

ACP-2021-006

**ENABLING BVLOS RPAS OPERATIONS FROM KEEVIL
AIRFIELD, WILTSHIRE**

STAGE 4A – CONSULTATION REVIEW



Ministry
of Defence

Responsible Authors of this Document

The Sponsor for this Airspace Change Proposal is the Ministry of Defence and will be managed under Project LOVERIDGE. The project team is drawn from Joint Helicopter Command, specifically the Watchkeeper Force and 47th Regiment Royal Artillery.

Only responsible authors may implement amendments via the Project LOVERIDGE lead. All revisions will be listed and detailed in the table below.

Revision Number	Affected Part	Revised By	Notes
Initial Issue v1		Project LOVERIDGE lead	

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- A. Stakeholder List
- B. Sponsor emails and social media posts
- C. Citizen Space Consultation Summary Report – separate to this document
- D. Stakeholder Consultation Presentation – separate to this document
- E. Consultation Log – separate to this document

References

- A. Stage 3 Consultation Strategy
- B. [Citizen Space Portal](#)
- C. Stage 3D Categorisation of Responses

Introduction

0.1 This document forms part of Stage 4A of the Airspace Change Proposal ACP-2021-006, which aims to facilitate Beyond Visual Line of Sight (BVLOS) take-off and landing of Remotely Piloted Air System (RPAS) from Keevil Airfield, Wiltshire in order to operate within the Danger Areas over Salisbury Plain Training Area.

0.2 The aim of this document is to provide evidence to the CAA that the Change Sponsor has adhered to the process laid out in Civil Aviation Publication (CAP) 1616. It follows the 'We asked, You said, We did' principle in order to:

- Demonstrate the consultation process was conducted in accordance with Ref. A .
- Summarise consultation responses and analyse key themes identified at Ref. C
- Summarise the actions of the Sponsor following consultation.

0.3 This document will then summarise and outline the next steps prior to submitting all remaining documentation within the timeline agreed with the CAA.

0.4 As a result of the consultation it has been assessed by the Sponsor that no further consultation is required. This is due to the analysis conducted at Stage 3D which concluded that no feedback received significantly affected the overall design at the final proposal. Whilst some additional actions were identified (such as updating extant Letters of Agreement and refining operating principles as a result of stakeholder feedback), the Sponsor believes that no issues raised are required to be reconsulted on. In addition, it is assessed that the consultation strategy was successful in reaching a sufficient number and variety of stakeholders to make its analysis valid.

Section 1

Consultation (*We Asked*)

1.1. In line with Ref A, the Sponsor completed a 12-week consultation period (Wednesday 1st June to Wednesday 24th August). This was principally to ensure the greatest opportunity for stakeholder participation for both targeted stakeholders and new ones.

1.2. A total of 72 stakeholders were directly targeted (a full list of stakeholders can be found at Annex A). This included:

- 1.2.1. 25 x NATMAC members
- 1.2.2. 34 x local aviation stakeholders
- 1.2.3. 10 x local community stakeholders
- 1.2.4. 3 MPs

1.3. Internal MOD stakeholders were consulted via the Defence Airspace and Air Traffic Management (DAATM).

1.4. As a result of the dissemination of material by NATMAC members and local air users to others, a greater number had the opportunity to read the consultation material and submit a response. Additionally, the use of social media and local media to publicise public events led to larger community interaction than had been seen at previous stages.

1.5. The following documentation was provided electronically on Citizen Space (Ref B) from Wednesday 1st June 2022, a link to which was promulgated on the launch email to targeted stakeholders (Annex B):

1.5.1. **Main Consultation Document** – providing background information and details of the four remaining Danger Area design options, including mitigations.

1.5.2. **Full Options Appraisal** – providing analysis of each option against a baseline ‘do nothing option’, factoring in safety and environmental impacts.

1.5.3. **Consultation Strategy** – outlining the audience, approach, material and length of the consultation period required for this ACP.

1.5.4. **Environmental Impact Assessment** – providing a qualitative assessment on the consequential impact on noise, emissions, overflight, local air quality, tranquillity and biodiversity.

1.5.5. **Electronic Conspicuity Flight Data** – including a summary of behavioural trends of local air users.

1.6. All previously identified stakeholders were emailed on Wednesday 1st June, notifying them that the 12 week consultation window was open and provided details on Citizen Space, the public events scheduled during the period, feedback methods and the deadline to respond. Unit social media and local council newsletters also advertised the details of the public roadshows and open day.

1.7. The following activity was completed:

1.7.1. **27 May – Keevil community open day** (attended before the consultation period formally commenced on 1st June).

1.7.2. **15 June – Virtual meeting on Microsoft Teams**, attended by 2 stakeholders: The British Helicopter Association and a local community stakeholder.

1.7.3. **17 June – Roadshow held at Steeple Ashton Village Hall** open to the general public to ‘drop-in’ throughout the day. Multiple briefs were held throughout and 30 members of the public attended in total. Physical copies of all consultation material were available for stakeholders to take. Additionally, printed versions of the feedback form were available should a stakeholder prefer to use this instead of submitting via Citizen Space, for which QR codes and hyperlinks were provided to allow ease of access. The presentation delivered can be found at Annex D.

1.7.4. **28 June – Virtual meeting on Microsoft Teams**. Nil attendance.

1.7.5. **29 June – Open Day** hosted at Larkhill Barracks, Wiltshire. 11 members of the public attended, predominantly from the local community but also with some aviation interests. This included a capability overview of some of the military equipment that will be used at Keevil and a presentation on the airspace design options. The presentation was the same given during the roadshow.

1.7.6. **4 July – Brief to Keevil Parish Council**, attended by Parish councillors and an audience from Keevil village. Presentation was the same used during the Open Day and Roadshows.

1.7.7. **19 July – Roadshow held at Steeple Ashton Village Hall** open to the general public. Multiple briefs were held throughout the day and 25 members of the public attended. Physical copies of all consultation material were available for stakeholders to take. Additionally, printed versions of the feedback form were available should a stakeholder prefer to use this instead of submitting via Citizen Space. The presentation delivered can be found at Annex D.

1.7.8. **21 July – Virtual meeting**, attended by 3 stakeholders: The British Gliding Association, the British Microlight Aircraft Association, and Friends of Steeple Ashton.

1.7.9. **3 August – Meeting** with Wiltshire Air Ambulance at their HQ in Semington, Wiltshire to discuss operating procedures to minimise the impact to emergency service operations.

1.7.10. **4 Aug – Virtual meeting** with Airspace4All at special request as they were unable to attend a previous meeting

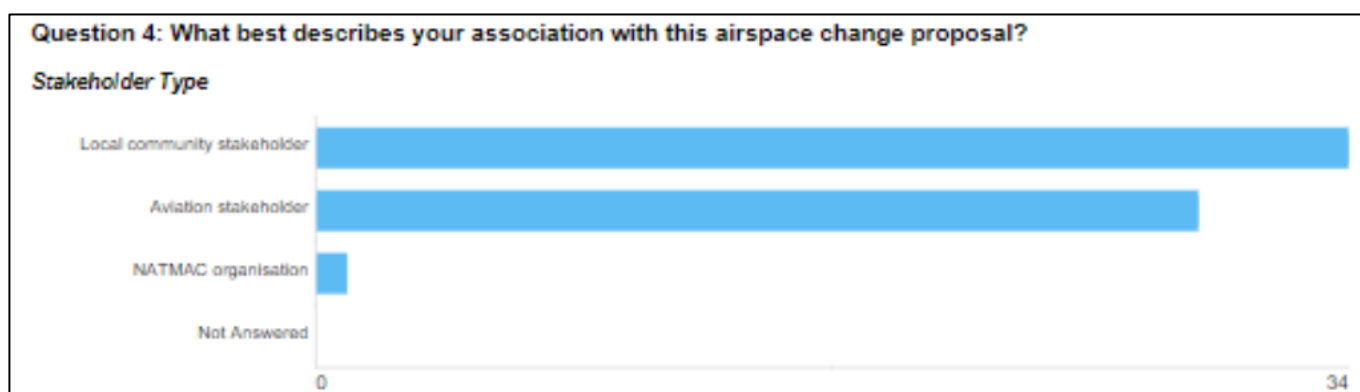
1.8. As per the Consultation Strategy reminder emails were also sent to stakeholders on 20th July (to remind stakeholders of the virtual meeting) and 8th August (to remind stakeholders of the consultation closing date) as per Annex B.

Section 2

Summary of Consultation Responses (*You Said*)

2.1 The analysis in this section represents consultation responses submitted on Citizen Space. The Sponsor encouraged all stakeholders to respond formally via Citizen Space however the Sponsor did still receive some email responses. A summary of these emails can be found in the Consultation Log at Annex D.

2.2 A total of 64 responses were received; the consultation summary report can be found at Annex C and raw responses at Ref C. The graph below is an extract from the consultation summary report:

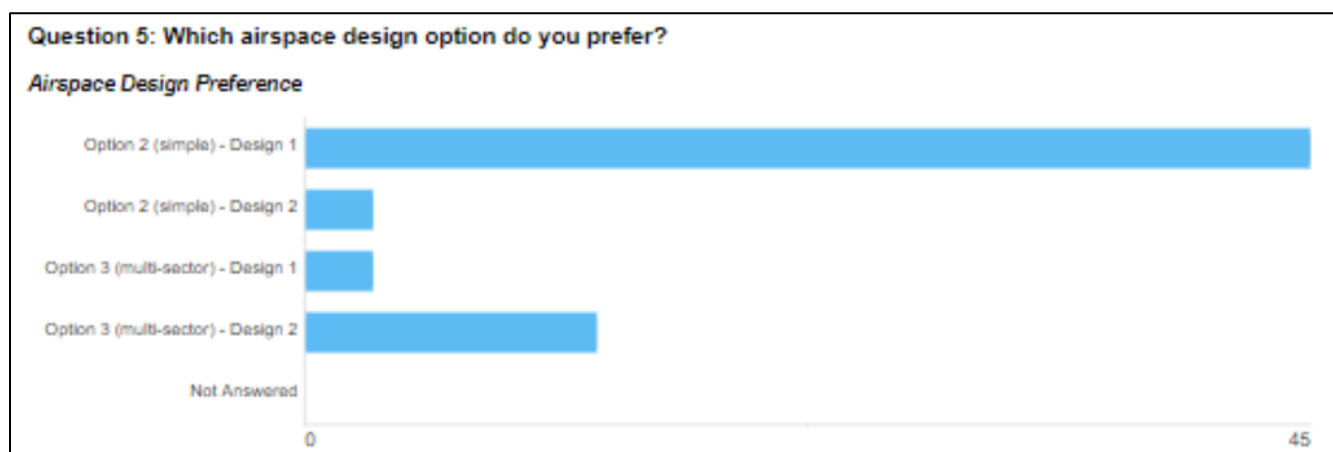


2.3 Out of the 64 responses:

2.3.1 51 were sent by individuals and 13 sent by organisations.

2.3.2 53.12% of responses identified themselves as 'local community stakeholders'. This included Parish councils, local bodies as well as individuals. No feedback was received from MPs via MOD or public channels.

2.3.3 45.31% of responses were from 'aviation stakeholders', including local and national clubs as well as individuals from General Aviation, gliding, hang-gliding and paragliding. Commercial stakeholders included HEMS and hot air balloon operators.



2.4 70.31% of responses favoured Option 2 Design 1. The majority of feedback pointed to the fact this this shape is able to better facilitate operating procedures that

can facilitate multiple routes and holding locations between the airfield and Salisbury Plain, thus reducing noise impacts on local communities. Aviation stakeholder who supported this option preferred the simplicity of this airspace design over the Option 3 designs which would be more complex in terms of activation and interpretation. Additionally, it was considered by some stakeholders that Option 2 Design 1 represented the best compromise between stakeholder groups in terms of facilitating future noise abatement procedures (as the primary concern of local residents) and minimising the volume of airspace required (the main concern of aviation stakeholders).

2.5 There was little support for either Option 2 Design 2 or Option 3 Design 1 as they were deemed inefficient designs and were not positively endorsed by any stakeholder group. Moreover, of those who selected these design options, no supporting comments on the design itself were made.

2.6 Option 3 Design 2 was favoured by 20.31% of stakeholders, almost exclusively aviation stakeholders. Generally, support for this design was due to the facilitation of the 'low-level corridor' thereby allowing transit between Keevil and D123. Comments against Option 3 designs noted that the creation of essentially two separate Danger Areas (the airfield and the transit corridor) is more complex, both in terms of navigating the space but also in terms of NOTAM activation.

Additional Considerations from Stakeholders

2.7 **Transponder Mandatory Zones (TMZs).** Three aviation stakeholders suggested the use of a TMZ as an alternative means of achieving segregated airspace. Additionally, there was discussion from the BGA and some local air users as to whether an 'Electronic Conspicuity Mandatory Zone' in which ADS-B and Mode S aircraft could have additional freedoms of movement within the airspace.

2.8 **Airspace dimensions.** Three aviation stakeholders suggested reconsidering the dimensions of any final design, specifically reducing the altitude. It was clear that this had the greatest impact on non-powered GA activities (gliding, hang-gliding and hot air ballooning), particularly when operating cross-country. The BGA specifically questioned the altitude requirements for 'normal operations' and that emergency procedures should not be included in the design of the airspace.

2.9 **Airspace management.** Key themes identified were operating hours, the provision of a DACS/DAAIS and consideration of new dynamic airspace / airfield operating procedures. This included the request for an 'ATIS frequency' to notify air users of the activity status of the airspace negating the need to call London Info for a DAAIS or Boscombe Down ATC for a DACS. Specific feedback from local gliding stakeholders highlighted a reluctance to use Boscombe Down ATC to obtain an air traffic service due to pilot capacity, qualification and ATSU availability.

2.10 **Airspace use.** The BMAA response suggested that the ADS-B data gathered as part of the Full Options Appraisal was inadequate as the data gathering was both too short in duration but also only included MLAT, ADS-B and FLARM data. They suggested using data from SkyDemon users to corroborate the trends that had been concluded.

2.11 **Noise abatement.** Five responses related to noise abatement, all of which were from local community stakeholders. One response was supportive of the ACP and four were neutral in their support. Out of those stakeholders citing noise as a primary consideration, four selected Option 2 Design 1 and one selected Option 3 Design 1.

2.12 **Basing.** Three stakeholders commented on the use of Keevil by the MOD for RPAS operations, none of which were supportive of the ACP.

Section 3

Categorisation of Consultation Responses (*We Did*)

3.1 All responses were categorised post-consultation at Stage 3D and can be found at Ref C. The Sponsor formally categorised data into responses which may impact the final ACP and responses which do not. At this point the Sponsor sub-categorised responses that could impact on the ACP into those which will lead to changes to the overall submission and those which will not. The following definitions were used when analysing responses:

3.1.1 **Response may impact final submission.** Any response that has the *potential* to impact the final submission has been placed into this category and assessed as either:

- **Impacted.** A proposal from a stakeholder that would impact the management of the airspace or alter the size, shape or construct of the final design that has not already been considered.
- **Not impacted.** A proposal from a stakeholder that would impact the management of the airspace or alter the size, shape or construct of the final design but has already been considered, discounted or implemented at an earlier stage of this ACP.

3.1.2 **Response does not change the final proposal.** This category applies to all responses that do not have relevance to the final submission, either in terms of the overall airspace design, future operation of the Danger Area itself or the noise impact or basing of military aircraft. Where comments have been received a response will still be provided by the Sponsor to ensure that all comments received have been appropriately considered. Any response that did not provide any supporting comment (either positive or negative) is also included in this category.

Responses which may impact the final submission

3.2 **Impacted.** The following responses were deemed to have impacted the ACP as additional considerations are to be taken forward and actions completed as part of the final proposal at Stage 4B.

3.2.1 **HEMS Letters of Agreement (LoAs).** Feedback from the Hampshire and Isle of Wight and Wiltshire Air Ambulances highlighted the need to amend the Letter of Agreement drafted for the Temporary Danger Activity and expand it to include wider blue light air services. A letter of agreement will be re-drafted and submitted as part of the final submission which will include deconfliction procedures, priorities of access and maintenance of communication between organisations.

3.2.2 **Amendment to Edington Hill Farm Strip LoA.** Based on the positive feedback received from the operators of the Edington Hill Farm Strip it was identified that an amendment to the existing LoA will be required in order to ensure the appropriate methods of notification of activity can be achieved and

provide greater awareness for Salisbury Plain Air Ops and Boscombe Down ATC.

3.2.3 Amendment to Avon Hang-gliding and Paragliding Club LoA. It was clear from feedback that there was significant concern from the hang-gliding and paragliding communities who operate from Westbury White Horse about the impact of a Danger Area in the vicinity of their tradition flying location. A letter of agreement already exists to ensure the integrity of military training and the safety of members of the Avon hang-gliding and paragliding club when flying in the vicinity of Salisbury Plain. It has been identified that an amendment to this will be required and will aim to minimise disruption to civilian hang-gliding and paragliding whilst the proposed new Danger Area is active.

3.2.4 Additional local radio / ATIS frequency. Feedback from the BGA, BMAA and Airspace4All suggested using an ATIS frequency as a more flexible method of notifying air users of the activity status of the Danger Area. This has resulted in an action for the Sponsor to investigate the viability of this and conduct an analysis of whether or not this would be advantageous. The Sponsor will discuss this with the CAA and Defence Airspace and Air Traffic Management and provide an assessment within the Final Options Appraisal.

3.2.5 Airspace dimensions. The Sponsor will, as part of the Final Options Appraisal consider a reduction in the size of the vertical dimension of the proposed Danger Area. Before committing to any reduction in altitude a full review of planned future operating procedures will be conducted to ensure any lowering of transit routes does not impact safe operation. Additionally, a balance must be struck between unnecessarily high transit (thus impacting other air users) with unreasonably low flying (thereby impacting the local communities and not operating in accordance with military SOPs).

3.3 Not impacted. The following themes were evident within consultation but deemed to have not impact the final proposal as they have already been considered at an earlier stage:

3.3.1 Transponder Mandatory Zones (TMZ). This was reviewed during Stage 2B Initial Options Appraisal where the Sponsor considered all possible design options, from TMZs to different classes of airspace. The use of a TMZ was discounted due to the inability to provide the appropriate level of segregation in accordance with current policy. Additional considerations, such as introducing freedoms for ADS-B equipped aircraft, whilst worthy of further consideration in the future as part of a wider airspace modernisation strategy, is outside of the remit of this ACP.

3.3.2 Additional noise and air pollution considerations. The MOD is exempt from assessing the noise and environmental impact of its own air systems however it must consider the consequential impact from other users due to the airspace change. All airspace designs were fully assessed during Stage 3 and it was determined during the Environmental Impact Assessment that the impact of any of the airspace designs was negligible. Specific noise abatement procedures are out of scope of the ACP but will be implemented by MOD air users within the Defence Aerodrome Manual for the airfield.

3.3.3 Airspace use trend analysis. As per the suggestion from the BMAA the Sponsor obtained a heatmap from SkyDemon users over a two-year period. This heatmap will be used in the Final Options Appraisal to demonstrate air user behaviour within the vicinity of the airfield over a 2-year period. At the request of the originator, this will not be made public but will be provided to the CAA as part of the Final Options Appraisal.

Responses that do not change the final proposal

3.4 Basing. The use of Keevil Airfield by the MOD for military RPAS training is outside of scope of this ACP. The requirement to use Keevil is articulated in the Statement of Need in Stage 1.

3.5 Safety. The safety records or risk associated with the operation of specific military aircraft falls outside of the scope of this ACP. Every military aircraft operates in accordance with a Release to Service (held at a higher classification) which provides operating limitations for each aircraft in service. Additionally, safety assessments are conducted for each flying location to ensure the risks remain as low as reasonably practicable.

3.6 Airspace Management / Operating Procedures. Operating hours, activation methods and notification have been developing throughout the stages of this ACP. Specific mitigations such as the use of a Danger Area Crossing Service, operating hours and NOTAM activation will be finalised within the final submission.

Section 4 – Summary and Next Steps

4.1. The targeted 12-week consultation period was deemed successful by the Change Sponsor. Stakeholder engagement was wide-ranging and feedback largely constructive which has allowed the Sponsor to re-evaluate the remaining design options in a productive way. Additionally, direct consultation events such as local roadshows, open day and parish council meetings enabled the Sponsor to consult directly with Stakeholders face-to-face.

4.2. The majority of local community responses were either supportive or neutral towards the proposal with noise being the biggest consideration. Feedback received from aviation stakeholders was more mixed; some expressing support (or neutrality) citing the simplicity of the airspace construct and DACS provision, whilst others were much more critical of the design (particularly the altitude) as it has the potential to impact their current operations more.

4.3. The following actions will be taken forward for further consideration within the final proposal:

4.4. The Sponsor concludes that no design changes are required in light of the consultation responses. At this time it is concluded that no further consultation is required.

4.5. The next step of Stage 4A 'Update and Submit' involves the completion of the Final Options Appraisal in which the Sponsor will use the same approach as the Full Options Appraisal but take into account the new considerations and actions outlined in para. 4.3. At this point the Sponsor will confirm with the CAA whether or not the appraisal has fundamentally changed and therefore a second consultation is required. Provided that it is not the Sponsor will move to Stage 4B and complete the final airspace change proposal in line with the agreed timeline.

Annex A - Stakeholder List

A.1 Stakeholders were broken down into the following groups below:

A.1.1 NATMAC. NATMAC ‘assists the Safety and Airspace Regulation Group (SARG) in the development of airspace policies, configurations and procedures in order that due attention is given to the diverse requirements of all users of United Kingdom airspace, civil and military’.

NATMAC Stakeholders		
Aircraft Owners and Pilots Association (AOPA)	British Gliding Association (BGA)	General Aviation Alliance (GAA)
Airspace Change Organising Group (ACOG)	British Gliding Association National Airspace Committee	Helicopter Club of Great Britain (HCGB)
Airspace4All	British Hang Gliding and Paragliding Association (BHPA)	Light Aircraft Association (LAA)
Association of Remotely Piloted Air Systems (ARPAS-UK)	British Helicopter Association (BHA)	National Air Traffic Service (NATS)
Aviation Environment Federation (AEF)	British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)	National Police Air Service (NPAS)
British Airline Pilot Association (BALPA)	British Model Flying Association (BMFA)	PPL/IR (Europe)
British Balloon and Airship Club	British Skydiving	UK Airprox Board (UKAB)
British Business and General Aviation Association (BBGA)	Drone Major	UK Flight Safety Committee (UKFSC)

A.1.2 Local Aviation Stakeholders. Local aviation stakeholder were identified within a catchment area of approximately 30 NM from Keevil. Local aviation stakeholders were also asked to recommend further aviation stakeholders that they believed would be affected by this ACP or have an interest in its development.

Local Aviation Stakeholders		
Avon Hang Gliding and Paragliding Club	Dorset and Somerset Air Ambulance	Rivar Hall Gliding Site / Shalbourne Gliding
Bath, Wilts and North Dorset Gliding Club	Draycot Aerodrome, Swindon	██████████ – SATCO Bristol Airport
Bowerchalke Airfield	HeliAir Thruxton	██████████ – GA pilot
Bristol Airport	Henstridge Airfield	Wadswick Airfield
Bristol and Gloucestershire Gliding Club	Kemble (Cotswold) Airport	Wessex Model Flying Club

Brown Shutters Farm Airfield	Lydeaway Field, Devizes	Western Air (Thrupton) / Vantage Aviation
Charlton Park Airfield	Manor Farm Airfield, Pewsey	White Ox Mead Airfield
Clench Common Microlight Site	Membury Airfield	Wiltshire Air Ambulance
Compton Abbas Airfield	██████████ – Edington Hill Airstrip	Wing Farm Microlight Site
Cotswold Gliding Club	██████████ – GA pilot	Yatesbury Microlight Site
Devizes (Coate) Airfield	Oaksey Park Airfield	
Devizes (Urchfont) Airfield	██████████ – Edington Hill Airstrip	

A.1.3 Local Area Stakeholders. Local authority engagement was carried out at both a County and a Parish level. Additionally, local MP engagement was conducted formally through the MOD via a ministerial submission informing three local MPs.

Additional to those stakeholders listed below are local individuals who provided feedback directly via Citizen Space or engaged with the Sponsor through one of the events highlighted in Section 1.

Local Area Stakeholders		
Aviation Environment Federation	Friends of Steeple Ashton	Mr Stephen Lawton – local Coulston resident
██████████ – Councillor for Melksham Without West & Rural	Keevil Parish Council	Wiltshire County Council Environmental Health
Coulston Parish Council	Natural England	
Edington Parish Council	Steeple Ashton Parish Council	

A.1.4 Internal MOD stakeholders. The majority of internal MOD stakeholders were identified by Defence Airspace and Air Traffic Management (DAATM) through the Military Airspace Users Working Group (MAUWG) contact list.

MOD Stakeholders (*via DAATM)		
2 Group DAAM*	HQ 1 Group*	MOD Boscombe Down*
Army Aviation Centre, Middle Wallop*	HQ 2 Group*	RAF Brize Norton*
Army Flying Association, Middle Wallop	HQ 22 Group*	RNAS Yeovilton*
Army Gliding Club, Wyvern	Joint Helicopter Command (JHC)*	Salisbury Plain Air Operations*
Bannerdown Gliding Club	Military Airspace Management Cell*	USAF Europe*
Defence Airspace and Air Traffic Management (DAATM)	Military Aviation Authority (MAA)	

A.1.5 Members of Parliament. Keevil sits adjacent to three constituencies and as such a ministerial submission was sent from the MOD in order to inform the following Members of Parliament of the proposal:

Rt Hon Dr A Murrison MP - Member of Parliament for South West Wiltshire
Ms M Donelan MP - Member of Parliament for Chippenham
Mr D R Kruger MBE MP - Member of Parliament for Devizes

No direct feedback was received from Members of Parliament.

Annex B - Sponsor emails and social media posts

Launch Email

Good afternoon,

KEEVIL AIRFIELD AIRSPACE CHANGE PROPOSAL (ACP-2021-006) CONSULTATION

You are receiving this email as you have been previously identified as a stakeholder in the MOD airspace change proposal (ACP) that is seeking to enable the Beyond Visual Line of Sight operation of Remotely Piloted Aircraft from Keevil Airfield, Wiltshire.

The consultation period for this ACP has now begun and will last for 3 months, with the closing date on **Wednesday 24th August**.

Details of airspace design options can be found online on Citizen Space which can be accessed by visiting:

<https://consultations.airspacechange.co.uk/mod-daاتم/keevil-acp>

This portal includes all documentation for Stage 3 of the airspace change process as well as an online feedback form allowing both individuals and organisations to provide feedback on the proposal.

Citizen Space will be the primary method of responding to the airspace options presented. However, should you or anybody within your organisation require hard copies of any of the documentation please send an email to 47RA-Project-LOVERIDGE@mod.gov.uk with a postal address and printed copies will be provided. Additionally, hard copies of all consultation material will be provided at all physical events.

Whilst feedback must be submitted directly on Citizen Space in the first instance stakeholders may also provide feedback by completing Annex A of the consultation document and submitting in the following ways:

Electronically via email: 47RA-Project-LOVERIDGE@mod.gov.uk

Hard copies via post: FAO Project LOVERIDGE lead
Regimental Operations Officer
47th Regiment Royal Artillery
Horne Barracks
LARKHILL
Wiltshire
SP4 8QE

Events

A number of events are scheduled to take place throughout the consultation period. Further details can be found on Citizen Space.

Friday 17th June and Tuesday 19th July – ACP Roadshows

Location: Steeple Ashton Village Hall, Church Street, Steeple Ashton, Wiltshire, BA14 6EW

Time: 13:00 to 17:00

Open to all stakeholders. No prior booking required.

Wednesday 29th June – ACP Open Day

Location: 47th Regiment Royal Artillery, Horne Barracks, Larkhill, Wiltshire, SP4 8QE

Time: 10:00 to 14:00

Numbers for this event are limited to 60 and are on a first-come, first-served basis. If you wish to attend please email 47RA-Project-LOVERIDGE@mod.gov.uk.

Wednesday 15th June, Tuesday 28th June and Thursday 21st July – ACP Virtual Briefs

Location: Microsoft Teams

Times: 14:00 on 15th June and 18:30 on 28th June and 21st July

Links to the meeting can be found on Citizen Space.

If you do have any additional questions or know of any individuals or organisations who would benefit from being included in this consultation please email 47RA-Project-LOVERIDGE@mod.gov.uk.

Kind regards,

The Project LOVERIDGE team.

████████████████████ | Project LOVERIDGE lead | 47th Regiment Royal Artillery | Horne Barracks | LARKHILL | Wiltshire | SP4 8QE | Mil: 9214807 2570 | Skype: +443001576527 | MOD^{NET} 47RA-Project-LOVERIDGE@mod.gov.uk

Reminder Email

Good evening,

ACP-2021-006 KEEVIL AIRFIELD STAGE 3 CONSULTATION VIRTUAL MEETING – THURSDAY 21 JULY

This is a reminder email to all stakeholders wishing to participate in the consultation of AC-2021-006 which aims to facilitate BVLOS operation of military RPAS from Keevil Airfield, Wiltshire.

Tomorrow (**Thursday 21st July**) is the third and final virtual event of the consultation, due to conclude on Wednesday 24th August. This meeting will be held on Microsoft Teams at 18:30hrs until 20:00hrs.

There is no need to pre-book for the virtual event. A link can be found below:

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+44 20 3443 8728,,209765699#](tel:+442034438728,209765699#) United Kingdom, London

Phone Conference ID: 209 765 699#

The Citizen Space portal can be found [HERE](#), which includes all consultation documentation and a link to the online feedback form.

Kind regards,

The Project LOVERIDGE team.

47th Regiment Royal Artillery | Horne Barracks | LARKHILL | Wiltshire | SP4 8QE | Mil:
9214807 2570 | Skype: +443001576527 | MOD^{NET} 47RA-Project-LOVERIDGE@mod.gov.uk

Reminder Email

Good afternoon,

KEEVIL AIRFIELD AIRSPACE CHANGE PROPOSAL (ACP-2021-006) CONSULTATION REMINDER

You are receiving this email as a potential stakeholder in the MOD airspace change proposal (ACP) that is seeking to enable the Beyond Visual Line of Sight operation of Remotely Piloted Aircraft from Keevil Airfield, Wiltshire.

The consultation period for this ACP began on Wednesday 1st June. So far the sponsor has received interest from a variety of individual stakeholders and organisations and the MOD wishes to thank all respondents for their constructive and valuable feedback.

This email aims to remind stakeholders that the consultation period is due to close on **Wednesday 24th August**, in line with agreed timelines, after which the MOD will commence work to refine and complete its final submission to the CAA in accordance with CAP 1616. **Any stakeholder who has not yet submitted a consultation response is encouraged to do so within the next two weeks to ensure that their feedback is taken forward to the next stage.**

Consultation material can be found online on Citizen Space which can be accessed by visiting:

<https://consultations.airspacechange.co.uk/mod-daاتم/keevil-acp>

This portal includes all documentation for Stage 3 of the airspace change process as well as an online feedback form allowing both individuals and organisations to provide feedback on the proposal.

Whilst feedback must be submitted directly on Citizen Space in the first instance stakeholders may also provide feedback by completing Annex A of the consultation document and submitting in the following ways:

Electronically via email: 47RA-Project-LOVERIDGE@mod.gov.uk

Hard copies via post: FAO Project LOVERIDGE lead
Regimental Operations Officer

47th Regiment Royal Artillery
Horne Barracks
LARKHILL
Wiltshire
SP4 8QE

If you do have any additional questions or know of any individuals or organisations who would benefit from being included in this consultation please email 47RA-Project-LOVERIDGE@mod.gov.uk.

Kind regards,

The Project LOVERIDGE team.

████████████████████ | Project LOVERIDGE lead | 47th Regiment Royal Artillery | Horne Barracks | LARKHILL | Wiltshire | SP4 8QE | Mil: 9214807 2570 | Skype: +443001576527 | MOD^{NET} 47RA-Project-LOVERIDGE@mod.gov.uk

Social Media posts

The following posts were posted on Twitter, Facebook and Instagram unit social media sites:



47th Regiment Royal... ✓ · 14/06/2022 ...

The MOD will be hosting an online brief on Keevil Airspace Change proposal on Wed 15 Jun @1400 hrs.

If people wish to take part, please follow the link in our bio. ✈️



🗨️ ↻️ 2 ❤️ 3 ↗️



47th Regiment Royal... · 14/06/2022 ...

An airspace change roadshow will take place on Friday 17 June 2022 between 1300 - 1700hrs at:
Steeple Aston Village Hall,
Church Street,
Steeple Ashton,

This will inform stakeholders of MODs intent to operate RPAS from Keevil Airfield.



7 14



47th Regiment Roya... · 08/07/2022 ...

Notice: On Thu 19 Jul there will be an Keevil ACP roadshow at Steeple Ashton Village Hall, BA14 6EW between 1300-1700hrs, with briefs held on the hour.

consultations.airspacechange.co.uk/mod-daatm/keev...

Consultation period finishes on 24 Aug 22.



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