most of the traffic flow was to the northeast side of Syerston. Typically, many rotary wing (RW) users transit East along the A46 then north toward Mansfield, climbing up to 2500' toward Doncaster.
- Since RW aircraft cannot fly over the built-up areas at their normal operating altitudes, their already limited airspace to the west of Syerston was compressed even further. This issue was compounded by the proximity of both EMA airspace and Langar parachute activity.
- Most PPL (RW) training activity is conducted within the southern edge of the proposed TDA between Newton (disused) and Bottesford. Newton (disused) was also the only suitable location for RW autorotation training. Although student pilots rarely transited as far north as Newark, they consider Bottesford and Newton (disused) as reference points to turn south (both within the proposed TDA).
- From a fixed wing (FW) perspective, aircraft historically operate either side of RAF Syerston up to 4000'. Based on the geographic dimensions of the TDA and routine flight profiles, navigation exercises could be severely limited with some further impact on circuit flying. One comment suggested was that when the TDA was hot, student PPL (FW) activity would need to be ceased.

There was a general agreement from all attendees that the proposed TDA could lead to infringements by GA users and that they would have to curtail their activity or be extremely careful to prevent any encroachments.

The **Chair/TDA Lead** made it clear that although using RAF Syerston would be kept to an absolute minimum, it was appreciated that the funnelling effect caused by the TDA could be limiting to both RW and FW activity and could prove a challenge to local users and businesses.

The **Chair/TDA Lead** explained the proposed time period that the TDA would be utilised as follows and that potentially all 3 slots, 5 days a week could be utilised:

- Mon-Fri only, slots (deconflicted with Syerston flying programme):
 - 0830-0915 (45 mins)
 - 1200-1245 (45 mins)
 - 1450-1530 (40 mins)

It was also highlighted that in the event of a future ACP to make annual use of RAF Syerston permanent, the nominated time period of use would likely be limited to a maximum of 8-12 weeks, but that this would have to fall within a 5-month period between Oct-Feb. This is necessary to allow deconfliction with any international out of season deployments by RAFAT that affect the Teams training season, but as much prior notification of the exact dates required would be given as part of the ACP prerequisites.

Whilst discussing the proposed slot times, the **Chair/TDA Lead** asked the attendees which of the slots would have the greatest impact on their activity along with any specific days of the week.

- There was a general consensus amongst the attendees that Slot 1 would have no impact on local users since they were never usually airborne before 0930-1000. Slot 2 would have the greatest impact since this was the busiest period of the day, particularly for PPL training for both RW and FW. Slot 3 would also cause impact to RW and FW activity however not to the magnitude of slot 2.
- As far as days of the week were concerned, Monday was generally free of flying and therefore RAFAT activity during all 3 slots would have no impact on local users. The attendees agreed that Saturday was the busiest day followed by Friday.

The attendees asked whether the TDA would go cold the moment that RAFAT departed the airspace. The **Chair/TDA Lead** explained that the Danger Area Control Authority would be RAF Waddington ATC who would communicate the status of the TDA both when RAFAT taxi prior to its use (HOT) and when on recovery (COLD). In the event that any NOTAM'd slots were no longer required, the message would again be communicated. It was also explained that a Letter of Agreement (LOA)

was being drafted between local Airfield participants including RAF Waddington, Nottingham Airport and EMA. The LOA would include a process whereby the status of the TDA would be communicated by RAF Waddington as and when the TDA changed HOT/COLD.

The attendees agreed that effective and timely communication were critical to enable appropriate messaging and relaxing of airspace limitations imposed on their activities.

The question was asked as to why RAF Akrotiri could not be used for Synchro training. The **Chair/TDA Lead** emphasised that there were various factors that precluded this option, including operational commitments at RAF Akrotiri and RAFAT engineering limitations amongst other factors, although this may change in the future.

During the meeting, all attendees agreed that having as much notice as possible of RAFAT activity and TDA activation would assist in reducing the impact on their activities and businesses. Although NOTAMs would be issued at least 24 hours in advance, a 3-day warning of proposed activity would dramatically improve their ability to deconflict. For instance, Arcus Helicopters often book students a week in advance for their training so would ideally like some advance notice beyond the NOTAM period. The **Chair/TDA Lead** suggested that a weekly RAFAT flying programme could be issued to an email mailing list so that all airspace users could plan ahead. This was welcomed by the attendees and the **Chair/TDA Lead** confirmed they would investigate this option.

With regard to mitigating the impact of the limited flow options either side of the proposed TDA, the **Chair/TDA Lead** discussed amending the top height of the TDA from the original 9500' to 5000' allowing airspace users to transit overhead. This was met with negativity from the attendees since they would be unable to routinely climb to 6000' in this airspace, especially rotary wing who operate in a much lower height block.

With regard to DACS and traffic avoidance, the **Chair/TDA Lead** explained that the RAFAT aircraft would be under a traffic service from RAF Waddington Radar and that other airspace users could receive traffic updates, TDA updates and where necessary a Danger Area Crossing Service (DACS) from RAF Waddington on their LARS frequency (to be confirmed). There was a general concern amongst the attendees that it was often difficult raise RAF Waddington Radar on the LARS, particularly on Friday afternoons.

The **Chair/TDA Lead** explained that RAF Waddington Radar would always be staffed during slot activation since they would in turn be providing a Traffic Service to RAFAT, however he would raise these potential issues regarding GA users and LARS availability with RAF Waddington ATC. The aim would be of ensuring the frequency was permanently manned and that enough RAF resource would be committed

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<p>to enabling this. The Chair/TDA Lead also explained that any traffic under the control of EMA to the West could also be provided with TDA status and RAFAT positional updates. Furthermore, where necessary and especially if there are any priority movements then RAFAT will cease their activity and avoid any conflicting traffic.</p> <p>Threats/Objections Addressed</p> <p>In addition to the points already covered, the Chair/TDA Lead summarised the following threats and objections that had been received regarding the proposed TDA:</p> <ul style="list-style-type: none"> • Slots would be front loaded during the first 4-8 weeks of the TDA whereby RAFAT will only fly the minimum to achieve Synchro initial training after which could move to Donna Nook. • If any airspace users have a special activity or request that would otherwise be prevented by activation of the TDA, for instance a time sensitive transit, if they were to contact RAFAT Ops direct then they would likely be able to accommodate and train elsewhere/cancel for that period. • Whilst airborne and for an extreme reason you have to enter the RAF Syerston TDA, ask RAF Waddington Radar and Synchro can stop their training and deconflict, for example if and when Helimed29A (Air Ambulance) requires transit. • It was made clear that should the CAA refuse the proposed TDA, RAFAT have no plans to use the airspace at RAF Syerston under a RA(T) and will have to find alternate provision or lose this capability. 	
<p>Item 6 – Next steps</p> <p>The Chair/TDA Lead concluded the presentation and meeting having highlighted all the concerns regarding the proposed TDA and its impact on local airspace users, population and business. It was highlighted that mitigation was being made as far as possible and that RAFAT activity at RAF Syerston could be safely achieved, but only with the understanding and support of the GA community.</p> <p>The attendees were unanimous in stating that communication is critical in regard to both confirming when RAFAT plan on using the airspace (at least 3 days prior) and when airborne with the provision of accurate and timely updates from a reliable LARS and DACS service from RAF Waddington.</p>	
<p>Item 7 – 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</p>	<p>MOD</p>

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meeting would be written and uploaded onto the CAA ACP-2022-002 portal.	
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ACTIONS ARISING FROM ACP-2022-002: RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) NOTTINGHAM AIRPORT STAKEHOLDERS MEETING AT ARCUS HELICOPTERS ON 13 JULY 2022

Subject	Name	Action	Deadline
RAFAT Flying Programme	TDA Lead/Support	Investigate the ability for RAFAT Programmers to issue a flying programme to a local airspace users email contact list.	27 July 2022
Meeting Minutes	TDA Lead/Support	Write draft minutes within two weeks of meeting.	27 July 2022

MOD
ACP Sponsor

Minutes – Rectory Farm and Local Microlight Sites

MINUTES OF ACP-2022-002: RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) LOCAL GENERAL AVIATION USERS MEETING AT RECTORY FARM AIRFIELD ON 13 JULY 2022

13 July 2022

Distribution List:
All attendees

Present	Appointment	Representing
[REDACTED]	TDA Lead	MOD
[REDACTED]	TDA Support	MOD
[REDACTED]	Rectory Farm Airfield	
[REDACTED]	BMAA Team Lead	BMAA
[REDACTED]	Calverton Airfield	
[REDACTED]	Calverton Airfield	
[REDACTED]	LAA	LAA
[REDACTED]	Caunton Flying Club	
[REDACTED]	Watnall Airfield	
[REDACTED]	Temple Bruer Airfield	
[REDACTED]	Lambley Airfield	
[REDACTED]	Orston Airfield	
[REDACTED]	Hougham Airfield	
[REDACTED]	Hougham Airfield	
[REDACTED]	Stapleford Airfield	
[REDACTED]	Oxton Airfield	
[REDACTED]	Oxton Airfield	
[REDACTED]	Oxton Airfield	

Meeting Opening Statement

The purpose of this meeting was to pass a consistent narrative of the proposal across to local aviation stakeholders and provide a better understanding of why RAF Syerston is being considered for a TDA to enable the Royal Air Force Aerobatics Team (RAFAT) training, whilst also offering an opportunity for local aviation stakeholders to engage directly with the TDA project officers.

	ACTION
<p>Item 1 – Introduction</p> <p>The TDA Lead welcomed all attendees, prior to introductions around the room.</p>	
<p>Item 2 – Background to RAFAT Basing & Caveat Removal</p>	

The **TDA Lead** provided a detailed brief on the history of the proposed sale of RAF Scampton, highlighting the issue of the removal of all caveats to the sale and the consequent impact that this has on the future availability of EG R313.

Since R313 may become unavailable from 1 April 2023, the **TDA Lead** explained that an airspace feasibility study was commissioned by the MOD to identify possible alternative training locations for RAFAT. This study presented its conclusions in late 2021 including an assessment of risks, reputational Impact and costs while making a number of recommendations. It was highlighted that following a basing study in 2019, RAF Waddington was selected as the new home for RAFAT and this would not be revisited should R313 be lost. Since RAF Waddington is currently assessed as unsuitable for Synchro Pair training, an alternate training location could be required. The **TDA Lead** went on to explain that after a review of multiple potential sites, RAF Syerston was decided upon as the best option for RAFAT Synchro Pair early season training and that no other realistic options currently exist.

- The **TDA Lead** was asked if R313 would be used at the same time as any RAFAT activity at RAF Syerston or RAF Waddington. The **TDA Lead** confirmed that no concurrent training activity would occur at split locations.

RAF Syerston Specifics

The **TDA Lead** illustrated the local area using 1:500,000 military and civilian flying charts, pointing out that there were a number of sensitive locations within and around the proposed TDA. The **TDA Lead** explained that there will inevitably be impacts on local communities and businesses and this was being taken very seriously by the MOD. In addition, local hazards were being reviewed and considered.

The **TDA Lead** was asked if any consideration had been made regarding the impact on local equine activity, particularly Southwell Racecourse. The **TDA Lead** explained that he was already scheduled to engage with [REDACTED], the manager at Southwell Racecourse. He also assured the attendees that any impact on such activity would be taken into consideration.

When reviewing both flying charts, the entire audience were critical as to why the military flying chart lacked some of the light aircraft and microlight sites which were depicted on the civilian charts. The consensus was that this could be a flight safety issue especially for military aircraft transiting at low level and potentially unaware of General Aviation activity and further comment was made that this was a problem across the entirety of UK mapping. The **TDA Lead** agreed that this was confusing and agreed that this would be passed back to the MOD for further investigation and action.

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The **TDA Lead** presented slides to highlight the current situation and likely funneling of General Aviation traffic influenced by the proposed TDA at RAF Syerston. This included images of HEAT maps of GA and Glider activity. The **TDA Lead** welcomed any comments on current traffic patterns and what impact the TDA would have.

The **attendees** asked what would happen long term if the TDA became permanent airspace with regard to the future status of EG R313.

The **TDA Lead** explained that if R313 becomes unusable for RAFAT following the sale of RAF Scampton, then a full ACP would need to be carried out for RAF Syerston, however this would only be for regular Synchro Pair use along similar lines to this TDA, for limited use during winter only. As with the TDA, the aim would be to provide the Synchro Pair with safe airspace in which to conduct early line feature training until such time that it could be transferred elsewhere, currently assessed as RAF Donna Nook Air Weapons Range on the East Coast. This ACP would only occur if R313 is lost permanently and would be contingent on the removal of EG R313.

Local Area Traffic Patterns and concerns

The attendees emphasized that the Trent Valley was a main throughfare for traffic from North to South and vice versa. The three main concerns were:

- Impact on activity at airfields located under the TDA.
- Choke points either side of the TDA.
- RAFAT fast jet aircraft transiting to and from the TDA through the choke points multiple times per week.

The **BMAA** associated the risk of MAC during RAFAT transit flying to/from the TDA as SEVERE. The BMAA were unable to quantify this risk level, however they explained that the current situation was considered adequate and safe. Also, since many GA users cannot predict when they will be near the airspace when it is NOTAM'd to be active then they would not want to risk flying near the airspace which could consequently limit their activity. The opinion was that the GA community would usually assume the worst (TDA active) if unable to confirm its status by other means.

Local Air Traffic and Airspace Management

With regard to deconfliction, DACS and traffic avoidance, the **TDA Lead** explained that RAFAT aircraft would be under a traffic service from RAF Waddington Radar and that other airspace users could receive traffic updates, TDA updates and where necessary a Danger Area Crossing Service (DACs) from RAF Waddington on their LARS frequency (to be

<p>confirmed). There was a general concern amongst the attendees that the RAF Waddington LARS was not to the standard that it was several years ago, and quite often users were unable to raise anyone on frequency, particularly on Friday afternoons. The attendees emphasised that the DACS must be adequately resourced and reliable throughout the day. The TDA Lead commented that this feedback would be passed to RAF Waddington ATC.</p>	MOD
<p>The TDA Lead further explained that RAF Waddington Radar would always be staffed during slot activation since they would in turn be providing a Traffic Service to RAFAT, however he would raise these potential issues regarding GA users and LARS availability with RAF Waddington ATC. The TDA Lead also explained that any traffic under the control of EMA to the west could also be provided with TDA status and RAFAT positional updates. Furthermore, where necessary and especially if there are any priority movements, then RAFAT could cease their activity and avoid any conflicting traffic.</p>	MOD
<p>It was also explained that a Letter of Agreement (LOA) was being drafted between local Airfield participants including RAF Waddington, Nottingham Airport and EMA. The LOA would include a process whereby the status of the TDA would be communicated by RAF Waddington as and when the TDA changed HOT/COLD. The TDA Lead explained that the Danger Area Control Authority would be RAF Waddington ATC who would communicate the status of the TDA both when RAFAT taxi prior to its use (HOT) and when on recovery (COLD). In the event that any NOTAM'd slots were no longer required, the message would again be communicated to all signatories of the LOA. Any airspace users communicating with local ATC such as East Midlands Airport or Doncaster would be updated where necessary on the status of the TDA.</p>	
<p>The attendees highlighted that the risk of inadvertent transgression of the restricted airspace could lead to prosecution/Airspace Awareness Course attendance. As such they must treat the airspace as HOT without any other information. The TDA Lead explained that this information could be relayed by ATC and would also be available to users of the Skydemon App as planned use of slots will be NOTAM'd in advance by RAFAT.</p>	
<p>The TDA Lead explained the likely transit route and height for the RAFAT Hawks which would depart RAF Waddington and transit between 500' and 1000' south of Newark into the proposed TDA.</p>	
<p>The TDA Lead was asked if the RAFAT aircraft have transponders. The TDA Lead confirmed this however that they do not have TCAS (to the surprise of the audience).</p>	
<ul style="list-style-type: none"> • This raised concern from the attendees, particularly since most GA activity was conducted at around 1000' – 2000'. 	

<ul style="list-style-type: none"> • The TDA Lead suggested that the RAFAT Hawks could transit at 500' AGL to provide some element of separation in combination with a traffic service from RAF Waddington and that this would be confirmed with RAFAT. If GA users contacted RAF Waddington LARS they could receive updates on the status of the TDA and the location of the Hawks. This was accepted by the audience as a suitable mitigation to MAC and would lead to little increased risk over current levels. 	<p>MOD</p>
<p>A question was raised on whether RAF Waddington had an Air Traffic Information Service (ATIS) and if so, could the status of the TDA be published on this frequency. The TDA Lead welcomed this idea and will follow up on the status of a RAF Waddington ATIS and the ability to publish TDA status.</p>	<p>MOD</p>
<p>The TDA Lead was asked why so much airspace was required for the Synchro Pair. The TDA Lead illustrated the display lines around RAF Syerston and described the Synchro Pair training profile and the need for the TDA to have a 5nm radius. It was however emphasized that if for an extreme reason there was a pressing need to enter the TDA, for instance an aircraft delivery for maintenance at Rectory Farm airfield, and this activity could not be time deconflicted in advance, then users could contact RAFAT Ops and they would happily deconflict themselves. Suitable contact details would be provided in due course once a decision on the TDA is made by the CAA and the numbers are confirmed following the Teams relocation to RAF Waddington.</p>	
<p>The TDA Lead made it clear that although using RAF Syerston would be kept to a minimum, it was appreciated that the funneling effects caused by the TDA, particularly to the west of Syerston could be severely limiting to both RW and FW activity and could prove a challenge to local users and businesses. The TDA Lead went on to highlight the impact that the TDA would have on GA including pinch points either side. This was illustrated using historical information including HEAT maps of GA and Glider activity.</p>	
<p>The TDA lead acknowledged the restrictions that the TDA would cause and explained that the latest proposal was to drop the top height to 5000' from the original 9500' AGL. The TDA lead asked if this would be preferable good for GA.</p>	
<p>The attendees responded that they can get up to 6000' (most operate at around 2000') however microlights using MOGAS are limited to 6000ft due to fuel limitations.</p>	
<p>The TDA Lead followed this up asking if the top height dropped down to 3000' would this be acceptable. There was a unanimously positive response to this as it would enable the vast majority of GA to transit over the top of the TDA whereas 5000' would prove more challenging. The lower option would alleviate much of the choke point issues currently</p>	

<p>envisaged, although on the day, the cloud base would of course affect this option to transit overhead the TDA.</p> <p>The TDA Lead explained that the RAFAT aircraft would need to conduct a 'Trimming Run' prior to their practice which would require 5000' top height. Options to enable the 'Trimming Run' to be executed whilst maintaining a 3000' TDA top height would be investigated, for instance Radar Service updates to the RAFAT aircraft. The TDA Lead would follow this up for consideration by RAFAT.</p> <p>The attendees asked how many slots would be used per day and when. The TDA Lead explained the proposed time period that the TDA would be utilised as follows and that potentially all 3 slots 5 days a week could be utilised:</p> <ul style="list-style-type: none"> • Mon-Fri only, slots (deconflicted with Syerston flying programme): <ul style="list-style-type: none"> • 0830-0915 local (45 mins) • 1200-1245 local (45 mins) • 1450-1530 local (40 mins) <p>Slots would be front loaded during the first 4-8 weeks of the TDA and RAFAT would aim to only fly the minimum number of sorties to achieve their aim of reaching a minimum level of competence, after which training could be safely conducted at RAF Donna Nook. RAF Donna Nook is currently assessed as unsuitable for Synchro Pair early training, hence the requirement to use a runway site.</p> <p>The TDA Lead explained that although the planned slots to be used would be NOTAM'd at least 24 hours in advance, a weekly RAFAT flying programme could be issued to an email mailing list so that all airspace users could plan ahead. The TDA Lead reiterated that if any airspace users have a special activity or request that would otherwise be prevented by activation of the TDA, for instance a time sensitive transit, they could contact RAFAT Ops directly who would consider cancelling the slot and reverting back to using R313. Again, contact details for RAFAT Ops would be provided to all local airspace users in due course.</p> <p>The attendees agreed that effective and timely communication were critical to enable appropriate messaging and relaxing of airspace limitations imposed on their activities.</p> <p>Threats/Objections Addressed</p> <p>The TDA Lead summarised the threats and objections that had been received regarding the proposed TDA and confirmed that all considerations had already been covered off during the meeting discussion.</p>	MOD
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<p>Item 6 – Next steps</p> <p>The TDA Lead concluded the presentation and meeting by highlighting all of the concerns raised in previous engagement responses for the proposed TDA and its impact on other airspace users, population, and business. It was highlighted that mitigations were being made as far as possible and that RAFAT activity at RAF Syerston could be safely achieved, but only with the understanding and support of the GA community.</p> <p>The attendees were unanimous in stating that effective communications would be critical to confirming when RAFAT plan on using the airspace and providing information to other airspace users when airborne with the provision of accurate and timely updates from a reliable and suitably resourced LARS/DACS from RAF Waddington. This would of course rely on GA using these planned services.</p>	
<p>Item 7 – 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>

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ACTIONS ARISING FROM ACP-2022-002: RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) LOCAL GENERAL AVIATION USERS MEETING AT RECTORY FARM AIRFIELD ON 13 JULY 2022

Subject	Name	Action	Deadline
Meeting Minutes	TDA Lead/Support	Write draft minutes within two weeks of meeting.	27 July 2022
RAF Waddington LARS	TDA Lead/Support	Report feedback on the poor service received by GA users on RAF Waddington LARS.	27 July 2022
RAFAT Synchro Transit Height	TDA Lead/Support	Recommend that RAFAT Hawks transit to TDA 2022-002 at 500' AGL. Confirmation will be sought from RAFAT.	31 Aug 2022
RAF Waddington ATIS	TDA Lead/Support	Confirm status of RAF Waddington ATIS and ability to provide TDA HOT/COLD updates.	31 Aug 2022
RAFAT Flying Programme	TDA Lead/Support	Investigate the ability for RAFAT Programmers to distribute an advanced flying programme to a local airspace users email contact list.	31 Aug 2022
RAFAT Height Block Options	TDA Lead/Support	Liaise with RAFAT on best management of vertical airspace restrictions and Air Traffic Management to allow Trimming Run to be safely achieved.	31 Aug 2022
Military ½ Mil Low Flying Charts	TDA Lead/Support	Report back to AIDU/MOD on Light Airfields and Microlight sites missing from LFC	31 Aug 2022

MOD
ACP Sponsor

Minutes – LAA and BGA

MINUTES OF ACP-2022-002: RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) MEETING WITH LIGHT AIRCRAFT ASSOCIATION (LAA) & BRITISH GLIDING ASSOCIATION (BGA) AT LAA, TURWESTON AIRFIELD ON 21 JULY 2022

21 July 2022

Distribution List:
All attendees

Present	Appointment	Representing
██████████	TDA Lead	MOD
██████████	TDA Support	MOD
██████████	CEO, LAA	LAA
██████████		LAA
██████████		BGA

Meeting Opening Statement

The purpose of this meeting was to pass a consistent narrative of the proposal across to the Light Aircraft Association (LAA) and British Gliding Association (BGA) and provide a better understanding of why RAF Syerston is being considered for a TDA to enable Royal Air Force Aerobatics Team (RAFAT) training, whilst also offering an opportunity for the representatives to engage directly with the TDA project officers.

	ACTION
<p>Introduction</p> <p>The TDA Lead welcomed the LAA and BGA attendees, prior to introductions around the room.</p>	
<p>Background to RAFAT Basing & Caveat Removal</p> <p>The TDA Lead provided a detailed brief on the history of the proposed sale of RAF Scampton, highlighting the issue of the removal of all caveats to the sale and the consequent impact that this has on the future availability of EG R313.</p> <p>Since R313 may become unavailable from 1 April 2023, the TDA Lead explained that an airspace feasibility study was commissioned by the MOD to identify possible alternative training locations for RAFAT. This study presented its conclusions in late 2021 including an assessment of risks, reputational Impact and costs while making a number of recommendations. It was highlighted that following a basing study in 2019, RAF Waddington was selected as the new home for RAFAT and this</p>	

would not be revisited should R313 be lost. Since RAF Waddington is currently assessed as unsuitable for Synchro Pair training (Proximity of A15 in addition to construction work close to 'crowd centre'), an alternate training location could be required. The **TDA Lead** went on to explain that after a review of multiple potential sites, RAF Syerston was decided upon as the best option for RAFAT Synchro Pair early season training and that no other realistic options currently exist.

- The **TDA Lead** was asked by the LAA if there was an implication for traffic on the A46 at RAF Syerston? The **TDA Lead** confirmed that the general feeling was that there were no concerns due to the road being in a cutting adjacent to the airfield, proximity of trees which would visually shield any traffic from RAFAT activity and also the direction of travel of the aircraft in relation to the road. Previous RAFAT displays at RAF Syerston corroborate this analysis.
- The **TDA Lead** was asked by the BGA what were the discounting reasons for the decision not to choose other locations for Synchro training? The **TDA Lead** explained the decisions were based on a mix of considerations including how busy a flying station was and any likely growth; Head of Establishment and Operations Wings assessing any likely noise footprint; and among other things there were also various contractual and regulatory limitations which prevented some other locations being considered suitable.

RAF Syerston Specifics

The **TDA Lead** illustrated the local area using 1:500,000 military and civilian flying charts, pointing out that there were a number of sensitive locations within and around the proposed TDA. The **TDA Lead** explained that there will inevitably be impacts on local communities and businesses and this was being taken very seriously by the MOD. In addition, local hazards were being reviewed and considered such as Southwell Racecourse.

When introducing 1:500,000 civilian and military low flying charts, the TDA Lead highlighted the concerns that were raised at the Rectory Farm meeting on 13 July in which the entire audience were critical as to why the military flying charts lacked some of the light aircraft and microlight sites which were depicted on the civilian charts. The **LAA** and **BGA** concurred with these concerns and the **TDA Lead** explained that follow up work to highlight this to the MOD will be actioned.

Local Area Traffic Patterns and concerns

The **TDA Lead** presented slides to highlight the current situation and likely choke points and funneling of General Aviation traffic influenced by the proposed TDA at RAF Syerston. This included images of HEAT maps of GA and Glider activity. The **TDA Lead** welcomed any comments on current traffic patterns and what impact the TDA would have.

- The **LAA** asked what opportunity there was to re-design the footprint of the TDA to reduce the impact it would have on traffic transiting to the West? It was suggested that by slicing some of the geographic footprint to the West in vicinity of Newton (disused), less traffic would be forced near or overhead Nottingham Airport whilst also easing the likely flow of traffic to the East of the TDA and thus also reducing any conflict with RAFAT aircraft transiting from the East. The **TDA Lead** explained this had been previously considered and discounted due to concerns over separation between General Aviation and RAFAT aircraft. It would however be reviewed with RAFAT for any other airspace design options.
- The LAA enquired whether engagement had been made with the British Helicopter Association? The TDA Lead confirmed that engagement had been made and no negative feedback had been received.

MOD

The **TDA Lead** explained the transit route and height for the RAFAT Hawks which would depart RAF Waddington and transit at 500' passing to the south of Newark into the proposed TDA whilst under a Traffic Service from RAF Waddington ATC. The audience agreed that this was a sensible solution.

- The **BGA** asked about the Slot timings and likely use of RAF Syerston in the summer, explaining that the proposed Winter dates in the engagement letter are not an issue for gliding activity however they need to understand how often the Synchro Pair would be using RAF Syerston in the summer. The **TDA Lead** explained that there would very rarely be any individual practice any other time during the year and that the focus of the TDA was for initial Synchro training in winter only.
- The **BGA** then asked what would happen at RAF Syerston in the future if R313 closes and if the TDA would become a permanent Danger Area? The **TDA Lead** explained that if R313 becomes unusable for RAFAT following the sale of RAF Scampton, then a full ACP would need to be carried out for RAF Syerston, however this would only be for regular Synchro Pair use along similar lines to this TDA, for limited use during winter only. As with the TDA, the aim would be to provide the Synchro Pair with safe airspace in which to conduct early line feature training until such time that it could be transferred elsewhere, currently assessed as RAF Donna Nook Air Weapons Range on the East Coast. This ACP would only occur if R313 is lost permanently and would be contingent on the complete removal of EG R313.
- The **BGA** asked if RAFAT aircraft carried any conspicuity devices that would aide awareness and deconfliction with other airspace users. The **TDA Lead** confirmed that no such equipment was

carried although this has been an aspiration for many years and that integration is being looked at. The **LAA** and **BGA** explained the various commercially available products that provided real-time situational awareness to their members including FLARM and other similar tools.

Local Air Traffic and Airspace Management

Following on from the discussions at the Rectory Farm Local Air Users meeting on 13 July 22, the **LAA** emphasised concerns on the reliability of the RAF Waddington LARS. With regard to deconfliction, DACS and traffic avoidance, the **TDA Lead** explained that RAFAT aircraft would be under a traffic service from RAF Waddington Radar and that other airspace users could receive traffic updates, TDA updates and where necessary a Danger Area Crossing Service (DACS) from RAF Waddington on their LARS frequency (to be confirmed). The **TDA Lead** emphasised that the DACS must be adequately resourced and reliable throughout the day and that feedback had already been passed to RAF Waddington ATC as follow up action from the Rectory Farm meeting.

The **TDA lead** acknowledged the restrictions that the TDA would cause and explained that the latest proposal was to drop the top height to 5000' from the original 9500' AGL.

- The **TDA lead** asked if this would be acceptable for GA? The **LAA** explained that if the weather conditions were CAVOK or for traffic cleared IMC then this was bearable. However since 80% of LAA pilots are cleared VFR only then many of their members would be impacted.
- The **BGA** was asked at what height is most gliding activity conducted? The **BGA** confirmed that gliding would generally be conducted between 1500' and 5000'.

When discussing HEAT charts and airspace activity, the **BGA** confirmed that the Civil Aviation Authority (CAA) has a tool for identifying airspace activity and recommended the **TDA Lead** liaise with [REDACTED] at the CAA who could assist in any relevant material and products.

Threats and Objections Addressed

The **TDA Lead** re-emphasised that the proposed TDA and any future activity at RAF Syerston would be for Winter use only.

The **TDA Lead** explained the proposed time period that the TDA would be utilised as follows and that potentially all 3 slots 5 days a week could be utilised:

- Mon-Fri only, slots (deconflicted with Syerston flying programme):

- 0830-0915 local (45 mins)
- 1200-1245 local (45 mins)
- 1450-1530 local (40 mins)

Following engagement with other local airspace users, the **TDA Lead** acknowledged that Slot 1 would have the least impact on local activity, followed by Slot 3. It was highlighted that Slot 2 was expected to have the greatest impact on local airspace users and businesses.

Slots would be front loaded during the first 4-8 weeks of the TDA and RAFAT would aim to only fly the minimum number of sorties to achieve their aim of reaching a minimum level of competence, after which training could be safely conducted at RAF Donna Nook. RAF Donna Nook is currently assessed as unsuitable for Synchro Pair early training, hence the requirement to use a runway site.

The **TDA Lead** explained that following feedback, although the planned slots to be used would be NOTAM'd at least 24 hours in advance, a weekly RAFAT flying programme would be issued a week in advance to an email mailing list so that all airspace users could plan ahead. Information would also include periods of activation, vertical limitations and RAFAT transit details.

The **TDA Lead** re-iterated the need for a reliable and resilient LARS and DACS from RAF Waddington ATC and explained that a Letter of Agreement (LOA) had been drafted between local Airfield participants including RAF Waddington, Nottingham Airport and EMA. The LOA would include a process whereby the status of the TDA would be communicated by RAF Waddington as and when the TDA changed HOT/COLD.

The **TDA Lead** re-iterated that if any airspace users have a special activity or request that would otherwise be prevented by activation of the TDA, for instance a time sensitive transit, they could contact RAFAT Ops directly who would consider cancelling the slot and reverting back to using R313. Contact details for RAFAT Ops would be provided to all local airspace users in due course.

The **TDA Support** asked the **LAA** and **BGA** if an Air Traffic Information Service (ATIS) that provided live updates on the status of the TDA would be of value? This was welcomed by the **LAA** and **BGA** and was considered to be a very useful idea.

The **TDA Lead** re-iterated the reasoning behind why 2 ACPs were in progress for RAF Waddington and RAF Syerston. The **BGA** and **LAA** were content for the reasoning behind this as explained earlier in the meeting however the **BGA** highlighted that the reasoning by the MOD was not convincing enough on why other sites with a runway line feature could not be used for Synchro Pair training. The **TDA Lead** explained that RAF

<p>Syerston has been selected by the MOD as it was considered the best option, however other sites would need to be re-evaluated should RAF Syerston be deemed unsuitable.</p> <p>The TDA Lead explained that if TDA 2022-002 is refused by the CAA, there will be no follow up attempt by the MOD to use the airspace overhead RAF Syerston using RA(T)s.</p> <p>The TDA Lead went on to clarify that should TDA 2022-002 be approved by the CAA then the airspace will be used by the Synchro Pair to test the site at RAF Syerston as a suitable future training location. Only if considered suitable AND if future use of R313 is lost, would a full ACP be submitted to the CAA. The BGA made it very clear that they would want absolute clarity in writing that any future ACP would only entail Winter training and that it would not involve summer activity.</p> <p>The TDA Lead concluded the presentation and meeting. The LAA and BGA commented that all engagement concerns had been captured during the meeting. The BGA were very concerned about any future ACP however TDA 2022-002 was certainly workable from their perspective.</p>	
<p>Any other business</p> <p>The TDA Lead thanked the LAA and BGA for attending the meeting 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>

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ACTIONS ARISING FROM ACP-2022-002 RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) MEETING WITH LIGHT AIRCRAFT ASSOCIATION (LAA) & BRITISH GLIDING ASSOCIATION (BGA) AT LAA, TURWESTON AIRFIELD ON 21 JULY 2022

Subject	Name	Action	Deadline
Meeting Minutes	TDA Lead/Support	Write draft minutes within two weeks of meeting.	4 August 2022
RAFAT Airspace requirements	TDA Lead	Conduct a review with RAFAT on TDA design and any other airspace design options.	31 Aug 2022

MOD
ACP Sponsor

Minutes – Rushcliffe Borough Council

MINUTES OF ACP-2022-002: RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) RUSHCLIFFE BOROUGH COUNCIL (RBC) VIA MS TEAMS ON 26 AUGUST 2022

26 August 2022

Distribution List:
All attendees

Present	Appointment	Representing
████████████████████	TDA Lead	MOD
████████████████████	TDA Support	MOD
████████████████	RAF Waddington MCO	MOD
████████████████	RAFAT PRM	MOD
████████████████	Senior Environmental Health Officer	RBC

Meeting Opening Statement

The purpose of this meeting was to pass a consistent narrative of the proposal across to representatives of Rushcliffe Borough Council (RBC) who could then understand its intent and dispatch this across to their members and communities.

	ACTION
<p>Introduction</p> <p>All attendees were introduced.</p>	
<p>Context</p> <p>The TDA Lead provided a detailed brief on the proposed TDA as follows:</p> <ul style="list-style-type: none"> • The Royal Air Force Aerobatic Team (RAFAT) – The Red Arrows, are currently based at RAF Scampton and utilise airspace in the overhead known as EG R313 • The MOD is selling RAF Scampton which it hopes to complete in early 2023 and the Team will relocate to their new home at RAF Waddington in later 2022 • Future availability of EG R313 to the Red Arrows 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 	

airspace in Lincolnshire to enable the Red Arrows to continue to train

- RAF Syerston has been identified as potentially suitable for the Synchro Pair. 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
- The MOD wishes to see the Red Arrows continue as one of the finest display teams in the world and without suitable contingency planning, their future existence could be under threat.

The **TDA Lead** explained the importance of RAF Syerston and its available runway features as follows:

- Focus on the Synchro Pair because it has a runway and is located close to RAF Waddington.
 - The Synchro Pair use the runway to assess miss distance during head-on pass training, each using a different runway edge.
- RAF Waddington is currently assessed as unsuitable for Synchro Pair training making RAF Syerston the only contingency option.
- Should EG R313 become unavailable for RAFAT operations, and no other local sites are considered suitable, it is highly likely that the entire Red Arrows display will have to fundamentally change and would almost certainly lead to the removal of the Synchro Pair from the display routine.

The **TDA Lead** highlighted that RAF Syerston would be used on an annual basis for 2-3 months for early training sorties over the period 9 January 2023 until 7 April 2023. More advanced training would then be transferred to RAF Donna Nook Air Weapons Range on the east coast. The individual training slot times would be as follows:

- Slot 1: 0830-0915 (45 mins)
- Slot 2: 1200-1245 (45 mins)
- Slot 3: 1450-1530 (40 mins)

██████████ asked whether after the short-term activity at RAF Syerston if the location would then no longer be required. The **TDA Lead** confirmed that RAFAT would only use the location for a minimum amount to achieve their necessary training. Only if RAF Scampton airspace was to no longer become available would there be any future requirement for training at RAF Syerston.

██████████ then asked what level of noise would be expected in the locale. The **TDA Lead** explained that there would likely be impact on local communities, particularly those within the 5nm TDA radius which would impact RBC to the South. It was made clear that it was hoped that any disruption would be minimal, however it was expected

there would be an increased immediate noise footprint during the training slots.

PR and Messaging Strategy

The **TDA Lead** explained that a strategy would be devised so that messaging of the activity at RAF Syerston and potential impacts could be put across to local community. This strategy would be prepared in anticipation of the approval decision by the Civil Aviation Authority on the TDA and could include direct engagement with District and Parish Councillors, social media and other options to enable members of the public to voice their concerns.

██████████ agreed and suggested that RBC would be happy to support this messaging and communication.

At this point the **TDA Lead** invited the **RAF Waddington MCO** and **RAFAT PRM** to discuss their initial strategy for engagement with communities and their representatives.

The **RAF Waddington MCO** explained that despite RAFAT having their own Public Relations Manager, RAFAT activity would fall within the responsibility of RAF Waddington. Mechanisms would be made available on how feedback can be made. The MCO office would deal with any enquiries and flying complaints as first port of call. The **RAF Waddington MCO** stated that contact details would be emailed to all attendees post the meeting. Any issues would be addressed by the RAF Waddington MCO team who would aim to send out appropriate responses or forward to the correct team. Longer term, once the CAA had decided on the status of the proposal, a campaign would be undertaken to inform the public of the proposed activity including use of social media and direct engagement with local stakeholders to capture all concerns and inputs.

The **RAFAT PRM** echoed these comments and that RAFAT were keen to be a good neighbour and would be ready and available come the November CAA decision to conduct public consultation and answer any questions as and when they occur.

In support of these comments, the **TDA Lead** explained that the views of the local community would always be taken very seriously and at any time that a threshold in public response or complaints was exceeded, a decision could be made on whether RAFAT activity at RAF Syerston should continue or be limited.

The **TDA Lead** asked the **RAF Waddington MCO** to provide contact details to RBC to which any communication and complaints could be forwarded.

MOD

<p>██████████ explained that in the meantime her team would engage with RBC media and communications representatives so that they are aware of what to come in the near future and identify methods to get the message out such as local newsletters. It was also emphasised that it would be important to ensure that there was consistent messaging across local council boundaries and so would engage with her equivalent at Newark and Sherwood Borough Council ██████████ on similar messaging strategy.</p> <p>Any other business</p> <p>The TDA Lead 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>
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OFFICIAL

ACTIONS ARISING FROM ACP-2022-002: RAFAT (RAF SYERSTON) TEMPORARY DANGER AREA (TDA) RUSHCLIFFE BOROUGH COUNCIL (RBC) MEETING VIA MS TEAMS ON 26 AUGUST 2022

Subject	Name	Action	Deadline
RAF Waddington MCO Contact Details	RAF Waddington MCO	Distribute central contact details for all RAF Waddington MCO matters	9 Sep 2022
Meeting Minutes	TDA Lead/Support	Write draft minutes within two weeks of meeting.	9 Sep 2022

MOD
ACP Sponsor

Presentation Given to Stakeholders During Face-Face Meetings



Slide - 1

Agenda

- Background to RAFAT Basing (pre-caveat removal)
- Caveat removal and threat to airspace
- RAFAT Feasibility Study
- RAF Syerston specifics
- Threats/objections addressed

- Questions anytime
- No recording please

- Introductions

Slide - 2

Background to RAFAT Basing (Pre-Caveat Removal)

- **'CAVEAT' meaning explained**
- Numerous past studies
 - Team moved to Cranwell 1995-2000. Airspace 'became' unsuitable
- 2019 Final Basing Study conclusions
 - Retain the status Quo-Best operating model
 - Leeming/Linton-Not recommended
 - Wittering/Kendrew Barracks (Cottesmore)-Too many issues
 - Waddington/Scampton-Best 'split option'
 - requires R313 to remain available
 - Quiet base, well established
 - Room to grow
 - Good UK location

Slide - 3

Background to RAFAT Basing (Pre-Caveat Removal)

- Waddington/Scampton Continued:
 - *RAFAT move Oct 22*
 - *Scampton H-O to DIO Dec 22*
 - *DIO select winner of bid, H-O from Apr 23 (post drawdown work)*
 - Winner must retain R313
 - Access for RAFAT photog/supervisors/visitors
 - Access to cut grass and bird control
 - No build-up around the runway
- RAFAT OSA (Organisational Safety Assessment)
 - Occasional use of Waddington
 - Supervision/corporates/local integration

Slide - 4

Background to RAFAT Basing (Pre-Caveat Removal)



- Protector ACP Integration:
 - Opportunity, but not vital
 - VERY occasional use of Waddo
 - R313 remains primary site
 - If denied:
 - RA(T)
 - NOTAM'd
 - R313
- **RAFAT OPS CAN CONTINUE NORMALLY**

Slide - 5

Caveat Removal and Threat to Airspace

- June 21 [REDACTED] removed all caveats to sale
 - Scenario 1-Buyer supports RAFAT
 - Scenario 2-Buyer stops RAFAT ops
 - Scenario 3-Something in the middle
- Jan 23 delayed to April 23 to allow S24 trg (Ex SH late March)
- **From 1 Apr 23, R313 may become unavailable**
- RAFAT Feasibility Study commenced

Slide - 6

RAFAT Feasibility Study

- 1 Apr 23 onwards-Requirement for alternate training and ISP airspace:
 - Waddington remains RAFAT MOB (Basing study will not be reopened)
 - Local sites, 10 min flight time plus several other options (deployment)
 - Existing MOD sites with **some** level of pre-existing airspace control
 - 11 sites identified and looked at:
 - RA2335/CAP403 constraints
 - Likely local 'hotspots'
 - Equine concerns
 - GA/CAA response
 - ██████████ provided expert advice (RA2335 and CAP403 lens)
 - 6 possible sites for T&E, 5 discounted

Slide - 7

RAFAT Feasibility Study

Potentially Suitable-T&E Req'd

- RAF Waddington-RA(T)s Mar-Apr. ACP integration ongoing with QINETIQ.
Now much more important
- RAF Donna Nook AWR
- Syerston-TDA Jan-Mar 23 (Synchro). ACP beyond but only following loss of R313
- Marham-Back up to Syerston
- Holbeach-Useable from Marham
- Akrotiri-Hopefully...Future SH options

Discounted


- Coningsby
- Cranwell
- Barkston Heath
- Wittering
- Kendrew Barracks (Cottesmore)

Slide - 8

RAFAT Feasibility Study

- **Conclusions:**
 - Risks go up:
 - LoS/MAAC
 - Birdstrike (Donna Nook)
 - Weather issues
 - Limited glide options off-base
 - Continuity affected
 - Reputational impact:
 - RAF approach to airspace management
 - RAF approach to risk management
 - Local noise issues and likely complaints (Syerston in particular)
 - Synchro could be removed-RAFAT no longer world leading Display Team
 - Costs:
 - Civil lawsuits/claims
 - ACP management
 - Extra flying hours
- **Recommendations:**
 - **PLAN NOT RECOMMENDED** (but could be tested)

Slide - 9




Transit Map

- WAD-SYE 5 mins-(Chain Link!)
- WAD-DON 6 mins
- WAD-MAR (overland) 10 mins
- WAD-MAR (oversea) 14 mins

Slide - 10


RAFAT Feasibility Study



Phase	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018
WANG	Phase 1: Concept Development	Phase 2: Preliminary Design	Phase 3: Detailed Design	Phase 4: Construction	Phase 5: Commissioning																			
AAJ																								
SYE																								
MAR																								
DONG																								

Slide - 11

RAF Syerston Specifics



Slide - 12

RAF Syerston Specifics



500-1000ft AGL/360kts
Waddington RIS
Visual Departure/Arrival

Normally just a pair
NOTAM'd?

Slide - 13

RAF Syerston Specifics



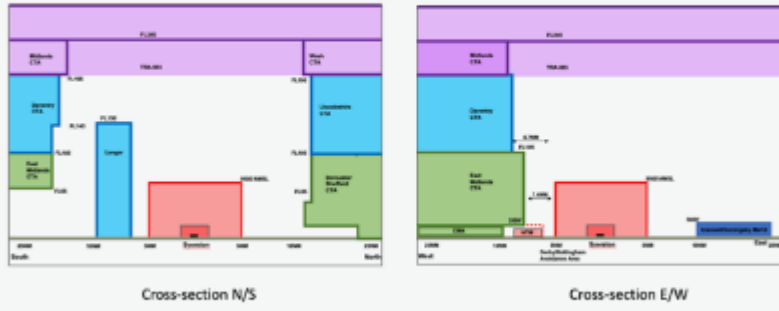
Slide - 14

RAF Syerston Specifics



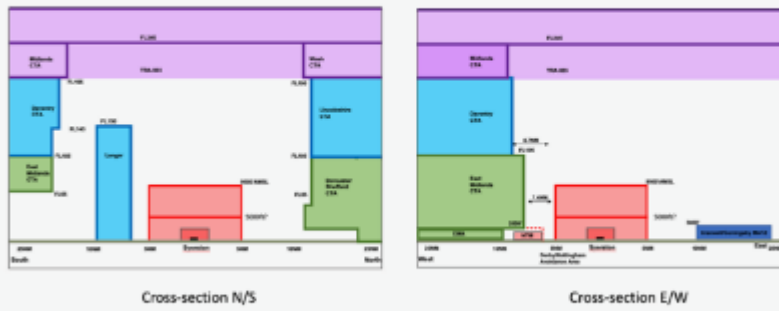
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RAF Syerston Specifics



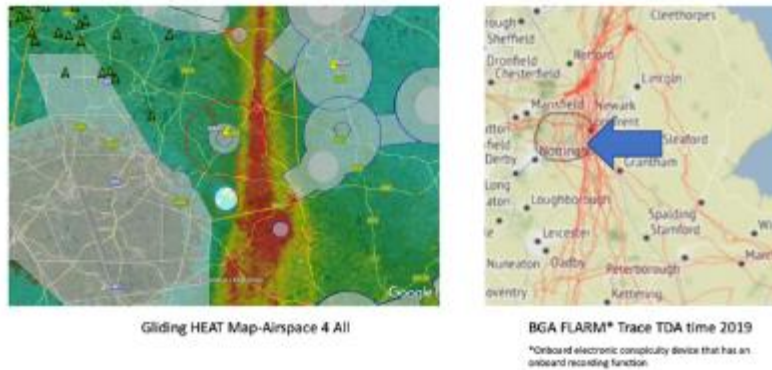
Slide - 16

RAF Syerston Specifics



Slide - 17

RAF Syerston Specifics



Slide - 18

RAF Syerston Specifics



Traffic Heat Map Jan-Jun 22 (zoomed out/zoomed in) SFC-9500ft

Slide - 19

Threats/Objections Addressed

- Pinch Points E/W Mitigations:
 - Winter TDA
 - Mon-Fri only, slots (deconflicted with Syerston flying programme):
 - 0830-0915 (45 mins)
 - 1200-1245 (45 mins)
 - 1450-1530 (40 mins)
 - **RAFAT have to NOTAM what sites they plan to use at least 24hrs in advance**
 - One single daily NOTAM, clear and unambiguous:
 - D field will show activation periods
 - E field will describe activity
 - Clear A/C engagement from CAA
 - Looking at capping altitude at 5000ft AMSL, can overfly at 6000ft-Langar request supports this
 - GA pilots consider adjusting timings
 - DACS from RAF Waddington, info and vectors
 - East Midlands can also provide info and vectors
 - Front loading slots at start of TDA, RAFAT will only fly the minimum to achieve the aim-Synchro initial training, *when could we move to Donna Nook?*
 - Got a special activity or request? Call RAFAT ops. They WILL accommodate
 - On the day and you have to enter Syerston, ask Waddington and Synchro can stop (Helimed). There's only 2 of them

Slide - 20

Threats/Objections Addressed

- 2 ACPs? What will the airspace look like? Clarity requested
- Use of other sites for Synchro Pair line feature training
- If the CAA refuse the TDA, will we use it anyway under a RA(T)?
- Retention of R313 if RAFAT cannot use it
- RAFAT basing at RAF Waddington
- Pinch points E/W of RAF Syerston-exporting of risk
- NOTAM assumption
- Mapping we used does not show all local airfields
- "Severe impact" on local ops-195 potential slots...
- LOA for local microlight sites?
- Inform local flying clubs-NATMAC and engagement/LAUG
- RAFAT transit flying between RAF Waddington and RAF Syerston
- Future annual use (ACP). Along similar lines as TDA, but CAA require full ACP. Will not begin unless R313 lost
- Top level 9500ft AMSL
- DACS-'not accessible on the day for non-military AS?'
- Clear and unambiguous NOTAM procedure, published in advance

Slide - 21

Threats/Objections Addressed

- Our biggest concerns?
- Local population/equine issue v noise. We are addressing this, however...
- Pinch points E/W and increased MAC with GA:
 - Continually ask ourselves 'is this sensible?'
 - ██████████ has to approve or elevate risk to CAS?
 - CAA will ultimately decide
 - I think we have mitigated as far as possible and believe it could be safely achieved, but only with understanding of GA community and effective NOTAM info and DACS

Slide - 22

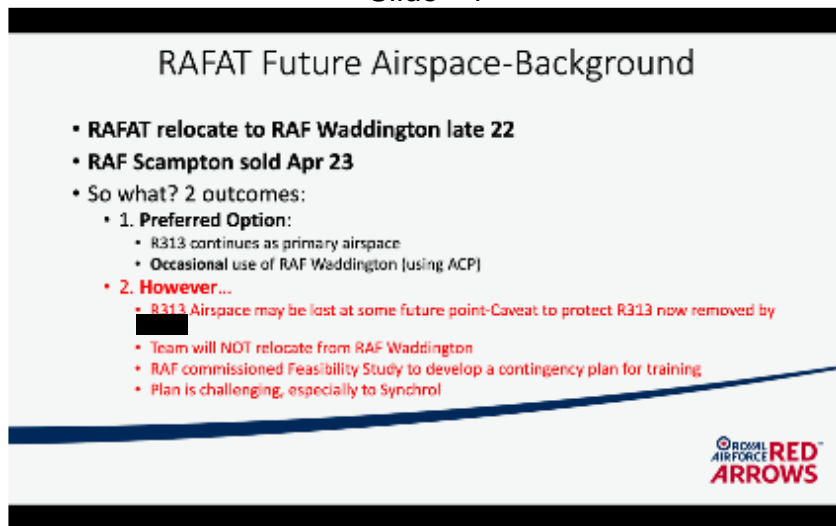


Slide - 23

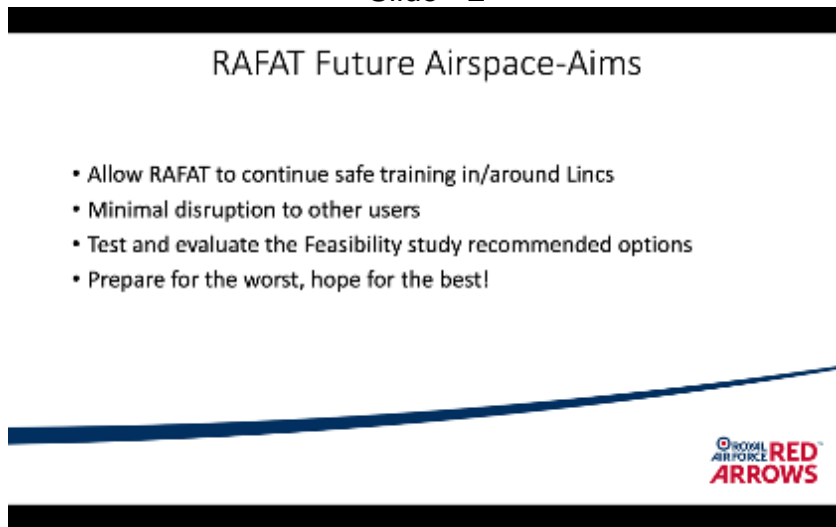
Presentation Given to the LAUG – 3 Mar 22



Slide - 1



Slide - 2



Slide - 3

RAFAT Future Airspace-R313 Retained

- Team operate in R313 for nearly all training:
 - Only R313 active
 - Tower-Tower joins within both MATZ
- Occasional, seasonal use of RAF Waddington:
 - Probably a max of a single 30-60 min slot per day, likely at lunchtime only, Mon-Fri and only Jan-Mar. Occasional infrequent use at other times.
 - Support for Teams Corporate program, approx. Jan-Mar each year
 - Help integrate RAFAT within their new home-base
 - Useful for effective Team supervision
 - Probably only non-synchro flying
 - RAF Waddington (ACP) and R313 will not be active at the same time-NOTAM'd/FIS
- **Use of RAF Waddington (ACP) will be kept to a minimum. R313 primary option**
- **RAF Waddington needs testing-RA(T)s 28 Mar-8 Apr 22**



Slide - 4

RAFAT Future Airspace-R313 Lost (Feasibility Study Conclusions)

- Plan required for start of winter training Oct 23 at the earliest
- Could happen anytime after
- RAFAT will remain at RAF Waddington
- Local (10 min flight time) MOD sites with some level of existing airspace
 - Discounted-Cranwell, Barkston, Coningsby, Wittering, Kendrew Barracks (Cottesmore)
 - Considered **potentially** suitable-Donna Nook, Waddington, Syerston
 - Also considered but requiring deployment-Marham, Holbeach and Akrotiri
- **Plan to Test and Evaluate (T&E) all local sites**



Slide - 5

RAFAT Future Airspace-R313 Lost (Feasibility Study Conclusions)

- Donna Nook AWR-Primary option for non-synchro flying-T&E being considered
- RAF Syerston-Primary option for synchro pair as they require a runway for safety, first 2-3 months only. Then Donna Nook AWR-TDA planned for Jan-Mar 23. If ok, full ACP planned **BUT** only following loss of R313. Will lead to 1-2 year training gap. CAA approval not guaranteed
- RAF Waddington a backup using ACP. Likely to be used more regularly-T&E using RA(T)s this year
- RAF Marham/Holbeach AWR a backup to Syerston-TBC
- Exporting abroad (RAF Akrotiri in Cyprus) a possibility but challenging-Being looked at



Slide - 6


RAF Syerston TDA
Jan-Mar 23

5nm radius/8500ft (3000ft) x daily slots

Radar service WAD

ACP beyond...

CAA Buffer Policy



Slide - 7

RAFAT Future Airspace-Conclusions

- It is hoped that R313 will endure
- Following caveat removal, we must plan accordingly
- RAFAT will remain at RAF Waddington
- If R313 remains, RAF Waddington will only be used occasionally and mostly Jan-Mar each year
- If R313 is lost, RAF Waddington could be used a lot more (T&E dependant)
- Must begin T&E of RAF Waddington and RAF Syerston asap. Donna Nook AWR longer term. RAF Marham and Holbeach AWR further on
- If we go down the Syerston route, R313 will be removed
- **CHALLENGING FUTURE!**



Slide - 8

QUESTIONS



Slide - 9

Appendix F – MOD Letters of Agreement

Local Airfields LOA



11 July 2022

LETTER OF AGREEMENT FOR THE ACTIVATION OF RAF SYERSTON TEMPORARY DANGER AREA 2022-002

Purpose

1. This Letter of Agreement (LOA) establishes procedures to be applied between the Participants during establishment of the RAF Syerston (SYE) Temporary Danger Area 2022-002 (the TDA) between the period 9 January 2023 to 7 April 2023 (the Period).
2. The Participants to this LOA are:
 - a. Lincolnshire Terminal Air Traffic Control Centre (Lincs TATCC).
 - b. RAF Waddington (WAD).
 - c. RAFAT.
 - d. RAF Cranwell (CWL).
 - e. 78 Squadron, Swanwick Mil (SWK).
 - f. Doncaster Sheffield Airport (DSA).
 - g. RAF Syerston (SYE).
 - h. East Midlands Airport (EMA).
 - i. Nottingham Airport (NTM).
 - j. Langar Airfield (LGR).

Introduction

3. SYE has been selected for the TDA to support the Royal Air Force Aerobatic Team (RAFAT) training in anticipation of a loss of training airspace (EG R313) at SCA. The TDA is centred on the Aerodrome Reference Point (ARP) and aligned with the main runway. Figures 1 and 2 illustrate the lateral dimensions of the TDA on both military and civilian 1:500,000 scale maps. The ARP and the TDA dimensions are as follows:

- a. ARP N53 01.40 W000 54.70 (WGS 84).
- b. 5nm radius, SFC-5000ft AMSL (4769ft AGL).
- c. Training will be conducted along runway 24/06 down to 100ft AGL with the majority of activity occurring to the north of the runway but to a higher MSD.



Figure 1 – TDA 2022-002 Military 1:500,000 Low Flying Chart



Figure 2 – TDA 2022-002 Civilian 1:500,000 VFR Chart

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4. On departure from WAD, RAFAT will transit directly to/from SYE to the south of Newark at or below 500ft AGL. They will receive a radar service from Waddington Radar (WAD Radar) at Lincs TATCC.
5. RAFAT will use a VHF radar service with WAD Radar and be warned of conflicting traffic. In the event of an inadvertent incursion, RAFAT will curtail training as required.

Requirements

6. Flight safety and efficiency will be enhanced by the coordination of local flying procedures and by agreed tactical notification between the Participants' Air Traffic Control (ATC).
7. Throughout periods of activation, WAD ATC will provide a Danger Area Crossing Service (DACS) on the VHF and UHF LARS frequencies, meaning that even when the airspace is notified as active, civil and military Air Systems (AS) may still be allowed to transit through under a clearance from WAD Radar. This would normally be restricted to emergency response services but could be considered on a case-by-case basis by WAD Radar/RAFAT.

Hours of Operation

8. The TDA will run for the Period 9 January – 7 April 2023 and will only be active Monday – Friday during the slot times below. Planned use of the Slots will be notified by NOTAM at least 3 days in advance and pilots and the Participants' ATC will be informed to avoid the TDA or contact WAD Radar who will consider providing a DACS on the LARS frequency.
 - a. Slot 1: 0830-0915L (45 mins)
 - b. Slot 2: 1200-1245L (45 mins)
 - c. Slot 3: 1450-1530L (40 mins)
9. It is hoped that the LARS frequency can be manned permanently during daylight hours Monday-Friday, but this will be subject to ATC resource and station commitments. The LARS will be manned during TDA activation periods.
10. It is anticipated that RAFAT will only require 30 mins of each of the slots activated, but some flexibility has been built in to cater for delays. These slots have been agreed to minimise any impact on SYE.
11. It is not anticipated that RAFAT will use all the slots over the Period, with a focus on maximising use of the Slots at the start of the TDA. RAFAT flying will continue within EG R313 throughout the Period although not at the same time as the TDA is activated.

Procedures accepted by the Participants

12. The TDA will be described as active or inactive when describing information sourced from a NOTAM. The TDA will be described as HOT or COLD when the TDA is tactically stood up / down by WAD Radar.

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13. A NOTAM detailing TDA activation around SYE will be live for the duration of each training slot. This informs users of the airspace including the General Aviation (GA) community not in a receipt of an ATC service to avoid the TDA or call for a LARS/DACS.
14. The Participants can assume that the TDA is inactive unless notified by WAD Radar. WAD Radar can be contacted on [REDACTED] for updates or confirmation of the status of the TDA. The WAD ATC (Tower) switchboard can also be contacted on [REDACTED]
15. RAFAT Ops contact number will be promulgated to the Participants prior to the Period as this number is not yet known due to the imminent move from SCA to WAD.
16. **RAF Waddington will:**
 - a. Upon notification that RAFAT is on taxi by WAD Tower, WAD Radar will contact EMA, LGR and NTM informing them that the TDA is becoming HOT and notify Participants to avoid the airspace unless permission has been granted by means of a DACS.
 - b. Upon receiving information that RAFAT is recovering, WAD Radar will contact EMA, LGR and NTM to inform them that the TDA is COLD and normal use of the airspace can resume.
17. **RAFAT will:**
 - a. Ensure that R313 and the TDA are coordinated tactically so that both are not active at the same time.
 - b. Should RAFAT no longer require the Slots on a given day, RAFAT ops will cancel the NOTAM that the TDA is ACTIVATED in order to inform the rest of the GA community that normal use of the airspace can resume.
18. **RAF Syerston will:**
 - a. Ensure that all Stn based aircraft movements are ceased for the duration of the flying slots. Confirmation of this will be passed to WAD prior to RAFAT departure. Should there be SYE based aircraft still airborne when RAFAT depart WAD, RAFAT will hold inside the WAD MATZ until all aircraft have landed.
 - b. Endeavour to minimise vehicle and personnel movements during the slots.
19. **RAF Cranwell will:**
 - a. Upon notification that the TDA is HOT and if a DACS is required CWL ATC will contact WAD Radar. Coordination for heights and/or levels to be not above or below will depend on each AS position and will be tactically managed between controllers. DACS will no longer be required when WAD Radar declare the TDA as COLD.
 - b. Advance planning will be required to deconflict CWL 26 MID 1/1A departures with the TDA. If a DACS is required, this must be approved by WAD Radar.

- c. Advance planning will be required to deconflict CWL Rwy 08 instrument recoveries. Where not possible and if a DACS is required, this must be approved by WAD Radar.
 - d. Feeds for Rwy 08 should avoid the TDA if HOT, unless in receipt of a DACS.
20. **78 Squadron, RAF(U) Swanwick will:**
- a. Upon notification that the TDA is HOT, if SWK requires a DACS, they are to contact WAD Radar for permission. Coordination for heights and/or levels to be not above or below will depend on each AS position and will be tactically managed between controllers. DACS will no longer be required when WAD Radar declare the TDA as COLD.
21. **Doncaster Sheffield Airport will:**
- a. Upon notification that the TDA is HOT, if DSA requires a DACS, they are to contact WAD Radar for permission. Coordination for heights and/or levels to be not above or below will depend on each AS position and will be tactically managed between controllers. DACS will no longer be required when WAD Radar declare the TDA as COLD.
22. **East Midlands Airport will:**
- a. Upon notification that the TDA is HOT, if EMA requires a DACS, they are to contact WAD Radar for permission. Coordination for heights and/or levels to be not above or below will depend on each AS position and will be tactically managed between controllers. DACS will no longer be required when WAD Radar declare the TDA as COLD.
23. **Nottingham Airport will:**
- a. Upon notification that the TDA is HOT, if NTM requires a DACS, they are to contact WAD Radar for permission. Coordination for heights and/or levels to be not above or below will depend on each AS position and will be tactically managed between controllers. DACS will no longer be required when WAD Radar declare the TDA as COLD.
24. **Langar Airfield will:**
- a. Prior to the commencement of any flying activity during the Period, LGR flight operations will contact WAD Radar to exchange daily activity information including the daily activation of the TDA and any parachute aircraft that might be operating over the TDA.
 - b. A local agreement between RAFAT and LGR has been established to ensure any activity at SYE has a minimal impact on LGR. LGR will contact RAFAT Ops directly if the wind direction indicates a climb-out pattern is required to the north of LGR that could come into conflict with the top altitude of 5000ft AMSL. However, communications with LGR have indicated this shouldn't be required as LGR aircraft can operate normally with this top altitude.

- c. Upon notification that the TDA is HOT, if LGR requires a DACS, they are to contact WAD Radar for permission. Coordination for heights and/or levels to be not above or below will depend on each AS position and will be tactically managed between controllers. DACS will no longer be required when WAD ATC declare the TDA as COLD. If required to operate in the vicinity of the TDA, WAD LARS can also provide a service on 119.50 if required.

CAA Special Use Airspace-Buffer Policy

25. The CAA have issued a Policy Statement titled **SPECIAL USE AIRSPACE – SAFETY BUFFER POLICY FOR AIRSPACE DESIGN PURPOSES**. The intent of this Policy Statement is to protect other adjacent airspace structures from Special Use Airspace (SUA), such as TDA 2022-002. For the purposes of the TDA and its intended use, the following buffer criteria is to be applied:

- a. 5nm from the edge of an airway, TMA, CTA or CTR. This affects EMA to the west of the TDA.
- b. A minimum vertical separation of 2000ft above or below structures. This affects EMA to west. The Daventry CTA, base of FL105 to the west is unaffected.

26. The Policy Statement does allow dispensations to be applied. Suitable mitigations might include one, or a combination, of the following:

- a. Positive ATC management of potentially hazardous activities.
- b. Dynamic ATM procedures: this may include positive ATC management of aircraft outside the SUA.
- c. Use of internal safety buffers for ad hoc activities.
- d. Airspace sharing arrangements under approved MoU/LOA.

27. EMA accept this subject to the following mitigations:

- a. Positive ATC management will be provided by WAD Radar and EMA. The former will provide a radar service to RAFAT that will ensure they are informed when approaching the western boundary of the TDA. A LARS will also be provided to enable other airspace users to receive information about the TDA and its status, including avoidance vectors if requested. Information on the status of the TDA and avoiding vectors to other traffic (if requested) may also be provided by EMA, subject to controller workload.
- b. The TDA will be used by the Synchro Pair for training (2 aircraft). Their training patterns normally keep them within 3nm of the datum point at SYE (the airfield ARP) to the west.
- c. RAFAT aircraft are equipped with a GPS updated map display with local airspace illustrated, enabling them to ensure they remain within the TDA and avoid airspace infringements with EMA or other sites.
- d. The agreements set out within this LOA.

Application of LOA

28. Nothing in this LOA prevents any pilot, air traffic controller or controlling authority from using discretion in the case of an emergency or to exercise a duty of care iaw guidance provided by CAP 774. In such cases the Participants are to be informed of any departure from the agreed procedure as soon as possible.
29. Temporary departure from this LOA, with the authority of the Participants, will be the subject of prior consultation and agreement.
30. This LOA may be amended or supplemented at any time, in writing with the consent of the Participants.
31. The agreed procedures will be detailed where necessary in the WAD ATC Order Books (WAD ATC Sqn Order Book & Lincs TATCC Order Book) and the equivalent at the units of the Participants.
32. This LOA will come into effect on the date of the last signature and will remain extant for the duration of the Period. Upon completion of the Period this LOA will be terminated.
33. The above represents the arrangements made between Lincolnshire Terminal Air Traffic Control Centre, RAF Waddington, RAF Syerston, RAF Scampton, RAF Cranwell, 78 Sqn Swanwick Mil, Doncaster Sheffield Airport, East Midlands Airport, Nottingham Airport and Langar Airfield.

Lincs TATCC Cdr

Name:

Date:

SATCO RAF Waddington

Name:

Date:

OC RAFAT

Name:

Date:

OC Ops Wg RAF Syerston.

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Name:

Date:

SATCO RAF Cranwell.

Name:

Date:

OC 78 Squadron, Swanwick Mil.

Name:

Date:

Air Traffic Services Manager Doncaster Sheffield Airport.

Name:

Date:

Air Traffic Services Manager East Midlands Airport.

Name:

Date:

Operations Manager Nottingham Airport.

Name:

Date:

Operations Manager Langar Airfield.

Name:

Date:

Rectory Farm LOA



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

15 Sep 2022

LETTER OF AGREEMENT (TEMPORARY) BETWEEN THE ROYAL AIR FORCE AEROBATICS TEAM (RAFAT) AND RECTORY FARM AIRFIELD FOR THE ACTIVATION OF RAF SYERSTON TDA 2022-002

Purpose

1. The purpose of this Letter of Agreement (LOA) is to define procedures to be applied between RAFAT and Rectory Farm Aerodrome (RFA) during establishment of the RAF Syerston (SYE) TDA 2022-002 over the period 9 Jan – 7 Apr 23. Once the TDA period is complete, this LOA will no longer be in effect.

Introduction

2. SYE has been selected for the proposed location of a TDA to support temporary RAFAT training in anticipation of potential loss of extant training airspace (EG R313) at RAF Scampton (SCA). The TDA is centred on the aerodrome reference point (ARP) and is aligned with the main runway. Figures 1 and 2 illustrate the lateral dimensions of TDA 2022-002. The ARP and dimensions are as follows:

- a. ARP N53 01.40 W000 54.70 (WGS 84).
- b. 5nm radius, SFC-5000 AMSL (4769ft AGL).
- c. Training will be conducted along runway 24/06 down to 100ft AGL with most of the activity occurring to the north of the runway.



RFA

Figure 1 – Military 1:500,000 Low Flying Chart



RFA

Figure 2 – Civilian 1:500,000 VFR Chart

3. On departure from RAF Waddington (WAD), RAFAT will transit directly to/from SYE to the south of Newark at or below 500ft AGL. They will receive a radar service from Waddington Radar (WAD Radar) at Lincs TATCC.
4. RAFAT will be using a VHF radar service with WAD Radar and will be warned of any conflicting traffic. In the event of any inadvertent incursion, RAFAT will be warned and will curtail their training if necessary.

Rectory Farm Airfield

5. RFA is a small privately owned airfield on the northern edge of the proposed SYE TDA. The owner has requested that limited access to the airfield be considered during periods of TDA activation for a small number of named pilots only. It has a single grass-strip orientated 03/21.
6. RFA is not shown on the military 1:500,000 Low Flying Chart (Figure 1) however the civilian ICAO CAA 1:500,000 VFR chart is included in Figure 2 for comparison. On the CAA VFR chart, it is located directly northeast of SYE and close to Staythorpe power station which is a 0.25nm avoid below 2000ft AGL. RFA is 190ft lower elevation than SYE. RFA arrival and departure routing is illustrated in Figures 3-5.



Figure 3 – RAF Syerston TDA



Figure 4 – Routes in/out of Rectory Farm Zoomed Out

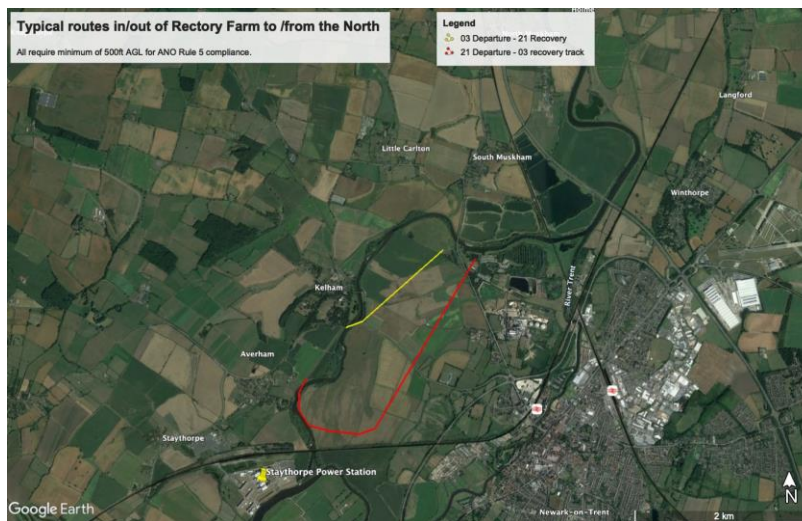


Figure 5 – Routes in/out of Rectory Farm Zoomed In

Requirements

7. Flight safety and efficiency will be enhanced by the coordination of local flying procedures and by agreed notification between RAFAT operations and RFA. Additionally, this LOA will enhance relations with a local airfield and allow flexible use of airspace.

Hours of Operation

8. The proposed TDA is planned to run from the 9 Jan-7 Apr 23 and will not be permanently active. It will only be active Mon-Fri between the following times (local), but planned use of any slots will be confirmed at least 3 days (72 hrs) in advance by NOTAM. If any slots are not NOTAM'd in advance they will not be used and the TDA will not be active. Pilots and surrounding ATC units will be informed to avoid the TDA or contact WAD Radar who will be providing a Danger Area Crossing Service (DACS).

- a. Slot 1: 0830-0915 (45 mins)
- b. Slot 2: 1200-1245 (45 mins)

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c. Slot 3: 1450-1530 (40 mins)

9. RAFAT will likely only require 30 mins of any slot used, but some flexibility has been built in to cater for small delays. These slots have also been agreed to minimize any impact on SYE flying which is planned to continue as normal outside of these windows.

10. It is very unlikely that RAFAT will use all these slots over the 90-day period, with a focus on maximizing use of the slots at the start of the TDA. RAFAT flying will continue within EG R313 throughout this TDA period although not at the same time.

Agreed Procedures

11. For the purpose of this LOA, the TDA will be described as active / inactive when describing information sourced from a NOTAM. The TDA will be described as HOT / COLD when the TDA is tactically stood up / down by WAD Radar.

12. A NOTAM detailing the TDA activation around SYE will be live for the duration of each training slot. This informs users of the airspace including the GA community not in a receipt of an ATC service to avoid the TDA or call for a DACS. To reduce workload, signatories of this LOA can assume that the TDA is inactive if no contact can be made with WAD RAD (LARS).

13. This LOA applies to the 6 named pilots only. All can be considered experienced private pilots with aircraft based at RFA. Pilots whose names are not listed on this LOA will have to adhere to the TDA timings and will not be allowed access during RAFAT slots.

14. The proposal would allow departures and arrivals only, during periods of TDA activity. All RFA operations will be conducted at or below 500ft AGL. i.a.w. SERA 5005 (f) 2⁶. Ground tracks are shown at figures 4 and 5 and all RFA aircraft will remain northeast of Staythorpe power station. All traffic will arrive and depart directly from/to the northern TDA boundary. There will be no circuits or overhead joins.

15. RAFAT aircraft still can overfly RFA but will remain at or above 800ft SYE QFE. It is unlikely that this part of the TDA will be regularly overflowed by RAFAT anyway given their patterns and the proximity of Newark and Staythorpe power station. RFA is 190ft lower than SYE and with RAFAT operating on the SYE QFE, they will be approx. 1000ft AGL.

16. Pilots planning to arrive/depart from RFA during an active TDA slot will contact RAFAT Ops on the day to inform them of their intention to fly. This will provide resilience and added situational awareness to RAFAT. RAFAT Ops will inform the Synchro Leader and WAD RAD. If the Synchro Leader is concerned about weather, this will enable a robust deconfliction plan to be discussed. RAFAT Ops landline contact details will be provided following the Teams relocation to WAD later in the year.

17. In the unlikely event that RAFAT Ops cannot be contacted, RFA pilots can contact WAD RAD by landline on [REDACTED]. The WAD ATC (Tower) switchboard can also be contacted on [REDACTED]. If time allows, named pilots are requested to contact WAD RAD just before departure by landline as a final

⁶ <https://part-aero.com/en/view/part-sera#SERA.5005>

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confirmation of their intention to fly. This will allow up to date information to be passed to the Synchro Leader who may be operating within the TDA at the time.

18. The above procedures can be modified with agreement between RAFAT and RFA following feedback from TDA activity.
19. RFA pilots will make contact on the Waddington LARS frequency at a suitable time. For departing traffic, this will likely occur once clear of the TDA given line of sight issues. For arriving traffic, this should occur prior to TDA entry.
20. Notwithstanding the details outlined in this LOA, RFA pilots are requested to avoid flying during periods of TDA activity if they can adjust their timings.

Application of LOA

21. Nothing in this LOA prevents any pilot, air traffic controller or controlling authority from using discretion in the case of an emergency or to exercise a duty of care iaw guidance provided by CAP 774. However, the other unit is to be informed of any departure from the agreed procedure as soon as possible.
22. Temporary departure from this LOA, within the authority of the signatories, will be the subject of prior consultation and agreement.
23. Permanent amendment to this LOA will only be affected with the written consent of all signatories.
24. The agreed procedures will be detailed where necessary in the RAFAT Order Books and the equivalent at RFA.
25. Should it become apparent that Air Safety is being compromised or that elements of this LOA are shown to be not robust enough, RAFAT can suspend the LOA (pending resolution). All signatories are to be informed immediately and all RFA pilots will be required to avoid periods of TDA activity.

Signatories

26. Signatories of this LOA are:
 - a. OC RAFAT.
 - b. RAFAT Team Leader.
 - c. RAFAT Synchro Leader (2023).
 - d. RAFAT Ops OC MSF.
 - e. Lincs TATCC Cdr.
 - f. WAD SATCO.
 - g. [REDACTED] (Owner Rectory Farm Airfield).
 - h. RFA named pilots:

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[REDACTED]