

MINUTES OF THE VIRTUAL MEETING BETWEEN THE FAIRFORD ACP SPONSOR AND THE VALE OF THE WHITE HORSE FLIGHT CENTRE – 7 JUN 2022

7 Jun 22

Present	Role	Representing
██████████	Stakeholder	VOWH Flight Centre
██████████	Sponsor	Fairford RPAS ACP

Following provision of feedback on Design Options and their potential impact on operations, the Sponsor met virtually with the Stakeholder to discuss Vale of the White Horse Flight Centre operations further and how impacts might be minimised.

Content	Actions
<p>Item 1 – Introduction</p> <p>The Sponsor thanked the Stakeholder for making time for the engagement session and briefly covered the background of the ACP requirement. The Stakeholder introduced the Vale of the White Horse Flight Centre and explained the nature of operations at Sandhill Farm.</p>	
<p>Item 2 – Discussion of Impact on Operations</p> <p>The Stakeholder stated that, under the conditions presented in the ACP (RPA operations only from 1hr after sunset until 1hr before sunrise), there would be no impact on gliding operations, which are all carried out day VFR. However, there is concern that any ‘mission creep’ towards daytime activation could have a significant impact on their operations. The Sponsor responded that those concerns were understood and explained that the proposed caveat of day activations in-extremis would only be for essential operational activity approved by the CAA. The CAP 1616 process includes post-implementation review, which will capture the frequency and times of activations, any issues and changes to planned procedures, etc, so is designed to ensure that activity is only as proposed and approved through the ACP.</p> <p>The Stakeholder requested continued involvement in developing procedures to ensure that, should there be a conflict e.g. through a short-notice, day activation while gliding operations are already in progress, pilots are able to be notified and safely return to base. The Sponsor discussed the expectation that all activity will be subject to normal NOTAM procedures, which requires 24hrs’ notice, and also the provision of DACS by Brize ATC. The Stakeholder agreed that this would help to mitigate and that pilots from the Centre do communicate with Brize when departing and arriving, though pre-flight planning is more difficult due to lack of an established ground-based dialogue. The Sponsor suggested that they could pass the Stakeholder’s contact details to Brize ATC with a request to both set up a meeting to establish formal working agreements (LoA/MoU) and also with a view to being involved in future Oxfordshire Regional Airspace Users’ Working Groups.</p>	<p>Action</p> <p>Sponsor to pass Stakeholder’s contact details to Brize ATC to establish formal working agreements and be part of the RAUWG¹</p>
<p>Item 3 – Closing</p> <p>The Sponsor thanked the stakeholder again for making time for the meeting and agreed that there should continue to be close engagement as options are refined and supporting LoAs produced.</p>	

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ACP Sponsor

¹ Action completed 8 Jun 22.