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ACP-2019-18

Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington

Stage 4A – Consultation Review

Issue 1.0

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Notes

This document forms part of Stage 4A of a Ministry of Defence sponsored proposal for changes to the airspace structure in the vicinity of RAF Waddington, Lincolnshire. The Defence Unmanned Aerial Systems Capability Development Centre (UAS CDC) is managing this process on behalf of the Ministry of Defence.

Roles

Action	Role	Date
Produce	Airspace Change Team UAS CDC	14 Mar 2023
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Approve	Change Sponsor RAF AIR Cap	11 Apr 2023

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References

- A. ACP-2019-18 Stage 3 Consultation Strategy
- B. ACP-2019-18 Stage 3D Categorisation of Responses Version 1.1
- C. Citizen Space Portal <https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Glossary of Terms

ACP	Airspace Change Proposal
ADS-B	Automatic Dependent Surveillance-Broadcast
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATM	Air Traffic Management
ATSM	Air Traffic Services Manager
ATIS	Automatic Terminal Information Service
ATZ	Air Traffic Zone
BPS	British Parachute School
BGA	British Gliding Association
BHA	British Hang-gliding Association
BMFA	British Model Flyers Association
BVLOS	Beyond Visual Line Of Sight
CAA	Civil Aviation Authority
CADS	Centralised Aviation Data Service
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CTA	Control Area
DAATM	Defence Airspace and Air Traffic Management
DAAIS	Danger Area Activity Information Service
DACS	Danger Area Crossing Service
FAQ	Frequently Asked Questions
FUA	Flexible Use of Airspace
GATCO	Guild of Air Traffic Controller Officers
ICAO	International Civil Aviation Organisation
ISTAR	Intelligence, Surveillance, Target Acquisition and Reconnaissance
LARS	Lower Airspace Radar Service
LAA	Light Aircraft Association
LOA	Letter of Agreement
MAA	Military Aviation Authority
MATZ	Military Aerodrome Traffic Zone
MOD	Ministry of Defence
NATMAC	National Air Traffic Management Advisory Committee
MP	Member of Parliament
NOTAM	Notice to Aviation
SLA	Service Level Agreement

Introduction

Background

0.1 This document forms part of Stage 4B of the Airspace Change Proposal ACP-2019-18, to Enable RPAS and RAF Aerobatic Team Operations from RAF Waddington, and has been prepared in accordance with Civil Aviation Publication (CAP) 1616.

0.2 This document aims to provide evidence that the Change Sponsor has adhered to the guidelines laid down in CAP 1616, following the 'we asked, you said, we did' mechanism and will:

- Demonstrate the consultation process was executed in accordance with Ref. A.
- Provide a precis of consultation responses together with an analysis of key themes identified at Ref. B.
- Inform how the proposal has been updated as a result of the consultation.

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

0.4 Analysis conducted at Stage 3D determined that further consultation was not necessary as the feedback received did not significantly affect the overall design for the final proposal. Any actions identified (e.g. updates or improvements to existing procedures) could be addressed without additional consultation. The analysis also demonstrated that:

- The strategy was successful in reaching a sufficient number of stakeholders in order to validate the analysis.
- An adequate variety in representation of stakeholders provided feedback during consultation to ensure the analysis is valid.

Section 1 – Consultation (We Asked)

1.1 The Consultation was conducted between 7 September and 30 November 2022 in accordance with Ref. A and CAP 1616, to provide suitable opportunity for any interested parties to provide feedback on the ACP.

1.2 A total of 248 previously identified stakeholders were contacted directly by email at Consultation launch on 7 September 2022¹ to notify them of the launch of the Consultation. The targeted stakeholders were expected, as over-arching bodies, to consider the information provided and submit feedback on behalf of their stakeholders or members. The complete list of targeted stakeholders is at Annex A; Table 1 summarises the stakeholder numbers by group.

1.3 The launch email to stakeholders provided details of the Consultation and how to provide feedback, including links to the Civil Aviation Authority (CAA) ACP Portal and Citizen Space, together with information regarding public drop-in events. Reminders were sent to all stakeholders via email on 17 and 31 October 2022.

National Aviation Stakeholders	
National Air Traffic Management Advisory Committee (NATMAC) members	40
Waddington Aviation Stakeholders	72
Aviation Stakeholders from Royal Air Force Aerobatic Team (RAFAT) ACP	29
Other Aviation Stakeholders	10
Ministry of Defence (MOD) Aviation Stakeholders ²	9
Non-Aviation Stakeholders	
Authorities	67
Other Local Stakeholders	9
Members of Parliament (MPs)	7
Environmental Organisations	5

Table 1: Number of Stakeholders Contacted directly, by category.

1.4 A press release was posted on pertinent social media sites on 7 September 2022 and distributed to local news media outlets on 8 September 2022. All media platforms utilised during consultation are listed at Table 2 and comprised local papers/publications; local radio; local television, Twitter, Facebook and Instagram in order to reach a variety of stakeholders. All media communication contained information about the Consultation directing interested parties to the CAA ACP Portal and promoted the public drop-in events and how to submit a written response for those unable to use electronic means. Repeat promulgation of the press release occurred on 20 September and again on 18 October 2022. The press release items are attached at Annex B.

¹ Note: Stakeholders that had been omitted or any new additions were notified of the Launch via email on 8, 13 and 14 September 2022 - see Annex E.

² Contacted via Defence Airspace and Air Traffic Management (DAATM)

Name	Medium
Waddington Facebook Page	Social Media
Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) Twitter Page	Social Media
Waddington Instagram	Social Media
The Lincolnite	Social Media (news)
BBC Look North	Television
ITV Calendar (Yorkshire & Lincolnshire)	Television
Lincs FM	Radio
BBC Radio Lincolnshire	Radio
Lincolnshire Echo	Newspaper

Table2: Press Release/Public Promotion Platforms

1.5 To aid those providing comment via the online Feedback Form, the following documentation was uploaded electronically at the launch via Citizen Space on 7 September 2022:

- Main Consultation Document – providing background information and details of the design options, including mitigations.
- Full Options Appraisal – providing analysis of the design option against a baseline ‘do nothing option’, factoring in safety and environmental impacts.
- Consultation Strategy – outlining the audience, approach, material and length of the Consultation period required for this ACP.
- Frequently Asked Questions (FAQs) – providing a summary of responses to anticipated and most recurring queries raised during the Consultation.

1.6 Public drop in events were held on 21 and 28 September 2022 at the Guildhall, Lincoln and Redwood Drive Community Centre, Waddington respectively. These events were hosted by representatives from the MOD Subject Matter Experts (SMEs) including: Protector and Royal Air Force Aerobatic Team (RAFAT); the RAF Waddington Media Team; the RAF Waddington Executive Team; military Air Traffic Controllers from RAF Waddington and the Lincolnshire Terminal Air Traffic Control Centre (TATCC). All were on hand to discuss the ACP, assist with accessing and submitting the Feedback Form as well as discussing to any specific queries. A presentation containing basic details of the airspace design option was made available on a laptop for those who wished to view it; this can be found at Annex C . Those that attended the drop-in events in person are also annotated within Annex A. If attendees provided contact details, they were sent a reminder of the deadline for feedback via email on 17 October 2022.

1.7 A full precis of the Consultation activity is at Annex E.

1.8 The Change Sponsor continued to engage with respondents beyond the closing date of the Consultation in order to clarify or resolve issues raised. A record of continued engagement is at Annex F.

Section 2 – Summary of Consultation Responses (You Said)

2.1 This section is a synopsis of the Consultation responses submitted via the Feedback Form on Citizen Space. The Change Sponsor encouraged all stakeholders to respond formally via these means; however, the Change Sponsor did still engage via email with the National Air Traffic Services (NATS) and Defence Airspace and Air Traffic Management (DAATM). A summary of these emails can be found within Annex B; the email responses were also uploaded to the Citizen Space portal at Ref. C.

2.2 No feedback was received via post.

2.3 A total of 106 responses were received; 84 were from individuals and 22 were representing an organisation. The Consultation Summary Report can be found at Annex D and raw responses at Ref. C. The graphs below depict extracts from the Citizen Space Consultation summary report.

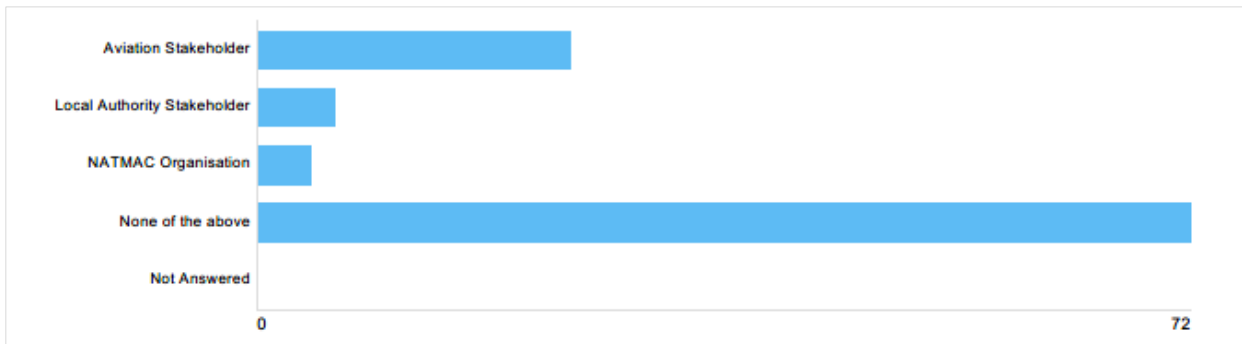


Figure 1: Q7 - 'What best describes your association with this ACP?'

2.4 Figure 1 illustrates how the respondents were associated with the ACP. A total of 24 responders identified as Aviation Stakeholders and comprised local gliding, model aircraft, parachute and hang-gliding clubs as well as the National Grid Electricity Transmission and other general aviators. The 6 Authority stakeholder responses were from the Derbyshire Flying Centre, the Local Parish Councils of Dunston, Navenby, North Kesteven and Coleby, plus another who omitted their organisation details. The NATMAC representatives were the British Hang-gliding Association (BHA), Remotely Piloted Air System (RPAS) UK, Guild of Air Traffic Controller Officers (GATCO), the MOD and NATS.

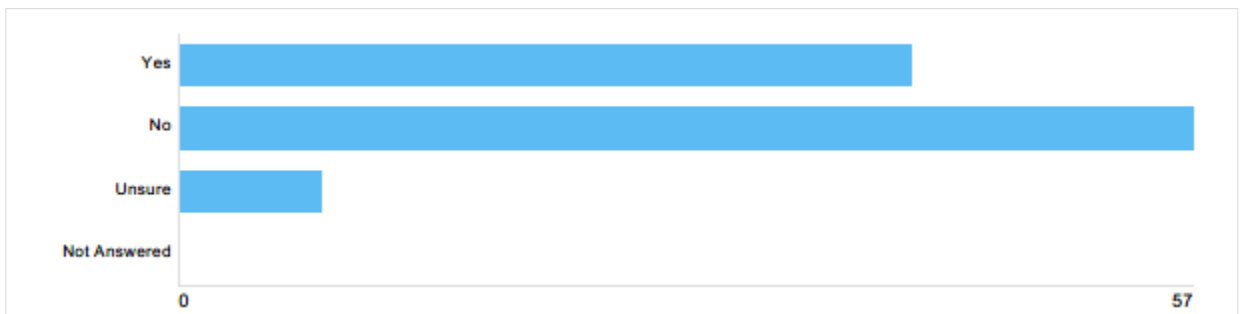


Figure 2: Q8 - 'Do you support the proposed ACP?'

2.5 Overall, 57 respondents did not support the ACP, compared to the 41 who did; the remainder indicated they were unsure (Figure 2).

Combined Airspace Design

2.6 43 respondents strongly objected and 13 objected to the combined airspace design. There were 10 with a neutral stance on the design, with another 10 in support and 30 strongly supporting (Figure 3).

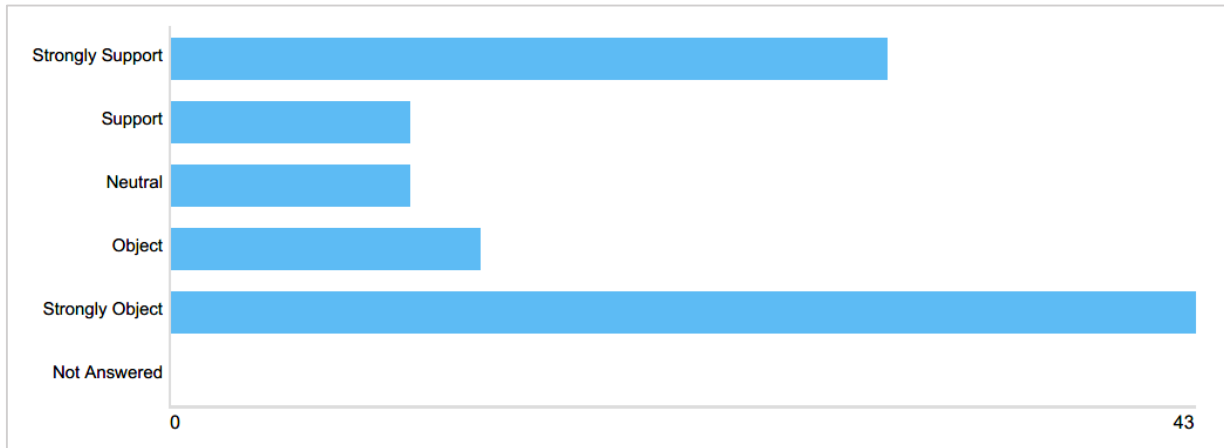


Figure 3: Q9 - 'Please rank your response to the combined airspace design (combined low and medium airspace designs) as presented in the Consultation Document.'

Lower Airspace Design

2.7 For the Low Airspace Design (Stage 2, Option 1), a total of 54 objected, 39 supported and 13 were neutral (Figure 4).

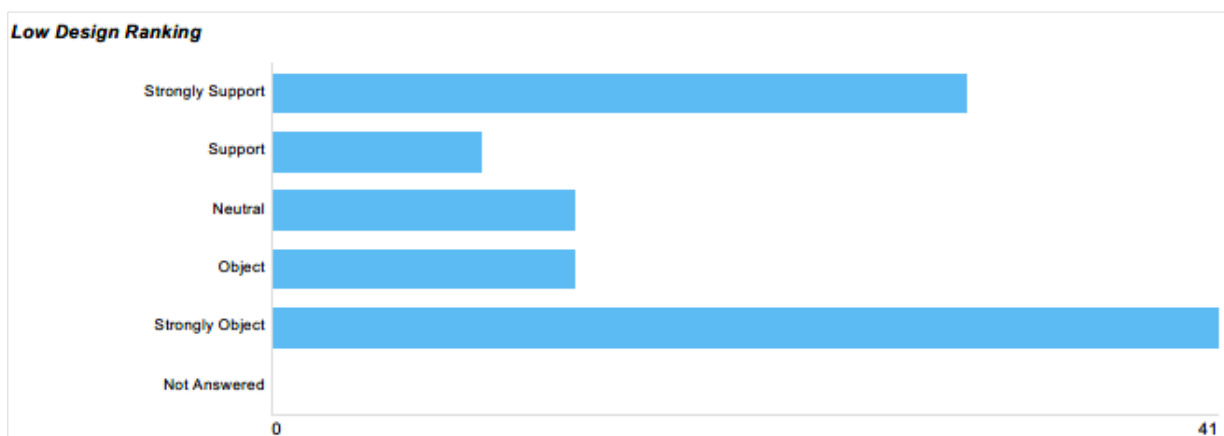


Figure 4: Q10 - 'Please rank your response to the Low Airspace Design (Stage 2, Option 1) as presented in the Consultation Document.'

Medium Airspace Design

2.8 When responding to the Medium Airspace Design (refined Stage 2, Option 8), 51 objected, 38 supported and 17 were neutral (Figure 5).

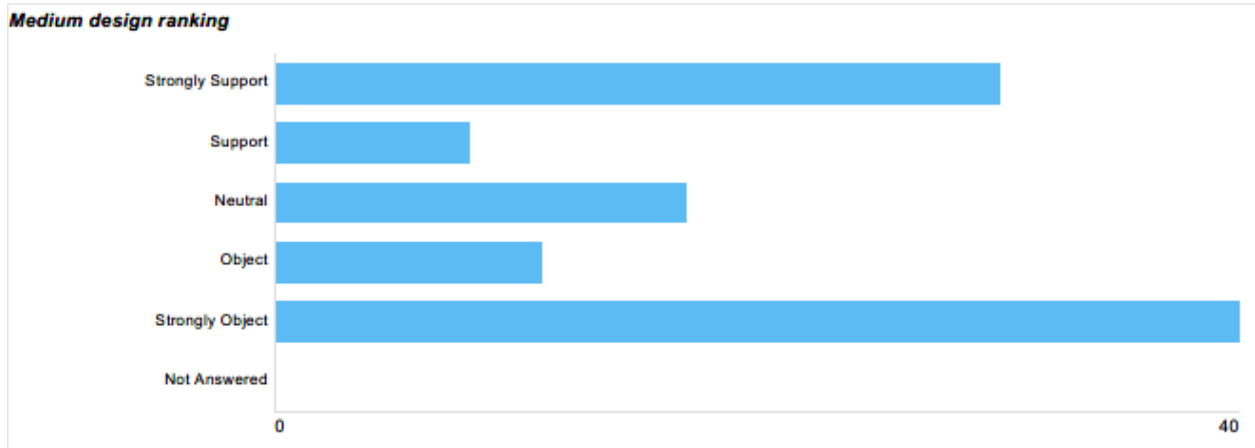


Figure 5: Q 11 'Please rank your response to the Medium Airspace Design (refined Stage 2, Option 8) as presented in the Consultation Document'

Common Themes

2.9 It was not always possible to determine if the feedback was pertinent to the Low, Medium or Combined airspace designs. It was also not always clear whether a respondent was commenting specifically about Protector or RAFAT; 16 referred to only Protector in their comments, 10 were specific to RAFAT and 80 referenced neither or both. Therefore, common themes identified throughout the feedback for all designs and both airframes are summarised as follows:

2.9.1 **Safety.** 28 respondents were concerned with safety aspects of RAFAT displaying and low flying over built up areas, in addition to safety assurance for Protector activity in general.

2.9.2 **Environmental – Noise and Pollution.** The impact of noise from both RAFAT and Protector featured in 17 responses. The environmental impact of RAFAT utilisation of chemical dyes, jet fuel and diesel, together with air pollution in general, was highlighted in 3 responses.

2.9.3 **Airspace Management.** Recurrent topics raised by Aviation stakeholders:

- Limited access to airspace, particularly if more than one piece of segregated/restricted airspace were simultaneously active.
- Requests for provision of, or further details regarding a Danger Area Crossing Service (DACS)/ Danger Area Activity Information Service (DAAIS) and other access procedures.
- Suggestions for airspace status and/or promulgation of activation facilitated via Automatic Terminal Information Service (ATIS) or Notice to Aviation (NOTAM).

2.9.4 **Utilisation of Drones.** 16 responses included reference to concerns or objections to the use of drones in general.

2.9.5 **Basing.** The location of either RAFAT or Protector was not always specified by airframe, but it was raised by 20 responders. One response stated support in the basing location, whilst the others were against RAF Waddington as a base for one or both aircraft types.

2.9.6 **Local infrastructure.** 5 respondents cited issues with current local infrastructure or potential for improvements/adjustments, such as a viewing area/visitors' centre and upgrades to road, walk and cycleways.

Alterations to Improve the Proposal.

2.10 There were 32 responses to Q 12 'If you support the proposal, please provide any alterations that would further improve it for you'. Many statements were further confirmation of support, clarification questions or short extraneous comments, rather than proposed alterations.

2.10.1 Suggestions deemed outside of scope for this ACP included:

- The provision of a safe place for viewing of aircraft activity at RAF Waddington
- Changes to the local road, cycle and footpath infrastructure;
- Consideration to light aircraft operating in the North Coates area when RAFAT was displaying away from RAF Waddington

2.10.2 Proposed alterations that were considered within scope included:

- The National Grid Electricity Transmission chief pilot requested implementation of a booking system for the airspace between or during activation times, dependent on the criticality of power line inspections.
- A request for airspace dimensions to be 'the lowest value required' was noted by [REDACTED] [REDACTED] [REDACTED] Humberside International Airport, to minimise impact for arrivals from Humberside from the South.
- 2.8.2.3 GATCO stated that a safety argument should be presented to demonstrate aircraft containment within the proposed medium airspace, thus deeming that the CAA Buffer Policy would not be applicable within the adjacent Lincolnshire Control Areas (CTAs) when the danger area is activated.
- DAATM collated feedback from a range of internal MOD aviation stakeholders. In summary, the respondent is supportive of the ACP and of the Low, Medium and Combined airspace designs and suggested the following:
 - An internal MOD Service Level Agreement (SLA)/Letter of Agreement (LOA) between relevant units to determine priorities and develop procedures
 - Provision of a DACS, particularly for the management of Quick Reaction Alert activity for RAF Coningsby
 - Efficient notification of the proposed airspace
 - Clarification on who would be the Control Authority for the proposed airspace, the likely duration of Protector sorties, whether Protector will be allocated an RPAS-

specific squawk and whether it was necessary to activate the proposed airspace for the full sortie duration of Protector.

Proposed Mitigations or Alterations to the Proposal

2.11 At Q14, respondents who objected to the ACP were asked to present any mitigation or alterations that would resolve their opposition.

2.11.1 **Basing.** 19 respondents suggested alternative locations for one or both airframes. These included Syerston, Barkston, Scotland, Wales, Cottesmore, out at sea and retaining RAF Scampton. A number of people recommended RAFAT display practice should not be over densely populated areas.

2.11.2 **Airspace Management.** Various mitigations/alterations were put forward, such as:

- Provision of an ATIS-like service
- Low level and display activity to be over less populated areas
- Access to airspace for UAS flight (for commercial jobs) is permitted in co-ordination with Waddington ATC
- Learn from the French for the use of drones Beyond Visual Line of Sight (BVLOS) into 'genealogy'³ airspace
- ATC co-ordination/hotline to enable routine and emergency access for helicopter power line inspections
- Ability to co-ordinate concurrent activity via ATC/DACS or avoidance of lengthy daylight activation periods.
- A number of LOAs were requested

2.11.3 **Airspace Design.** Aviation stakeholders had the following proposals:

- The no-fly zone is reduced from 5NM
- A stepped design to facilitate continuous operations for light aircraft in the vicinity
- The Change Sponsor should not reserve options on all three sites of EG R313, Waddington and Syerston at the cost of reducing safety margins
- Retain the existing no-fly area for outgoing and incoming aircraft safety so as not to impact local existing airspace users, clubs and individuals that currently access the airspace below 400FT
- No requirement for both EG R313 and the Low design

2.11.4 **Utilisation of Drones.** 3 responses to this question suggested drones were not utilised at all and another 3 advocated a National debate on drones, or an assessment of the wider risks

³ Copied from the respondent's feedback; suspect the word is not what was meant in the context of the feedback

of operating in UK skies. One respondent suggested greater scrutiny of operations by all Stakeholders.

2.11.5 **NATS.** The respondent stated they would like to continue work with the MOD by understanding the following:

- The safety argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within Classes A to C airspace.
- The Safety Argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within an active Temporary Restricted Area (TRA).
- The Safety Argument/mitigations, and their acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by RAFAT and Protector operations within the lower area (such that the CAAs Special Use Airspace (SUA) Buffer Policy for Airspace Design Purposes need not apply).
- The Safety Argument/mitigations, and its acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by Protector operations within the high area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).

2.11.6 **Other suggestions received at Q14.** Respondents also recommended:

- International Civil Aviation Organisation (ICAO) noise certification requirements should be mapped into MOD Policy
- RAFAT should be disbanded
- Pause the ACP until a decision is made regarding the future of EG R313

Other Considerations from Stakeholders

2.12 Q15 invited respondents to offer any other issues for consideration by the MOD. There were a number requests for additional information or clarification, all of which were addressed by the Change Sponsor by direct communication. Suggestion themes already made at Q14 have been excluded in the summary of considerations below.

2.12.1 NATS suggested that if the assumption on operation within Controlled Airspace (CAS) can be validated, the Change Sponsor could consider the application of other airspace constructs using Flexible Use of Airspace principles (FUA) such as a Control Area (CTA) above RAF Waddington to support the operation on a time bound basis. This may negate the need for segregated airspace, comply with the buffer policy and provide a contiguous airspace environment.

2.12.2 Should EG R313 continue to be available to RAFAT, it was requested the elements of the ACP that relate to accommodating RAFAT practice over Waddington would be rescinded without the need for a further ACP to remove them. If there are delays to the decision regarding Scampton, the ACP decision should be delayed until the outcome of the sale is formally confirmed.

2.12.3 It was requested that operating days are consolidated for efficiency.

2.12.4 It was suggested RAFAT should update their smoke apparatus to provide a less environmentally damaging display.

2.12.5 Concern was expressed about the timing of the drop-in Consultation sessions due to the period of national mourning following the death of Her Majesty Queen Elizabeth II.

2.12.6 There was a suggestion that the new airspace would potentially create a significant increased workload for RAF Waddington Air Traffic Controllers, with a query regarding how this would be managed to ensure that other traffic is not penalised if controllers are too busy to offer the crossing service.

2.12.7 It was proposed that noise modelling is conducted by the MOD to assess the impact on the local community before any decision on the ACP is made.

2.12.8 An ATC co-ordinated/preferential access to the airspace during activation times for Traffic Collision Avoidance System (TCAS) or Automatic Dependent Surveillance-Broadcast (ADS-B) equipped helicopters. In addition, Airspace users could notify intended use of the lower airspace portion via the Centralised Aviation Data Service (CADS) and NOTAM action should be 48hrs in advance.

2.12.9 A request for advance communication of increased sudden noise levels and consideration for dog walkers/ horse riders for low level operations.

2.12.10 GATCO wished to understand the steps being taken to manage the potential increase to workload for ATC, whilst also ensuring other traffic is not penalised if ATC become too busy to offer a DACS.

Section 3 - Categorisation of Consultation Responses (We Did)

3.1 At Stage 3D, the Change Sponsor categorised all responses into those that may impact the final ACP and those that do not. This Categorisation is at Ref. B. Responses that may impact the ACP were then subcategorised 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 affect the 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. 9 responses were deemed to impact the ACP.
- **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. There were 7 items categorised by this definition.

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. There were 90 responses in this category. Where comments have been received, a response will be provided by the Change 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.** All additional considerations to be taken forward and actions completed as part of the final proposal at Stage 4B were proposed by aviation stakeholders and are as follows:

3.2.1 **Access to airspace for impacted BMFA members /clubs.** Two responses were categorised as impacting the ACP. As a result of the feedback received and further engagement at one of the drop-in sessions, Waddington ATC has drafted a LOA to enable all members of Kesteven Model Flyers, and other locally situated British Model Flyers Association (BMFA) clubs, to operate with minimal disruption during activation of the proposed airspace.

3.2.2 **Access to Airspace for National Grid.** The respondent is supportive of the ACP but has concerns about access to the proposed airspace for routing and emergency powerline inspections. The Change Sponsor acknowledges that delays in providing a DACS to this activity are likely to be greater when the proposed low airspace design is occupied by RAFAT activity. Waddington ATC reported that National Grid helicopters would be held outside the proposed low airspace design if it were active for RAFAT, since it would not be possible to ensure safe separation otherwise. As soon as practicable (i.e. safe) entry would be approved. In this instance, the maximum period that an aircraft is likely to be held is 30 minutes. When the proposed airspace is active with Protector, access is likely to be easier since Protector will either need to take-off and climb above the height of the powerline inspection aircraft or complete its approach to land before access can be granted. Waddington ATC reported that ATC Co-ordinated access would be provided by the DACS service throughout to minimise the impact of the proposed airspace when it is active and maximise its flexible use. Waddington ATC has

created procedures to ensure the maximum use of airspace below 500ft to limit the impact upon such essential movements.

3.2.3 Use of CADS. National Grid suggested utilisation of CADS as a means of identifying when powerline and pipeline patrols are planned. Waddington ATC does not have access to CADS and it is thought that this would have resourcing implications, which would be disproportionate to the benefits involved. Protector activity is unlikely to have a significant impact on routine inspections and with tactical procedures in place should have no impact on emergency inspections. RAFAT activity at Waddington will affect powerline and pipeline patrols in the same manner as they currently do within EG R313. RAFAT has suggested a course of action which would be of benefit to the respondent which caters for inspections of an urgent nature. This has been presented to the respondent for consideration.

3.2.4 DAATM - An internal MOD Service Level Agreement/Letter of Agreement. Of particular relevance to RAFAT, the local military airspace users were keen to understand and influence RAFAT's pre-positioning procedures and emergency/break-off profiles to minimise any infringement of adjacent ATZ/MATZ airspace and to minimise the impact on local ATC patterns. The Change Sponsor has noted the suggestion of drawing up an internal MOD SLA/LOA between relevant units to determine priorities and develop procedures. Work on this has begun and progress will be documented with the ACP submission at Stage 4.

3.2.5 Safety Buffer Policy. Two respondents, GATCO and NATS raised this issue with respect to the Medium Design; NATS also submitted feedback regarding the Low Design. The Change Sponsor agrees that the application of the CAA's Special Use Airspace – Safety Buffer Policy for Airspace Design Purposes (dated 22 August 2014) requires agreement with NATS for the medium airspace design. The MOD and NATS have agreed suitable mitigations to support a request for dispensation from the Safety Buffer Policy. A formal request for dispensation will be presented at Stage 4B with the ACP submission.

3.2.6 ATC Workload. GATCO suggested that the proposed airspace would pose a significant increased workload for RAF Waddington Air Traffic Controllers. The MOD is completing its safety assurance associated with the introduction of both Protector and RAFAT into UK airspace in general and the Waddington area specifically. The MOD is also developing procedures to enable maximum flexibility for ATC provisions inside the proposed airspace, whilst minimising ATC workload. This will take the form of a series of internal MOD LOAs, drafts of which will be included with the ACP submission at Stage 4.

3.3 Not impacted. Responses that contained elements that had already been considered, discounted or implemented at an earlier stage of the ACP are as follows:

3.3.1 Notification of Airspace activation. Referenced by 4 respondents, 3 comments on this subject did not change the final proposal as the Consultation material had stated the airspace will be activated by NOTAM and promulgated via the AIS website. However, it was thought that one respondent was requesting RAFAT display times to be published on a daily basis. The Change Sponsor considered the possibility of publishing airspace activation for RAFAT activity, but there is a risk balance to be had. If display times are published/advertised in advance then the risk of additional secondary spectators in the display area/buildup of traffic on the adjacent A15 is increased; this is in part why display practice times were never published at Scampton.

3.3.2 Provision of an ATIS-like facility. Some aviation stakeholders suggested provision of an ATIS-like facility to provide the real-time status of the proposed airspace. The Change Sponsor has considered the provision of such a facility but for technical, regulatory and ATC workload reasons, the provision of a useful ATIS to broadcast real-time status of the proposed

airspace is not considered possible. The MOD investigated the provision of such a service during the Sky Guardian deployment in 2021 and for the TDA which is currently in place at RAF Syerston. The aspiration to provide airspace users with a means to determine whether a piece of airspace is hot or cold is unmanageable from a resource/workload point of view and, therefore, has flight safety implications (RAF Waddington ATC has conducted a safety assessment into the amount of information that can safely and accurately be uploaded for transmission via ATIS). However, Waddington Radar will provide a DAAIS and DACS on the Waddington LARS frequency of 119.5MHz. In the event of a last minute cancellation of the airspace and Waddington Radar is not available, London Information will provide a DAAIS on 124.6MHz.

3.3.3 Consolidation of operation days. Whilst the Change Sponsor can see the merit in this, it would be difficult to manage in practice. During the work-up season RAFAT is likely to plan to fly every weekday in order to achieve its training objectives in time for the full display season. Protector will also be required to be flown to meet the training requirement of front line crews. Scheduling adequate time slots in shared training areas with other appropriate defence assets is key to achieve operational delivery and output for the MOD.

3.3.4 Pausing the ACP. Regarding the suggestion of pausing the ACP pending a decision regarding the future of EG R313, the Change Sponsor has considered this, but is continuing with the ACP in order to meet the tight timescales for implementation of the proposed airspace in line with the Protector and RAFAT operational requirements. RAFAT has provided further indications as to how the proposed airspace at RAF Waddington may be used alongside EG R313, depending on the continued viability of EG R313 for RAFAT practice displays.

3.3.5 LOA with the British Parachute School (BPS), Skydive Langar. A LOA was suggested by The BPS at Langar due to the close proximity of the Medium airspace design to their area of operation. Discussions within the Lincolnshire TATCC suggest that provided the Langar activity remains outside the proposed airspace, there is no requirement to amend current letter of agreement held between Langar and TATCC. All information regarding airspace activation, timings, frequencies etc. will be included in the relevant NOTAM. Clarification may be sought by Langar through the ATC switchboard at the Lincolnshire TATCC or via the Waddington LARS frequency of 119.5MHz. Langar could request a DACS if access to the proposed airspace is of benefit to Langar aircraft. The Respondent is content to continue without amendment.

3.3.6 LOA with Wickenby airfield. Wickenby airfield conducts aerobatic training flights up to 4,000 ft above aerodrome ground level and it was suggested the MOD should have regard to this as part of its ACP. RAF Waddington has a LOA with Wickenby airfield, but sees no requirement for it to be amended due to this proposed change; safe management of aerobatic activity at Wickenby is covered in the existing LOA.

Responses that do not change the final proposal

3.4 The majority of responses were considered not to impact the final proposal. The most common themes have been summarised below.

3.4.1 Local community infrastructure. These matters are outside of ACP scope.

3.4.2 Safety. The Change Sponsor provided information on the safety assurance of Protector and RAFAT activity. Details can be found in the FAQs page uploaded to the Citizen Space portal (see Q6 and Q10) and was published within Annex A to the Consultation Document Issue 1.0. In addition, the Change Sponsor provided the following in response to comments regarding

RAFAT safety whilst operating over built-up areas: 'The majority of the aerobatic maneuvering and training will occur directly overhead the Waddington airfield boundary itself and mostly to the East in the least built up part of the airspace. The larger villages of Branston and Bracebridge Heath are on the edges of the aerobatic box and will seldom see aerobatic overflight below 500ft. Aerobatic flight below 500ft will not occur to the West of the airfield where the more built up areas exist (Hykeham, South Lincoln etc.)'.

3.4.3 Basing. The Change Sponsor provided information regarding the basing of RAFAT and Protector at RAF Waddington in the FAQs page (Q12 and Q13) and was published within the Consultation Document Issue 1.0 at paras 1.14, and 1.19 and further in the Consultation Document's Annex A.

3.4.4 Simultaneous use of EG R313 and Waddington proposed airspace. RAFAT has provided further indications as to how the proposed airspace at RAF Waddington may be used alongside EG R313, depending on the viability of EG R313 for RAFAT practice displays. In summary, there will be no requirement for the proposed airspace at Waddington and EG R313 to be activated on the same day for RAFAT activity. Therefore, a DACS through one or the other should be approved (dependent on any other conflicting airspace activity, of course). Should EG R313 be required for RAFAT whilst Waddington is active for Protector, a DACS through one or the other volumes of airspace will be available.

3.4.5 Noise/Consideration for general public and animals. The Change Sponsor noted comments about consideration for the welfare of humans and animals with regard to low flying aircraft and other noise concerns. As part of the regulatory process laid down in CAP1616, the Change Sponsor is required to consider any impact on noise as a consequence of the airspace change. The Change Sponsor provided information on the noise impact of both RAFAT and Protector activity within the Consultation material. This can be found in the Consultation Document Issue 1 (paras 5.1, 5.9.1 & 5.9.4). More information can be found in the Full Options Appraisal.

3.4.6 Drone utilisation. Concerns about the global use of drones or by the MOD is outside the scope of this ACP.

3.4.7 Access to airspace. The design principle "Minimise the impact to other airspace users" was afforded joint 3rd priority in Stage 1 of the ACP and the Change Sponsor is committed to make most efficient use of the proposed segregated airspace. The Change Sponsor also provided information on the mechanisms to be in place to minimise the impact on other airspace users within the Consultation material. This was published within the Consultation Document Issue 1.0 at para 4.1. The provision of a DACS whenever the proposed airspace is active will reduce the impact on the vast majority of air traffic operating in the area.

3.4.8 Airspace Design Option suggestion. The suggestion regarding a stepped airspace design had been considered by the Change Sponsor during Stage 2 but not taken forward due to Protector's flight profile when conducting automatic take-off and landing primarily. There had also been some stakeholder feedback which expressed a desire to keep the airspace design simple.

3.4.9 Flying tempo of Protector at RAF Waddington. The Change Sponsor is unable to comment on the future aspirations associated with a training hub for RPAS at RAF Waddington. The Change Sponsor provided information about Protector's flying tempo in the Consultation material. This was published within the Consultation Document Issue 1.0 at Section 4 Utilisation of Airspace. More information can be found in the Full Options Appraisal which is on the CAA ACP Portal. An estimate was provided for the first 6 months, out to first 24 months of

Protector's in-Service activity with a forecast of up to 6 flights per week as the operation matures. It is also worth stressing that much routine training will be managed in a synthetic flying environment, using a bespoke simulator, as opposed to live flying training.

3.4.10 Type of Airspace. The Consultation material provided an explanation of the current regulation regarding the operation of RPAS BVLOS in UK airspace and, therefore, the need for segregated airspace for Protector. This can be found in the Consultation document, Section 1 and specifically para 1.18. The Change Sponsor has also considered the type of airspace to be proposed as outlined in the consultation material (see Q2 in FAQ pages on Citizen Space portal). Working with National Air Traffic Services (NATS), the Change Sponsor aims to ensure that the application of the CAA's Special Use Airspace – Safety Buffer Policy for Airspace Design Purposes (dated 22 August 2014) can be met with suitable mitigations for Protector's operation both within the low and medium airspace designs, without the requirement for civil traffic to be vectored away. The Change Sponsor has considered the applicability of other airspace constructs in place of Danger Areas: As stated in the Stage 2A submission, the most economical type of airspace to be implemented (in terms of hours of activation, access to airspace and manpower resource) would be segregated airspace in the form of a DA. This is due to the activities to be performed not complying with rules of the air and, therefore, anything other than segregated airspace was not considered to be appropriate.

3.4.11 Air Traffic Management outside proposed airspace. The air traffic management of local military traffic patterns is outside the scope of the ACP, although it could be noted that with the establishment of the Terminal Air Traffic Control Centre (TATCC) at RAF Coningsby, a more centralised ATM approach within Lincolnshire is already in place.

3.4.12 Environmental impact. CAP 1616 specifies (at para B42) that for proposals sponsored by the Ministry of Defence, the environmental impacts that are a direct result of military aircraft or military operations (including civil aircraft carrying out military function under contract) are not required to be considered or assessed. However, consequential environmental impacts from other airspace users (i.e. civil aviation) that are a result of the proposed change must be assessed. The Change Sponsor has complied with the regulation outlined in CAP 1616 Appendix B paras B42 - B43 (page 163) and assessed the consequential effects of the proposed airspace.

3.4.13 Consultation. One respondent stated they became aware of the consultation on 22 September, the day after the first drop-in session, which they indicate was too late notice to participate. Whilst this might not have been convenient there was a second opportunity to participate in a live drop-in session on 28 September. The Change Sponsor had planned to provide up to six-weeks' notice to interested stakeholders of the public drop-in sessions. Not only was this shortened by the period of national mourning following the death of Her Majesty Queen Elizabeth II, but the final approval of the consultation material had been delayed by 4 weeks due to unforeseen problems within the CAA and the timing of the Stage 3 Gateway. In all respects the Change Sponsor adhered to the previously approved consultation strategy and went ahead with the CAA's approval with regard to timelines.

3.4.14 Requirement for segregated airspace. Whilst it is believed that comments regarding drone/RAFAT integration v. segregation have no impact on the final proposal, the Change Sponsor makes the following points for clarification:

As per Military Aviation Authority (MAA) regulations, the MOD is developing a Protector Air System Safety Case (ASSC). However, it is useful to distinguish between policy decisions, such as those made by the CAA, MAA and the Department for Transport and the MOD's responsibilities as the sponsor of an ACP. The Change Sponsor must

comply with current policy and regulation relating to the activity to be undertaken, which it does. It is beyond both the Change Sponsor's control and the scope of this ACP to effect change in regulation or policy. Protector will be operated in accordance with MAA Regulatory Article (RA) 2320 – Role Specific requirements for RPAS, which states that Beyond Visual Line of Sight (BVLOS) operations should either employ an appropriately approved Detect And Avoid (DAA) capability to enable compliance with the Rules of the Air appropriate to the class of airspace, or be conducted within segregated airspace using a 'layered safety approach' – i.e. a range of measures to reduce the likelihood of loss of safe separation of the RPAS with other air users.

With regard to the proposal to introduce segregated airspace for the RAFAT activity, the reasons for this were published in the Consultation Document at Annex A and in the Options Appraisal Phase II (Full) (see para 6.5) which are uploaded to both the CAA ACP portal and the Citizen Space portal.

3.4.15 Operations from local airfields. Para 5.3 of the Consultation Document Issue 1.0 summarises the anticipated impact on other airspace users. The provision of a DACS is a key mitigation to reduce the impact on operators from local airfields along with minimising the activation periods.

3.4.16 RAFAT activity over built up areas (BUA). The Change Sponsor provides the following regarding RAFAT overflight:

The majority of the aerobatic maneuvering and training will occur directly overhead the WAD airfield boundary itself and mostly to the East in the least built up part of the airspace. The larger villages of Branston and Bracebridge Heath are on the edges of the aerobatic box and will seldom see aerobatic overflight below 500ft. Aerobatic flight below 500ft will not occur to the West of the airfield where the more BUAs exist (Hykeham, South Lincoln etc.). In addition RAFAT confirm that there would be no aerobatic overflight below 500ft of Harmston as the village is located just outside the main display area at RAF Waddington.

3.4.17 Minimise airspace dimensions. The design principle "Minimise the impact to other airspace users" was afforded joint 3rd priority in Stage 1 of the ACP and the Change Sponsor is committed to make most efficient use of the proposed segregated airspace. Integral to this is the commitment to minimising volume and duration of activation; the Change Sponsor has worked hard with the manufacturer of Protector to minimise the volumes of airspace with regard to the low and medium airspace design options. The Change Sponsor also provided information on the mechanisms to be in place to minimise the impact on other airspace users within the Consultation material. This was published within the Consultation Document Issue 1.0 at para 4.1.

3.4.18 Regulatory comment. Further consultation is requested should another base be considered for RPAS activity. If there was a need for further segregated airspace then a CAP 1616 process would be required necessitating full consultation.

Section 4 – Summary and Next Steps

4.1 The Consultation period was considered successful by the Change Sponsor. Drop-in events provided the opportunity for face to face communication by stakeholders and a comprehensive media launch publicised the Consultation period across a wide range of platforms. Feedback was received from a diverse representation of stakeholder groups with particularly constructive feedback from the aviation community.

4.2 Although just over half of respondents objected to the ACP overall, the majority of comments are in relation to noise, safety concerns, basing and objection to the utilisation of drones from a moral/spiritual stance, all of which were addressed in the Consultation material or are out of scope for this ACP. The local community were most concerned about noise, safety and the impact to local infrastructure. Responses from regional aviation groups were mixed, with some clarification required on activation periods and procedures for notification or access; where these issues were not already addressed as part of the Consultation material, direct engagement has taken place to ensure the airspace management procedures will facilitate continued flexible use of the airspace by local aviators.

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

- **Access to airspace for impacted BMFA members /clubs**
- **Access to Airspace for National Grid**
- **Potential use of CADS**
- **Internal MOD SLAs/LOAs**
- **Formal request for dispensation from the Safety Buffer Policy**

4.4 As a result of the Consultation feedback, the Change Sponsor has determined that the airspace design proposed at Stage 3 does not require amendment. It is also proposed that further Consultation is not required.

4.5 The next step is to complete the Final Options Appraisal at Stage 4A 'Update and Submit'. This will take into account the considerations highlighted at para 3.2. The Change Sponsor will seek confirmation from the CAA as to whether another Consultation is required and that the appraisal has not fundamentally changed. Should this be the case, the ACP will progress to Stage 4B 'Submit Airspace Change Proposal to CAA'.

Annex A – Register of Stakeholders

A.1 Stakeholders were broken down into the groups below. Those highlighted in green represent a stakeholder who submitted a formal consultation response. This does **not** include stakeholders who may have previously conducted engagement with the Sponsor as part of the wider proposal.

Contact Group Name: NATMAC			
Ser	Organisation	Representative	Email Contact
N1	Airlines UK	[REDACTED]	[REDACTED]
N2	Airspace4All	[REDACTED]	[REDACTED]
N3	Airport Operators Association (AOA)	[REDACTED]	[REDACTED]
N4	Airfield Operators Group (AOG)	[REDACTED]	[REDACTED]
N5	Aircraft Owners and Pilots Association (AOPA)	[REDACTED]	[REDACTED]
N6	Airspace Change Organising Group (ACOG)	[REDACTED]	[REDACTED]
N7	Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	[REDACTED]	[REDACTED]
N8	Aviation Environment Federation (AEF)	[REDACTED]	[REDACTED]
N9	British Airways (BA)	[REDACTED]	[REDACTED]
N10	BAe Systems	[REDACTED]	[REDACTED]
N11	British Airline Pilots Association (BALPA)	[REDACTED]	[REDACTED]
N12	British Airline Pilots Association (BALPA)	[REDACTED]	[REDACTED]
N13	British Balloon and Airship Club	[REDACTED]	[REDACTED]
N14	British Business and General Aviation Association (BBGA)	[REDACTED]	[REDACTED]

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N15	British Gliding Association (BGA)	[REDACTED]	[REDACTED]
N16	British Helicopter Association (BHA)	[REDACTED]	[REDACTED]
N17	British Hang Gliding and Paragliding Association (BHPA)	[REDACTED]	[REDACTED]
N18	British Microlight Aircraft Association (BMAA)	[REDACTED]	[REDACTED]
N19	British Model Flying Association (BMFA)	[REDACTED]	[REDACTED]
N20	British Skydiving	[REDACTED]	[REDACTED]
N21	Drone Major	[REDACTED]	[REDACTED]
N22	General Aviation Alliance (GAA)	[REDACTED]	[REDACTED]
N23	Guild of Air Traffic Control Officers (GATCO)	[REDACTED]	[REDACTED]
N24	Honourable Company of Air Pilots (HCAP)	[REDACTED]	[REDACTED]
N25	Helicopter Club of Great Britain (HCGB)	[REDACTED]	[REDACTED]
N26	Heavy Airlines	[REDACTED]	[REDACTED]
N27	Iprosurv	[REDACTED]	[REDACTED]
N28	Isle of Man CAA	[REDACTED]	[REDACTED]
N29	Light Aircraft Association (LAA)	[REDACTED]	[REDACTED]
N30	Low Fare Airlines	[REDACTED]	[REDACTED]
N31	Military Aviation Authority (MAA)	[REDACTED]	[REDACTED]
N32	Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)	[REDACTED]	[REDACTED]
N33	NATS	[REDACTED]	[REDACTED]
N34	NATS	[REDACTED]	[REDACTED]
N35	Navy Command HQ	[REDACTED]	[REDACTED]
N36	PPL/IR (Europe)	Group Mailbox	[REDACTED]
N37	PPL/IR (Europe)	[REDACTED]	[REDACTED]

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N38	UK Airprox Board (UKAB)		admin@airproxboard.org.uk
N39	UK Flight Safety Committee (UKFSC)	[REDACTED]	[REDACTED]

N40	United States Air Force Europe (3rd Air Force-Directorate of Flying (USAFE (3rd AF-DOF)))	[REDACTED]	[REDACTED]
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Waddington Local Aviation Stakeholders		
Ser	Name/ Organisation	Representative
S1	40 Acre Farm Aeroclub [REDACTED]	[REDACTED]
S2	Aubourn Strip Waddington MATZ [REDACTED]	[REDACTED]
S3	Auborn Peacocks, Waddington MATZ	[REDACTED]
S4	Boston Aero Club [REDACTED]	[REDACTED]
S5	Bristow Helicopters, Humberside	[REDACTED]
S6	Buckminster Gliding Club [REDACTED]	[REDACTED]
S7	Castle Bytham	[REDACTED]
S8	Caunton airstrip	[REDACTED]
S9	Conington	[REDACTED]
S10	Darlton	[REDACTED]
S11	Desrbysire Soaring Club - [REDACTED]	[REDACTED]
S12	Doncaster ATC	[REDACTED]
S13	Doncaster Sheffield Airport, [REDACTED]	[REDACTED]
S14	East Mid Liason 2	[REDACTED]
S15	East Midland Liaison 1	[REDACTED]
S16	Frank Morgan Flying School	[REDACTED]
S17	Headon Microlight	[REDACTED]
S18	Hibaldstow	[REDACTED]
S19	Hougham Airfield	[REDACTED]
S20	Hucknall	[REDACTED]

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S21	Humberside ATC	[REDACTED]
S22	Lambley airstrip	[REDACTED]
S23	Langar	[REDACTED]
S24	Leeds Bradford Airport [REDACTED]	[REDACTED]
S25	Leicester Aero Club	[REDACTED]
S26	Leicester Aero Club 2	[REDACTED]
S27	Leicester Airport	[REDACTED]
S28	Lincolnshire Gliding Club	[REDACTED]
S29	Lincolnshire Gliding Club 1 UNDEL	[REDACTED]
S30	Local Microlight Pilot 1 @ Long Sutton Airstrip	[REDACTED]
S31	Local Microlight Pilot 2	[REDACTED]
S32	Loxly airstrip (Conningsby area) [REDACTED]	[REDACTED]
S33	Netherthorpe	[REDACTED]
S34	New York airstrip	[REDACTED]
S35	North Coates [REDACTED]	[REDACTED]
S36	Nottingham	[REDACTED]
S37	Peterborough And Spalding Gliding Club [REDACTED]	[REDACTED]
S38	Rectory Farm [REDACTED]	[REDACTED]
S39	Retford Airport (Gamston)	[REDACTED]
S40	Robin Hood And Don	[REDACTED]
S41	Skegness Airfield	[REDACTED]
S42	Strubby Airfield	[REDACTED]
S43	Sturgate	[REDACTED]
S44	Sywell	[REDACTED]
S45	Temple Bruer Airfield [REDACTED]	[REDACTED]
S46	Trent Valley Gliding Club Chairman CFI	[REDACTED]
S47	Wickenby	[REDACTED]
S48	Wilsford	[REDACTED]
S49	Witham Valley airstrips - [REDACTED]	[REDACTED]
S50	Witham Valley airstrips - [REDACTED]	[REDACTED]

S51	Witham Valley airstrips - [REDACTED]	[REDACTED]
S52	Witham Valley airstrips - [REDACTED]	[REDACTED]
S53	Witham Valley airstrips - [REDACTED]	[REDACTED]
S54	Witham Valley airstrips - [REDACTED]	[REDACTED]
S55	Witham Valley airstrips (adjacent) - [REDACTED]	[REDACTED]
GA Pilots		
S56	[REDACTED] - GA pilot	[REDACTED]
S57	[REDACTED] - Cirencester	[REDACTED]
S58	[REDACTED] airline captain (retd), GA pilot	[REDACTED]
S59	[REDACTED] - GA/glider pilot, Lincoln	[REDACTED]
S60	[REDACTED] - local GA	[REDACTED]
S61	[REDACTED] - Temple Bruer GA pilot	[REDACTED]
S62	[REDACTED] (adjacent, via Wad ATC)	[REDACTED]
S63	[REDACTED]	[REDACTED]
S64	[REDACTED]	[REDACTED]
S65	[REDACTED]	[REDACTED]
S66	[REDACTED]	[REDACTED]
S67	[REDACTED]	[REDACTED]
S68	[REDACTED]	[REDACTED]
S69	[REDACTED]	[REDACTED]
S70	[REDACTED]	[REDACTED]
S71	[REDACTED]	[REDACTED]
S72	[REDACTED]	[REDACTED]

Other Aviation Stakeholders		
Ser	Name/Organisation	Representative
O1	NPAS	[REDACTED]
O2	Air Ambulance - Lincs	[REDACTED]
O3	Specialist Aviation Services (Air Ambulance)	[REDACTED]
O4	Gama Aviation (Air Ambulance)	[REDACTED]
O5	Helicentre Aviation (Pipeline Inspection)	[REDACTED]
O6	Heli Air (Pipeline inspection)	[REDACTED]
O7	PDG Helicopters	[REDACTED]
O8	National Grid (Powerline inspection)	[REDACTED]

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O9	Western Power (Powerline inspection)	[REDACTED]
O10	Drone Wars - Chris Cole	[REDACTED]

Waddington Non-aviation Stakeholders		
Ser	Local Authority	Email
W01	Lincolnshire Wolds Area of Outstanding Natural Beauty	[REDACTED]
W02	Natural England	[REDACTED]
W03	Environment Agency	[REDACTED]
W04	County Land and Business Association	[REDACTED]
W05	Campaign to Protect Rural England (CPRE)	[REDACTED]
W06	Bassetlaw District Council	[REDACTED]
W07	Bolsover District Council	[REDACTED]
W08	Boston Borough Council	[REDACTED]
W09	City of Lincoln Council	[REDACTED]
W10	Derbyshire County Council	ONLINE FORM sent
W11	Doncaster Metropolitan Borough council	ONLINE FORM sent
W12	East Lindsey District Council	[REDACTED]
W13	Gedling District Council	[REDACTED]
W14	Leicestershire County Council	[REDACTED]
W15	Lincolnshire County Council	[REDACTED]
W16	Mansfield District Council	[REDACTED]
W17	Newark and Sherwood District Council	[REDACTED]
W18	North East Lincolnshire County Council	[REDACTED]

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W19	North Kesteven District Council	ONLINE FORM sent [REDACTED]
W20	North Lincolnshire Council	[REDACTED]
W21	Nottinghamshire County Council	ONLINE FORM sent
W22	Rushcliffe District Council	[REDACTED]
W23	Rutland County Council	[REDACTED]
W24	Sheffield City Council	ONLINE FORM sent
W25	South Holland District Council	[REDACTED]
W26	South Kesteven District Council	[REDACTED]
W27	West Lindsey District Council	ONLINE FORM sent
W28	Cambridgeshire County Council	[REDACTED]
W30	East Northamptonshire District Council	[REDACTED]
W31	East Riding of Yorkshire Council	ONLINE FORM sent
W32	Fenland District Council	[REDACTED]
W33	Hambleton District Council	[REDACTED]
W34	Harrogate District Council	[REDACTED]
W35	Huntingdonshire District Council	[REDACTED]
W36	Leeds City Council	[REDACTED]
W37	Melton Borough Council	ONLINE FORM sent
W38	North Yorkshire County Council	ONLINE FORM sent
W39	Northamptonshire County Council	[REDACTED]
W40	Peterborough City Council	ONLINE FORM sent

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W41	Richmondshire District Council	[REDACTED]
W42	Ryedale District Council	ONLINE FORM sent
W43	Selby District Council	[REDACTED]
W44	York City Council	ONLINE FORM sent
W45	Aubourn Parish Council	[REDACTED]
W46	Bassingham Parish Council	[REDACTED]
W47	Birchwood Parish Council	[REDACTED]
W48	Boultham Parish Council	[REDACTED]
W49	Bracebridge Heath Parish Council	[REDACTED]
W50	Branston and Mere Parish Council	[REDACTED]
W51	Branston Parish Council	[REDACTED]
W52	Canwick Parish Council	[REDACTED]
W53	Cherry Willingham Parish Council	[REDACTED]
W54	Coleby Parish Council	[REDACTED]
W55	Doddington Whisby Parish Council	[REDACTED]
W56	Dunston Parish Council	[REDACTED]
W57	Harmston Parish Council	[REDACTED]
W58	Heighington Parish Council	[REDACTED]
W59	Metheringham Parish Council	[REDACTED]
W60	Navenby & Boothby Graffoe Parish Council	[REDACTED]
W61	Navenby Parish Council	[REDACTED]
W62	Nocton Heath Parish Council	[REDACTED]
W63	Nocton Parish Council	[REDACTED]

W64	North Hykeham Parish Council	[REDACTED]
W65	Potter Hanworth Parish Council	[REDACTED]
W66	Skellingthorpe Parish Council	[REDACTED]
W67	South Hykeham Parish Council	[REDACTED]
W68	Thorpe on the Hill Parish Council	[REDACTED]
W69	Thurlby Parish Council	[REDACTED]
W70	Waddington Parish Council	[REDACTED]
W71	Washingborough Parish Council	[REDACTED]
W72	Wellingore Parish Council	[REDACTED]
Key Personalities		
W73	Chief Constable of Lincolnshire Police	[REDACTED]
W74	Governor Lincoln Prison	[REDACTED]
W75	Lincoln Ambulance Chief Executive	[REDACTED]
W76	Lincoln Chief Fire Officer	[REDACTED]
W77	Lincoln Police and Crime Commissioner	[REDACTED]
W78	Lincolnshire Resilience Forum	[REDACTED]
W79	Lord Lieutenant of Lincolnshire	[REDACTED]
W80	Senior Partner Waddington Surgery	[REDACTED]
W81	The Resident Crown Court Judge of Lincoln	[REDACTED]
Ministry Of Defence (contacted via Defence Airspace and Air Traffic Management (DAATM))		
W82	Headquarters 1 Group	
W83	Headquarters 2 Group	
W84	Headquarters 22 Group	
W85	USAFE (also contacted via NATMAC)	
W86	RAF Waddington	

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W87	RAF Cranwell	
W88	RAF Coningsby	
W89	19 and 20 Sqn (RAF Boulmer)	
W90	78 Sqn (Swanwick Military)	
MPs		
W91	Victoria Atkins MP – Louth and Horncastle	[REDACTED]
W92	Gareth Davie MP – Grantham and Stamford	[REDACTED]
W93	Rt Hon Sir John Hayes MP – South Holland and The Deepings	[REDACTED]
W94	Dr Caroline Johnson MP – Sleaford and North Hykeham	[REDACTED]
W95	Rt Hon Sir Edward Leigh MP – Gainsborough	[REDACTED]
W96	Karl McCartney MP – Lincoln	[REDACTED]
W97	Matt Warman MP – Boston and Skegness	[REDACTED]
WAVE		
W98	Chris Williams	[REDACTED]
		http://waddingtonwave.co.uk

RAFAT Additional Stakeholders		
Serial	Name/Organisation	Representative
RA1	Bagby Airfield	[REDACTED]
RA2	Bourn - rural flying club	[REDACTED]
RA3	Burn Gliding Club - [REDACTED]	[REDACTED]
RA4	Cambridge GC	
RA5	Chatteris	[REDACTED]
RA6	Deenethorpe via NATMAC	
RA7	Elvington	[REDACTED]
RA8	Fenland	[REDACTED]
RA9	Full Sutton	[REDACTED]
RA10	Honourable company of air Pilots	[REDACTED]

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RA11	Kirkbymoorside via NATMAC	
RA12	Leeds Bradford Airport	[REDACTED]
RA13	Leeds East (ex-RAF Church Fenton)	[REDACTED]
RA14	Little Gransden via NATMAC	
RA15	Melbourne Gliding Club, York via NATMAC	
RA16	Nene Valley GC via NATMAC	
RA17	North Luffenham via NATMAC	
RA18	Peterborough Sibson	[REDACTED]
RA19	Pocklington via NATMAC	
RA20	Sandtoft	[REDACTED]
RA21	Shacklewell Farm	[REDACTED]
RA22	Sherburn-in-Elmet	[REDACTED]
RA23	Syerston (644 VGS)	[REDACTED]
RA24	UK Skydiving (aka North London Skydiving)	[REDACTED]
RA25	Virgin balloon Flights	[REDACTED]
RA26	Welland GC	[REDACTED]
RA27	Wolds GC	[REDACTED]
RA28	York Gliding Centre	[REDACTED]
RA29	Yorkshire Gliding Club (aka Sutton Bank soaring Club)	[REDACTED]

Requested Removal From Engagement			
ID	Organisation	email address	Date removed
R1	Teeside International Airport (Durham Tees Valley)	[REDACTED]	13/09/2022
R2	High Sheriff of Lincolnshire	[REDACTED]	13/09/2022

Annex B – Sponsor emails and social media posts

To be inserted when in PDF

Archived: 08 September 2022 15:37:33

From: [REDACTED]

Sent: 07 September 2022 10:32:00

To: [REDACTED]

Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation

Sensitivity: Normal

Dear NATMAC member,

Today, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington has begun. The airspace change identification is ACP-2019-18.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

As a NATMAC member you are likely to have been involved in the previous 2 stages of the ACP, several of you providing valuable feedback in the development of the design principles and airspace design options. For Stage 3 the Change Sponsor is looking to you, as an over-arching body, to consider the information provided in the consultation material and provide feedback on behalf of your members.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

Live drop-in events are being held in the Lincolnshire area on 21 and 28 of September. These are open for anyone to attend with dates and timings as below:

21 September 2022 – Lincoln Guildhall and Stonebow 1030-1800

28 September 2022 – Redwood Drive Community Centre, Waddington 1030-1800

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 September 2022 15:36:47

From: [REDACTED]

Sent: 07 September 2022 10:34:00

To: [REDACTED]

Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation

Sensitivity: Normal

Dear aviation stakeholder,

Today, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington has begun. The airspace change identification is ACP-2019-18.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

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28 September 2022 – Redwood Drive Community Centre, Waddington 1030-1800

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 September 2022 15:34:55

From: [REDACTED]

Sent: 07 September 2022 10:38:00

To: [UASCDC-ACP](#)

Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation

Sensitivity: Normal

Dear sir or madam,

I am writing to you on behalf of the Ministry of Defence (MOD), since you were identified as a stakeholder in an airspace change proposal which was commenced in 2019 (reference number ACP-2019-72), regarding the relocation of the training airspace for the Royal Air Force Aerobatic Team (RAFAT). This airspace change proposal was subsequently withdrawn, as access to the current volume of restricted airspace overhead RAF Scampton (namely EG R313) was thought to be assured for future needs. As explained in an email in November last year, the availability of EG R313 once again cannot be guaranteed and so the requirement has again emerged for RAFAT to be able to access airspace at another location in the UK. Assessment of the viable options for RAFAT indicate that access to airspace over RAF Waddington would be beneficial to the team. The MOD feels that the best way to manage this is to combine the RAFAT requirement with an ongoing airspace change for RAF Waddington. The CAA has agreed a way in which to do this and as such the MOD is required to keep all original stakeholders informed of progress in the airspace change at Waddington.

Should you no longer wish to receive updates on this airspace change, please reply to this email and I will remove you from future mailings.

ACP Update

Today, 7 September 2022 a 12-week consultation period for this airspace change proposal has begun. The airspace change identification is ACP-2019-18.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,

[REDACTED]

ATM Specialist and ACP Manager



Please consider the environment before printing this email.

Archived: 08 September 2022 15:27:49

From: [REDACTED]

Sent: 07 September 2022 10:37:00

To: [UASCDC-ACP](#)

Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation

Sensitivity: Normal

Dear sir or madam,

Today, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington has begun. The airspace change identification is ACP-2019-18.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 September 2022 15:40:16

From: [UASCDC-ACP](#)

Sent: 08 September 2022 14:43:00

To: [REDACTED]

Subject: UC ACP-2019-18 Consultation

Response requested: No

Sensitivity: Normal

Dear sir or madam,

Yesterday, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington was begun. The airspace change identification is ACP-2019-18.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 September 2022 15:39:27

From: [UASCDC-ACP](#)

Sent: 08 September 2022 15:34:00

To: [REDACTED]

Subject: UC ACP-2019-18 Consultation

Response requested: No

Sensitivity: Normal

Dear [REDACTED]

You should have been sent this yesterday alongside other parish councils, but scrutiny of my records today showed your email address missing from the mailing. So apologies, but I am catching up here.

Yesterday, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington was begun. The airspace change identification is ACP-2019-18.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

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Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre





Please consider the environment before printing this email.

Archived: 13 September 2022 15:22:39

From: [UASCDC-ACP UASCDC-ACP](#)

Sent: 13 September 2022 15:22:00

To: [UASCDC-ACP UASCDC-ACP](#)

Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation

Response requested: No

Sensitivity: Normal

Dear sir or madam,

I have been given your email address by RAF Waddington as a potential stakeholder for an airspace change proposal in the vicinity of RAF Waddington. A 12-week formal consultation period was started on 7 September (last week). The airspace change identification is ACP-2019-18. You may find that you have no interest in this change in which case please advise and I will remove you from any future notification.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

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Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre





Please consider the environment before printing this email.

Archived: 14 September 2022 12:09:57

From: [Green, Alison JG](#)

Sent: 14 September 2022 12:09:00

To: [REDACTED]

Subject: UC ACP-2019-18 Consultation

Sensitivity: Normal

Attachments:

[UC ACP-2019-18 Consultation.msg](#) ;

Dear [REDACTED],

I am managing an airspace change in the vicinity of RAF Waddington on behalf of the MOD and had been dealing with [REDACTED] as one of the local aviation stakeholders. I had sent out notification of the formal consultation last week and got an Undeliverable response back. As you know [REDACTED] has passed me your email address.

Please see attached the original email sent out on 7th September.

Ali Green

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: 07906 572851

Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

From: [REDACTED]

Sent: 14 September 2022 11:51

To: [REDACTED]

Subject: RE: UC FW: UC ACP-2019-18 Consultation

Hi [REDACTED]

[REDACTED] left Bristow's a couple of months ago, I have cc'd [REDACTED] our Chief Pilot to this email if you want to contact her she will be able to assist

Kind Regards

[REDACTED]

Base Administrator

[REDACTED]

[REDACTED]

Confidence in flight. Worldwide.

From: [REDACTED]
Sent: 13 September 2022 16:37
To: [REDACTED]
Subject: UC FW: UC ACP-2019-18 Consultation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [REDACTED]

I have tried to send an email (attached) regarding an airspace change consultation to [REDACTED]. I got an Undeliverable response by return. Can you advise who the relevant POC would be for this kind of engagement? [REDACTED] was always my POC as [REDACTED] [REDACTED] at Humberside.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com



 *Please consider the environment before printing this email.*

From: Mail Delivery Subsystem <MAILER-DAEMON@mx07-002b8201.pphosted.com>
Sent: 07 September 2022 10:41
To: [REDACTED]
Subject: Undeliverable: UC ACP-2019-18 Consultation

Delivery has failed to these recipients or groups:

[REDACTED]

The e-mail address you entered couldn't be found. Please check the recipient's e-mail address and try to resend the message. If the problem continues, please contact your helpdesk.

The following organization rejected your message: us-smtp-inbound-2.mimecast.com.

Diagnostic information for administrators:

Generating server: mx07-002b8201.pphosted.com

[REDACTED]

Original message headers:

Return-Path: [REDACTED]
Received: from pps.filterd (m0121189.ppop.snet [127.0.0.1]) by mx07-002b8201.pphosted.com (8.17.1.5/8.17.1.5) with ESMTMP id 2875eU5p017237; Wed, 7 Sep 2022 09:34:26 GMT
DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed; d=qinetiq.com; h=from : to : subject : date : content-type : mime-version : message-id; s=pp1-jun2018; bh=uCTxcmwXGubSlb//bqV9tk2Zz2pZr+wD+/aRO2LcIs0=; b=FmlWcAxVbw7EBJlZyyYDR4ERO0fuWD9Q3RTTo0kio8BX4kRfoylAwrcF+7R3QAtuEHw580MWYMwSpLo0zEZSCLLttZg6UWyCojTy8L8knxC8a4cJ7Gnk4EVUKbp5aStHizgkXs4tj1CHn+kXAirLzLcwFw6w5LK8qX0ayEfxE80K5x8IsC8ELWh/uzdjRAZEh7kFKceCodxVPJ0IV/QP+654ihonfoEgJiEn3DiD+q/jFQ5DYTFHN4Wbybkz8+uouChwN0a/mItCzLPQC4RfVhAXJ4sTzNPV7B54+wcLT7f6wSrCPQ70iK8PPlaA0kjchs6wpSfuavytHVFYkFQk2 pw==
Received: from eden.qinetiq.com (eden.qinetiq.com [192.102.214.27]) by mx07-002b8201.pphosted.com (PPS) with ESMTPS id 3jbbvgrub2w-1 (version=TLSv1.2 cipher=ECDHE-RSA-AES256-GCM-SHA384 bits=256 verify=NOT); Wed, 07 Sep 2022 09:34:25 +0000
Received: from localhost (localhost [127.0.0.1]) by eden.qinetiq.com (Postfix) with ESMTMP id 6222D1600F0; Wed, 7 Sep 2022 10:34:25 +0100 (BST)
X-Virus-Scanned: amavisd-new at qinetiq.com
Received: from eden.qinetiq.com ([127.0.0.1]) by localhost (eden.qinetiq.com [127.0.0.1]) (amavisd-new, port 10024) with LMTP id d7n3PT7d_DcA; Wed, 7 Sep 2022 10:34:25 +0100 (BST)
Received: from UFRNDMZMME01.uncdmz.qinetiq.com (unknown [10.0.5.57]) by eden.qinetiq.com (Postfix) with ESMTMP id 1CF811600EB; Wed, 7 Sep 2022 10:34:25 +0100 (BST)
From: "Green, Alison JG" [REDACTED]
To: [REDACTED]
Subject: UC ACP-2019-18 Consultation
Thread-Topic: UC ACP-2019-18 Consultation
Thread-Index: AdjCnP+9q8sIAWWlRkWqYU8EyoZx2g==
Date: Wed, 7 Sep 2022 09:34:18 +0000
Accept-Language: en-GB, en-US
Content-Language: en-US
X-MS-Has-Attach: yes
X-MS-TNEF-Correlator:
x-originating-ip: [10.64.144.143]
X-TM-AS-Product-Ver: SMEX-14.0.0.3080-9.0.1002-27124.006
X-TM-AS-Result: No-10--30.724800-8.000000
X-TMASE-MatchedRID: RVbttugoFI9t9E1mkwsmeVMX/AREw/aNu/Vc9uKiUwcnpOy26oHrNwnhUL4TgbhgqN9SB8J2bqEAewvbMnwTmXFd5+Cf9M1D5EMP7GciAv7MJgzD1JfzmdQNSikfkoc0NVo dHxw0rFEERMD00ZfPD+OnF2j8nBWb2FA7wK9mP9eHcz6gV4T/OmTaOYucFnuGk5uenlGv39LqHK8Idq2A6R9Zyty2L++gQTUn4JZyFoARKrbwgeEU4h+ZGcvxEG4E21NbmwFUGDLD6EGGMtadj08oYJ+LQJ6SptakCOAMWglX0hv/rD7WVZPioIsi7Sa0g2Ac5yB+gHxEH0796VSoIMwdNTGdVvbw8+VxyAkqfG6PblkLiEgyv5NfeP+V/VXws2rWnqd4fvlQnIXwGgysI00//vbMLiEkV0+0G7io/4HwtQ57zuXEmXKOUVKbDY9a45p1ddw6V4RudJ3ZxFjzFA43oB7o6NQMRwlHEoNRkLSjA9vLfVuC88hgIqt dP/d9mBWYl+9wZvubMfp33SZvj4o5UafLmrvaGI9L010rdbj+0CARh0les/W+zs7oErZew+9mLCCr11/v7OWL4fc7Hkkcp08JfWWIEkQNhMboqZlp2KDEwBxp9WoUB/mLKVHxaGJmXWFq4sSfhXTqHPDDVxomzrgIm74aFgd/NYmefR6jehQHvnpn2mOalOQjQcrzOltDm4J7k7stXG42pGgsfFnGcmLwCnILs+TBIvfv0y3tpcunHFpy8xP9VYleRFiu07FsT5WWQWCobtPMv71eYp4867/RIHJAZjOFqLnPXZE7vcVhfTSdJcuFdUJm4HXvLfwgITc2i8wG5Waw5057yb4akCXCYzPO6TRRgndEtDQRKuVw6g3

K26z+wi2a18tXJS3ksAVY7bfqcMZ/WVsnIATr7rweoAIK8o

X-TM-AS-User-Approved-Sender: No

X-TM-AS-User-Blocked-Sender: No

X-TMASE-Result: 10--30.724800-8.000000

X-TMASE-Version: SMEX-14.0.0.3080-9.0.1002-27124.006

X-TM-SNTS-SMTP: 4F366B08CC08EEB172367CD703C685BCB268DC2061F5A98B8AF5A5417B728D102000:9

Content-Type: multipart/related;

boundary="_004_8970AADA1A6B0E439DDC40899FF02DD90149DD78A2SBCECORXMR02s_";

type="multipart/alternative"

MIME-Version: 1.0

Message-ID: <3jbgvgrub2w-1@m0121189.pops.net>

X-Proofpoint-GUID: G-66Uc-Z7cPvuDlWT17jGN6Pfr2P-231

X-Proofpoint-ORIG-GUID: G-66Uc-Z7cPvuDlWT17jGN6Pfr2P-231

X-Proofpoint-Virus-Version: vendor=baseguard

engine=ICAP:2.0.205,Aquarius:18.0.895,Hydra:6.0.528,FMLib:17.11.122.1

definitions=2022-09-07_04,2022-09-06_02,2022-06-22_01

X-Proofpoint-Spam-Reason: orgsafe

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Archived: 13 September 2022 15:57:26

From: [REDACTED]

Sent: 08 September 2022 17:36:47

To: [REDACTED]

Subject: 20220908-Airspace_Consultation

Sensitivity: Normal

Attachments:


[RAF Waddington Airspace Change Proposal.docx](#) ;

Good afternoon,

Please find attached a Press Release regarding an Airspace Change Proposal being conducted at RAF Waddington.

Kind Regards,

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

Stay Connected! [🌐 RAFWaddington](#) [🌐 RAFWaddington](#) [📷 RAFWaddington](#) #WeAreWaddo

RAF Waddington Airspace Change Proposal Consultation Period

On the 7th of September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington will begin.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

The purpose of this consultation period is to provide an opportunity for all stakeholders, including the general public, to comment on the proposed airspace design. This feedback will be collated and analysed by the Change Sponsor and help to shape the final proposal that will be submitted to the CAA.

In accordance with UK regulation this consultation will be undertaken through electronic communication. Details of the consultation and how to provide feedback can be found here

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Live drop-in events are being held in the Lincolnshire area on the 21st and 28th of September. These are open for anyone to attend with dates and timings as below:

21 September 2022 – Lincoln Guildhall and Stonebow 1030-1800

28 September 2022 – Redwood Drive Community Centre, Waddington 1030-1800

If stakeholders are unable to respond electronically written responses may be submitted to:

The Airspace Change Manager
Room 1.35, Building 456
MOD Boscombe Down
Salisbury
Wiltshire
SP4 0JF

The scope of this consultation is limited to the implementation of segregated airspace in order to enable Protector to operate from RAF Waddington to its operating and training areas around the UK and to enable RAFAT to conduct flying display activity at RAF Waddington.

ENDS

Archived: 20 September 2022 18:02:46

From: [REDACTED]

Sent: 20 September 2022 13:41:38

To: [REDACTED]

Subject: 20220920-Airspace_Consultation

Sensitivity: Normal

Attachments:

[RAF Waddington Airspace Change Proposal.docx](#) ;

Good afternoon all,

Just a reminder that the first Airspace Change Proposal 'drop-in' day (PR attached) takes place tomorrow in Lincoln should you wish to highlight the undertaking.

Can you please let me know if you do (or have utilised) the attached information please as we are required to document it at our end.

Many thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Stay Connected! [Facebook RAFWaddington](#) [Twitter RAFWaddington](#) [Instagram RAFWaddington](#) #WeAreWaddo

From: [REDACTED]

Sen [REDACTED]

Subject: 20220908-Airspace_Consultation

Good afternoon,

Please find attached a Press Release regarding an Airspace Change Proposal being conducted at RAF Waddington.

Kind Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Archived: 08 September 2022 15:50:07

From: [UASCDC-ACP UASCDC-ACP](#)

Sent: 08 September 2022 15:49:00

To: [UASCDC-ACP UASCDC-ACP](#)

Bcc: [REDACTED]

Subject: UC FW: UC ACP-2019-18 Consultation

Response requested: No

Sensitivity: Normal

Dear sir or madam,

Yesterday, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington was begun. The airspace change identification is ACP-2019-18.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils) also including 7 MPs with neighbouring constituencies who may take an interest. Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre





Please consider the environment before printing this email.

Archived: 08 March 2023 12:36:25
From: [UASCDC-ACP UASCDC-ACP](#)
Sent: 17 October 2022 19:11:00
To: [UASCDC-ACP UASCDC-ACP](#)
Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation deadline reminder

Response requested: No

Sensitivity: Normal

Dear NATMAC member,

Thank you to those who have already provided feedback to ACP-2019-18 Stage 3 consultation.

If you wish to provide feedback and have not already done so, herewith a reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

As a NATMAC member you are likely to have been involved in the previous 2 stages of the ACP, several of you providing valuable feedback in the development of the design principles and airspace design options. For Stage 3 the Change Sponsor is looking to you, as an over-arching body, to consider the information provided in the consultation material and provide feedback on behalf of your members.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 March 2023 12:44:20
From: [UASCDC-ACP UASCDC-ACP](#)
Sent: 31 October 2022 19:54:00
To: [UASCDC-ACP UASCDC-ACP](#)
Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation final deadline reminder
Response requested: No
Sensitivity: Normal

Dear NATMAC member,

If you wish to provide feedback and have not already done so, herewith a final reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and in an initial reminder on 17 October 2022. They are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

As a NATMAC member you are likely to have been involved in the previous 2 stages of the ACP, several of you providing valuable feedback in the development of the design principles and airspace design options. For Stage 3 the Change Sponsor is looking to you, as an over-arching body, to consider the information provided in the consultation material and provide feedback on behalf of your members.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,

[REDACTED]

ATM Specialist and ACP Manager



Please consider the environment before printing this email.

Archived: 08 March 2023 12:37:46

From: [UASCDC-ACP UASCDC-ACP](#)

Sent: 17 October 2022 19:16:00

To: [UASCDC-ACP UASCDC-ACP](#)

Bcc:

Subject: UC ACP-2019-18 Consultation deadline reminder

Response requested: No

Sensitivity: Normal

Dear aviation stakeholder,

Thank you to those who have already provided feedback to ACP-2019-18 Stage 3 consultation.

If you wish to provide feedback and have not already done so, herewith a reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 March 2023 12:44:47
From: [UASCDC-ACP UASCDC-ACP](#)
Sent: 31 October 2022 20:01:00
To: [UASCDC-ACP UASCDC-ACP](#)
Bcc:

Subject: UC ACP-2019-18 Consultation final deadline reminder
Response requested: No
Sensitivity: Normal

Dear aviation stakeholder,

If you wish to provide feedback and have not already done so, herewith a final reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and in an initial reminder on 17 October 2022. They are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 March 2023 12:43:28
From: [UAS CDC-ACP UAS CDC-ACP](#)
Sent: 17 October 2022 19:48:00
To: [UAS CDC-ACP UAS CDC-ACP](#)
Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation deadline reminder
Response requested: No
Sensitivity: Normal

Dear sir or madam,

The MOD sent the email below to you as an interested party in a previous airspace change. This email is by way of a reminder, should you wish to submit feedback and have not already done so, that the deadline for responses is 30 November 2022.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre
Email: UAS CDC-ACP@qinetiq.com



From: [REDACTED]
Sent: 07 September 2022 10:38
To: UAS CDC-ACP <UAS CDC-ACP@qinetiq.com>
Subject: UC ACP-2019-18 Consultation

Dear sir or madam,

I am writing to you on behalf of the Ministry of Defence (MOD), since you were identified as a stakeholder in an airspace change proposal which was commenced in 2019 (reference number ACP-2019-72), regarding the relocation of the training airspace for the Royal Air Force Aerobatic Team (RAFAT). This airspace change proposal was subsequently withdrawn, as access to the current volume of restricted airspace overhead RAF Scampton (namely EG R313) was thought to be assured for future needs. As explained in an email in November last year, the availability of EG R313 once again cannot be guaranteed and so the requirement has again emerged for RAFAT to be able to access airspace at another location in the UK. Assessment of the viable options for RAFAT indicate that access to airspace over RAF Waddington would be beneficial to the team. The MOD feels that the best way to manage this is to combine the RAFAT requirement with an ongoing airspace change for RAF Waddington. The CAA has agreed a way in which to do this and as such the MOD is required to keep all original stakeholders informed of progress in the airspace change at Waddington.

Should you no longer wish to receive updates on this airspace change, please reply to this email and I will remove you from future mailings.

ACP Update

Today, 7 September 2022 a 12-week consultation period for this airspace change proposal has begun. The airspace change identification is ACP-2019-18.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 March 2023 12:46:19
From: [UASCDC-ACP UASCDC-ACP](#)
Sent: 31 October 2022 20:17:00
To: [UASCDC-ACP UASCDC-ACP](#)
Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation final deadline reminder
Response requested: No
Sensitivity: Normal

Dear sir or madam,

The MOD sent the email below to you as an interested party in a previous airspace change. This email is by way of a final reminder, should you wish to submit feedback and have not already done so, that the deadline for responses is 30 November 2022.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre
Email: UASCDC-ACP@qinetiq.com



From: [REDACTED]
Sent: 07 September 2022 10:38
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: UC ACP-2019-18 Consultation

Dear sir or madam,

I am writing to you on behalf of the Ministry of Defence (MOD), since you were identified as a stakeholder in an airspace change proposal which was commenced in 2019 (reference number ACP-2019-72), regarding the relocation of the training airspace for the Royal Air Force Aerobatic Team (RAFAT). This airspace change proposal was subsequently withdrawn, as access to the current volume of restricted airspace overhead RAF Scampton (namely EG R313) was thought to be assured for future needs. As explained in an email in November last year, the availability of EG R313 once again cannot be guaranteed and so the requirement has again emerged for RAFAT to be able to access airspace at another location in the UK. Assessment of the viable options for RAFAT indicate that access to airspace over RAF Waddington would be beneficial to the team. The MOD feels that the best way to manage this is to combine the RAFAT requirement with an ongoing airspace change for RAF Waddington. The CAA has agreed a way in which to do this and as such the MOD is required to keep all original stakeholders informed of progress in the airspace change at Waddington.

Should you no longer wish to receive updates on this airspace change, please reply to this email and I will remove you from future mailings.

ACP Update

Today, 7 September 2022 a 12-week consultation period for this airspace change proposal has begun. The airspace change identification is ACP-2019-18.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 March 2023 12:42:39
From: [UASCDC-ACP UASCDC-ACP](#)
Sent: 17 October 2022 19:42:00
To: [UASCDC-ACP UASCDC-ACP](#)
Bcc:

Subject: UC ACP-2019-18 Consultation deadline reminder

Response requested: No

Sensitivity: Normal

Dear sir or madam,

Thank you to those who have already provided feedback to ACP-2019-18 Stage 3 consultation.

If you wish to provide feedback and have not already done so, herewith a reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 March 2023 12:45:54
From: [UASCDC-ACP UASCDC-ACP](#)
Sent: 31 October 2022 20:14:00
To: [UASCDC-ACP UASCDC-ACP](#)
Bcc:

Subject: UC ACP-2019-18 Consultation final deadline reminder
Response requested: No
Sensitivity: Normal

Dear sir or madam,

If you wish to provide feedback and have not already done so, herewith a final reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and in an initial reminder on 17 October 2022. They are included again here for your information.

If you wish to provide feedback and have not already done so, herewith a reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the**

consultation and how to provide feedback can be found on the Citizen Space portal at the link below:

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 March 2023 12:42:04
From: [UAS CDC-ACP UAS CDC-ACP](#)
Sent: 17 October 2022 19:26:00
To: [UAS CDC-ACP UAS CDC-ACP](#)
Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation deadline reminder
Response requested: No
Sensitivity: Normal

Dear aviation stakeholder,

Thank you to those who have already provided feedback to ACP-2019-18 Stage 3 consultation.

If you wish to provide feedback and have not already done so, herewith a reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 March 2023 12:45:15
From: [UASCDC-ACP UASCDC-ACP](#)
Sent: 31 October 2022 20:05:00
To: [UASCDC-ACP UASCDC-ACP](#)
Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation final deadline reminder
Response requested: No
Sensitivity: Normal

Dear aviation stakeholder,

If you wish to provide feedback and have not already done so, herewith a final reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and in an initial reminder on 17 October 2022. They are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

Archived: 08 March 2023 12:39:06
From: [UAS CDC-ACP UAS CDC-ACP](#)
Sent: 17 October 2022 19:22:00
To: [UAS CDC-ACP UAS CDC-ACP](#)
Bcc: [REDACTED]

Subject: UC ACP-2019-18 Consultation deadline reminder
Response requested: No
Sensitivity: Normal

Dear local stakeholder,

You attended the drop-in event at Redwood Drive Community Centre, Waddington on 28 September 2022 and provided an email address in order to be kept up to date with the airspace change in the vicinity of RAF Waddington. Thank you if you have already provided feedback to ACP-2019-18 Stage 3 consultation. Whilst there is no need for you to do so, if you wish to provide feedback and have not already done so, herewith a reminder that the deadline for responses is 30 November 2022. Some further details are included here for your information.

If you wish to be removed from the MOD's mailing list please let me know by return.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



Please consider the environment before printing this email.

RAF Waddington Airspace Change Proposal Consultation Period

On the 7th of September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington will begin.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

The purpose of this consultation period is to provide an opportunity for all stakeholders, including the general public, to comment on the proposed airspace design. This feedback will be collated and analysed by the Change Sponsor and help to shape the final proposal that will be submitted to the CAA.

In accordance with UK regulation this consultation will be undertaken through electronic communication. Details of the consultation and how to provide feedback can be found here

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Live drop-in events are being held in the Lincolnshire area on the 21st and 28th of September. These are open for anyone to attend with dates and timings as below:

21 September 2022 – Lincoln Guildhall and Stonebow 1030-1800

28 September 2022 – Redwood Drive Community Centre, Waddington 1030-1800

If stakeholders are unable to respond electronically written responses may be submitted to:

The Airspace Change Manager
Room 1.35, Building 456
MOD Boscombe Down
Salisbury
Wiltshire
SP4 0JF

The scope of this consultation is limited to the implementation of segregated airspace in order to enable Protector to operate from RAF Waddington to its operating and training areas around the UK and to enable RAFAT to conduct flying display activity at RAF Waddington.

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RAF ISTAR @RAF_ISTAR · Sep 7
Today, a 12-week consultation period for an airspace change proposal begins. The change will enable operation of the Protector RG Mk1, when it comes into service @RAFWaddington.

See our press release below & for more details, follow this link:

bit.ly/3RAZLu5 (1/2)

RAF Waddington Airspace Change Proposal Consultation Period

On the 7th of September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington will begin.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

The purpose of this consultation period is to provide an opportunity for all stakeholders, including the general public, to comment on the proposed airspace design. This feedback will be collated and analysed by the Change Sponsor and help to shape the final proposal that will be submitted to the CAA.

In accordance with UK regulation this consultation will be undertaken through electronic communication. Details of the consultation and how to provide feedback can be found by accessing the link in this tweet, and at the web address below.

<https://consultations.airspacechanges.co.uk/mod/bsp-for-rpas-rafat-at-raf-waddington>

Live drop-in events are being held in the Lincolnshire area on the 21st and 28th of September. These are open for anyone to attend with dates and timings as below.

- 21 September 2022 – Lincoln Guildhall and Stonebow 1030-1800
- 28 September 2022 – Redwood Drive Community Centre, Waddington 1030-1800

If stakeholders are unable to respond electronically written responses may be submitted to:

The Airspace Change Manager
Room 1.35, Building 456
MOD Boscombe Down
Salisbury
Wiltshire
SP4 0JF

The scope of this consultation is limited to the implementation of segregated airspace in order to enable Protector to operate from RAF Waddington to its operating and training areas and the UK and to enable RAFAT to conduct flying display activity at RAF Waddington.

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RAF ISTAR @RAF_ISTAR · Oct 18



Reminder that you have till 30 Nov 22 to comment on the airspace change proposal in the vicinity of @RAFwaddington. The ACP will enable the operation of RPAS Protector RG Mk1 and the RAF Aerobatic Team to access airspace over Waddington.

consultations.airspacechange.co.uk/mod/acp-for-rp...



Promote



1



8



28



RAF ISTAR @RAF_ISTAR · Oct 18



Reminder that you have till 30 Nov 22 to comment on the airspace change proposal in the vicinity of @RAFwaddington. The ACP will enable the operation of RPAS Protector RG Mk1 and the RAF Aerobatic Team to access airspace over Waddington.

consultations.airspacechange.co.uk/mod/acp-for-rp...



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RAF ISTAR

135 Tweets



12

79



RAF ISTAR @RAF_ISTAR · Sep 20

A reminder that the first 'drop in' session for the below Airspace Change Proposal takes place in Lincoln Guildhall and Stonebow tomorrow, 21 Sep.

For more info, please follow this link: bit.ly/3RAZLu5

RAF Waddington @RAFWaddington · Sep 7

Today, a 12-week consultation period for an airspace change proposal begins. The change will enable operation of the Protector RG Mk1, when it comes into service & the Red Arrows.

See our press release below & for more details, follow this link:

bit.ly/3RAZLu5 (1/2)

[Show this thread](#)

RAF Waddington Airspace Change Proposal Consultation Period

On the 7th of September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington will begin.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

The purpose of this consultation period is to provide an opportunity for all stakeholders, including the general public, to comment on the proposed airspace design. This feedback will be collated and analysed by the Change Sponsor and help to shape the final proposal that will be submitted to the CAA.

In accordance with UK regulation this consultation will be undertaken through electronic communication. Details of the consultation and how to provide feedback can be found by accessing the link in this tweet, and at the web address below:

<https://consultations.airspacechange.co.uk/mon/aca-for-rpas-rafat-at-raf-waddington>

Live drop-in events are being held in the Lincolnshire area on the 21st and 28th of September. These are open for anyone to attend with dates and timings as below:

21 September 2022 – Lincoln Guildhall and Stonebow 1030-1800
28 September 2022 – Redwood Drive Community Centre, Waddington 1030-1800

If stakeholders are unable to respond electronically written responses may be submitted to:

The Airspace Change Manager
Room 1.35, Building 456
MOD Boscombe Down
Salisbury
Wiltshire
SP4 0JF



rafwaddington



326 likes

rafwaddington

The chance to comment on the Airspace Change Proposal within the vicinity of RAF Waddington ends on 30 Nov 22.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

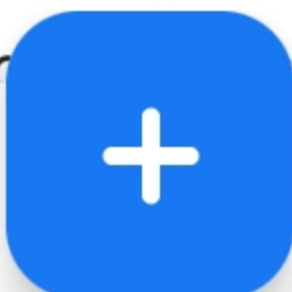
This is an opportunity for all stakeholders to be involved in the consultation period, including the general public, to comment on the proposed airspace design. This feedback will be collated and analysed by the Change or and help to shape



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Liked by **yorkshire_uas** and **314 others**

rafwaddington The chance to comment on the Airspace Change Proposal within the vicinity of RAF Waddington ends on 30 Nov 22.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The





rafwaddington
RAF Waddington



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Boost Post



Liked by **aviation._.photography._** and **503 others**

rafwaddington This is reminder you still have till 30 Nov 22 to comment upon the airspace change proposal in the vicinity of RAF Waddington.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector



Archived: 14 September 2022 12:50:28

From: [REDACTED]

Sent: 08 September 2022 15:50:16

To: [UASCDC-ACP](#)

Subject: Automatic reply: UC FW: UC ACP-2019-18 Consultation

Sensitivity: Normal

[REDACTED] MP
Member of Parliament for Grantham and Stamford
House of Commons
London
SW1A 0AA

Thank you very much for your email. This response is to confirm receipt of your most recent correspondence.

Please make sure your **full name and postal address** is provided as there is a strict parliamentary rule that MPs cannot make representations for constituents of other MPs. You can find out who your MP is by searching with your postcode here: <https://members.parliament.uk/FindYourMP>. **If you have not included this information, please send a follow up email with your full name and postal address.**

As we receive a significant volume of correspondence, **we prioritise those constituents in need of personal support and assistance**, whatever the reason, so if your email is about a policy issue or expressing general views on national issues, while they are appreciated, my response to you may be delayed. We deal with correspondence in the order in which it is received.

'Click and Send' Automated Campaign Emails

Automated electronic 'click and send' campaign emails are helpful for seeing what campaigns constituents are concerned about, but due to their generic nature and volume (several thousand a year) **we will not be responding** to them at this time as we need to focus on those individuals in most need of assistance, with specific personal issues.

I am very happy to receive correspondence expressing your views, and I respect those who have passionately held beliefs. **However, you will understand that we all have the right to a working environment free from abuse and I believe it is vital we all work to restore civility to public debate. My office therefore has a zero-tolerance approach to abusive, rude, aggressive, or offensive communications - I am steadfast in my duty of care to my staff. If necessary, any such correspondence will be forwarded to the police.**

MP Responsibilities

Please be aware that many local issues are the responsibility of our County Council and District Councils. The towns and villages within the parliamentary constituency of Grantham and Stamford are represented by Lincolnshire County Council who cover the whole of Lincolnshire and are an incredibly important provider of local services. Lincolnshire is then divided into several districts and within our area, we have South Kesteven District Council who are responsible for many other local services.

Lincolnshire County Council are responsible for:

- Local education
- Highways and roads
- Transport planning
 - Social Care
 - Waste Disposal
- Strategic Planning

If you require help or advice with one of these areas:

email: [REDACTED]

call: [REDACTED]

write: [REDACTED]

web: www.lincolnshire.gov.uk

South Kesteven District Council are responsible for:

- Local housing issues
- Leisure and recreation
- Environment health issues
 - Waste collection
- Local planning applications
 - Local taxation

If you require help or advice with one of these areas:

call [REDACTED]

write: [REDACTED]

web: www.southkesteven.gov.uk

Members of Parliament are responsible for:

- Tax queries involving the HM Revenue and Customs Department (HMRC) and other HM Treasury issues
- Issues with benefits, pensions and National Insurance within the Department for Work and Pensions

(DWP)

- Immigration and other issues dealt with by the Home Office
 - Issues with hospitals and the NHS
- Issues related to the Department for Education, such as academy status and educational grants
 - Issues related to national environmental or agriculture policy

MPs are focused on national policy issues and as such are only responsible for matters concerning our national parliament in Westminster and areas of responsibility of the central government.

Data Policy

All personal data processed in my office for casework and policy query purposes is done so in line with data protection regulations. Please note that my office uses data from the open electoral register for referencing and filing purposes. The full office Data Privacy Notice can be found [here](#) on my website.

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Archived: 14 September 2022 12:51:06

From: [REDACTED]

Sent: 08 September 2022 15:50:18

To: [UASCDC-ACP](#)

Subject: Automatic reply: UC FW: UC ACP-2019-18 Consultation

Sensitivity: Normal

Thank you for contacting the Rt Hon [REDACTED] MP. If you would like [REDACTED] to look into any concerns or issues raised in your email please ensure a full postal address is provided, if you have not already done so. To ensure a personal response, [REDACTED] will contact you via the postal system. In line with Parliamentary protocol [REDACTED] only takes up the concerns of constituents in South Holland and The Deepings.

Kind regards

[REDACTED]

In line with data protection regulations, this office processes constituents' data for casework and policy purposes under the lawful basis of public task. In instances where this lawful basis is not sufficient and explicit consent is required, a member of this office will get in touch with you to establish your consent.

Please note this office uses data from the open electoral register for referencing and filing purposes.

As a data subject, you have the right to request access to all personal data that we hold on you by making a Subject Access Request to this office. If the data we hold is no longer necessary for the casework or policy query purposes for which it was collected you have the right to erasure of this data. You also have the right of rectification if the data that we hold on you is no longer correct. This office will not use your personal data in way that goes beyond your reasonable expectations in contacting us.

A copy of our Data Protection Policy is available on request.

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Archived: 14 September 2022 12:49:29

From: [REDACTED]

Sent: 08 September 2022 15:50:14

To: [UASCDC-ACP](#)

Subject: Automatic reply: UC FW: UC ACP-2019-18 Consultation

Sensitivity: Normal

AUTOMATIC REPLY:

**Important message from [REDACTED] JP MP
Member of Parliament for Lincoln, Skellingthorpe, Bracebridge Heath and Waddington East**

Thank you for your email. This is an automatic reply to confirm that your email has been received.

If you have not already done so, please provide your full name, address and postcode with your correspondence, and not by replying to this automatic response.

It is a Parliamentary convention that Members of Parliament do not correspond with, or take up matters on behalf of, another MP's constituents.

You can check [here](#) if I am your Member of Parliament.

[If you have contacted me as part of a mass email campaign organised by a lobbying organisation, or political organisation, it is unlikely I will send you a personal, individual reply. Instead, I will aim to post my response on these issues on my website and inform you via email.](#)

Thank you again for taking the time to contact me.

Kind regards,

[REDACTED]

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Archived: 14 September 2022 12:40:47

From: [REDACTED]

Sent: 08 September 2022 14:54:15

To: [UASCDC-ACP](#)

Subject: Information Governance Team

Sensitivity: Normal

Thank you for your e-mail. We will action your request or reply to you within three working days.

If we are unable to provide a full response in that time we will let you know and tell you who is dealing with your enquiry and when we expect to complete it.

If your request is urgent, please phone us on [REDACTED]

Information Governance Team
Corporate Resources
Leicestershire County Council

This e-mail and any files transmitted with it are confidential. If you are not the intended recipient, any reading, printing, storage, disclosure, copying or any other action taken in respect of this e-mail is prohibited and may be unlawful. If you are not the intended recipient, please notify the sender immediately by using the reply function and then permanently delete what you have received. Incoming and outgoing e-mail messages are routinely monitored for compliance with Leicestershire County Council's policy on the use of electronic communications. The contents of e-mails may have to be disclosed for requests under Data Protection or Freedom of Information legislation. Details about how we handle information can be found at <https://www.leicestershire.gov.uk/data-protection>

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Archived: 14 September 2022 12:41:32

From: [REDACTED]

Sent: 08 September 2022 15:05:18

To: [UASCDC-ACP](#)

Subject: Contact us form

Sensitivity: Normal

Attachments:

[QLGJLCQ - Form.pdf](#);

Thank you for completing our 'contact us' form. Your details have been received and we aim to respond within 10 working days.

Your Reference Number is QLGJLCQ, please keep a copy of this reference number for your records.

Kind Regards

Customer Services Team

Melton Borough Council

Archived: 14 September 2022 12:38:15

From: [REDACTED]

Sent: 08 September 2022 14:25:08

To: [UASCDC-ACP](#)

Subject: Website enquiry - NK450378362

Sensitivity: Normal

Thank you for your email. It has been passed to the Planning team.

We will endeavour to respond to your request within 4 working days.

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This transmission is intended for the named addressee(s) only and may contain sensitive or protectively marked material up to RESTRICTED and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. If you have received this transmission in error please notify the sender immediately.

Archived: 14 September 2022 12:38:57

From: [REDACTED]

Sent: 08 September 2022 14:28:25

To: [UASDCD-ACP](#)

Subject: Nottinghamshire County Council - online enquiry - Reference CSC450380087

Sensitivity: Normal

Thank you for your enquiry submitted on 08/09/2022

Your details:

[REDACTED]

uascdc-ACP@qinetiq.com

[REDACTED]

Your enquiry:

Dear sir or madam,

Today, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington has begun. The airspace change identification is ACP-2019-18.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning or environmental department to determine if it is of interest to your organisation.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal here.

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

We aim to respond to all enquiries within two working days. If we cannot give you a full response within that time, we will contact you to let you know when a full response can be expected.

If your enquiry is of an urgent or critical nature we would advise that you use our telephone service rather than contacting us online so the matter can be dealt with in a quicker timeframe.

You can contact us on [REDACTED], we are open Monday to Friday, 8am until 6pm

If you are contacting us outside these hours, please visit our website which gives full details of our [emergency contacts](#).

Yours sincerely

Nottinghamshire County Council

Archived: 14 September 2022 12:39:33

From: [REDACTED]

Sent: 08 September 2022 14:31:14

To: [UASCDC-ACP](#)

Subject: Confirmation of your question or enquiry reference number 201000953023

Sensitivity: Normal

Dear Mrs [REDACTED]

Your question or enquiry has been received.

Your reference number is: 201000953023.

Yours sincerely

Sheffield City Council

This Email, and any attachments, may contain non-public information and is intended solely for the individual(s) to whom it is addressed. It may contain sensitive or protectively marked material and should be handled accordingly. If this Email has been misdirected, please notify the author immediately. If you are not the intended recipient you must not disclose, distribute, copy, print or rely on any of the information contained in it or attached, and all copies must be deleted immediately. Whilst we take reasonable steps to try to identify any software viruses, any attachments to this Email may nevertheless contain viruses which our anti-virus software has failed to identify. You should therefore carry out your own anti-virus checks before opening any documents. Sheffield City Council will not accept any liability for damage caused by computer viruses emanating from any attachment or other document supplied with this e-mail

Archived: 14 September 2022 12:48:04

From: [REDACTED]

Sent: 08 September 2022 15:50:08

To: [UASCDC-ACP](#)

Subject: Re: UC FW: UC ACP-2019-18 Consultation

Sensitivity: Normal

Archived: 14 September 2022 12:48:04

[REDACTED]
Member of Parliament for Louth & Horncastle

Thank you for taking the time to contact me. This is an automatic reply to acknowledge that I have received your email safely.

If you are a constituent of Louth & Horncastle please make sure your email includes:

- Your name
- Full postal address
- Contact telephone number
- Any relevant reference numbers

Please note that my team and I are focusing on urgent casework. This means non-urgent policy matters and campaigns may take a little longer to receive a response.

If you are contacting me as the previous Prisons Minister, please contact the Ministry of Justice with your enquiry at: <https://contact-moj.service.justice.gov.uk/>

With many thanks,

[REDACTED]

Privacy Notice:
The full Data Protection and Privacy Policy for the Office of [REDACTED] is available at [REDACTED].

Archived: 14 September 2022 12:40:03

From: [REDACTED]

Sent: 08 September 2022 14:36:42

To: [UASCDC-ACP](#)

Subject: General Enquiry Acknowledgement WLGE_450383061

Sensitivity: Normal

Enquiry

Thank you for your enquiry. We will respond within 10 working days.

Your reference number is WLGE_450383061

Kind regards,

Customer Services



01427 676676

Guildhall | Marshall's Yard | Gainsborough | Lincolnshire | DN21 2NA



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****Your Data **** The law has changed, please read our new [privacy notice](#) .

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Archived: 13 September 2022 15:48:22
From: [REDACTED]
Sent: 09 September 2022 13:48:29
To: [UASDCD-ACP](#); [Green, Alison JG](#)
Subject: RE: UC ACP-2019-18 Consultation
Sensitivity: Normal

Good afternoon,

Thank you for your email dated 7th September 2022 which has been forwarded onto the Planning Department.

If you require any further assistance please contact us at [REDACTED] or by contacting one of our Customer Advisors on [REDACTED] (Monday - Friday 9.00am - 5.00pm).

Kind regards,

[REDACTED]
Customer Advisor
Resources Directorate
on behalf of [REDACTED]



For information on how we use personal data including your rights as a data subject please visit our website www.bolsover.gov.uk.

From: [REDACTED]
Date: Wednesday, 7 September 2022 at 10:38:04
To: [UASDCD-ACP](#) <UASDCD-ACP@qinetiq.com>
Subject: UC ACP-2019-18 Consultation

Warning External

Dear sir or madam,

Today, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington has begun. The airspace change identification is ACP-2019-18.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,

[REDACTED]
ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



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Archived: 14 September 2022 12:51:45

From: [REDACTED]

Sent: 10 September 2022 11:31:26

To: UASCDC-ACP

Subject: District council services - Nottinghamshire County Council. Enquiry reference: CSC450756035

Sensitivity: Normal

Dear UASCDC-ACP @qinetiq.com,

Thank you for your e-mail.

For Planning and Environmental Departments is a district service and not managed by Nottinghamshire County Council.

Please contact your local council who may be able to assist you further.

Ashfield District Council - <https://www.ashfield.gov.uk/contact-us/>

Bassetlaw District Council - <https://www.bassetlaw.gov.uk/>

Broxtowe Borough Council - <https://www.broxtowe.gov.uk/>

Gedling Borough Council - <https://www.gedling.gov.uk/>

Mansfield District Council - <http://www.mansfield.gov.uk/>

Newark and Sherwood District Council - <http://www.newark-sherwooddc.gov.uk/>

Nottingham City Council - <http://www.nottinghamcity.gov.uk/>

Rushcliffe Borough Council - <http://www.rushcliffe.gov.uk/>

If you do not know your local council, you can find out here - [Find your local council - GOV.UK \(www.gov.uk\)](http://www.gov.uk)



We hope you find this helpful but if you have any further queries, please email us at: [REDACTED]

For further information and advice on all County Council services please visit our website at <http://www.nottinghamshire.gov.uk>

Yours sincerely,

Original email:

: [REDACTED]
: uascdc-ACP@qinetiq.com
: [REDACTED]
: No address provided

Enquiry details

: 08/09/2022 13:28:14 (this time will be one hour behind during british summer time)

Dear sir or madam, Today, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington has begun. The airspace change identification is ACP-2019-18. Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning or environmental department to determine if it is of interest to your organisation. The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one. This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below. In accordance with UK regulation this consultation will be undertaken through electronic communication. Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below: <https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington> Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal here. For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Archived: 14 September 2022 12:52:35

From: [REDACTED]

Sent: 12 September 2022 21:47:10

To: [UASCDC-ACP](#)

Subject: RE: Form submission: Contact Form (ILF 215/1128960)

Sensitivity: Normal

Good Morning,

Thank you for contacting Derbyshire County Council.

Unfortunately, you will need to contact the local district or borough councils regarding this enquiry as they are responsible for the issues you mention within your email.

For any future queries, should you be unsure which councils cover specific areas then you can search for this by entering the relevant postcode on the GOV.UK site [here](#).

Kind regards,

Louise

[REDACTED] Visit us at www.derbyshire.gov.uk

[LINKS TO OTHER AUTHORITIES' WEBSITES AND CONTACT NUMBERS:](#)

[Amber Valley Borough Council](#) (01773 570222)
[Barnsley Metropolitan Borough Council](#) (01226 770770)
[Bolsover District Council](#) (01246 242424)
[Broxtowe Borough Council](#) (01159 177777)
[Cheshire East Council](#) (0300 123 5500)
[Cheshire West and Chester Council](#) (0300 123 8123)
[Chesterfield Borough Council](#) (01246 345345)
[Derby City Council](#) (01332 640000)
[Derbyshire Dales District Council](#) (01629 761100)
[East Staffordshire District Council](#) (01283 508000)
[Erewash Borough Council](#) (01159 072244)
[High Peak Borough Council](#) (01298 28400)
[Kirklees Council](#) (01484 221000)
[Leicestershire County Council](#) (0116 232 3232)
[North East Derbyshire District Council](#) (01246 231111)
[North West Leicestershire District Council](#) (01530 454545)
[Nottingham City Council](#) (01159 155555)
[Nottinghamshire County Council](#) (0300 500 8080)
[Oldham Metropolitan Borough Council](#) (01619 113000)
[Rotherham Metropolitan Borough Council](#) (01709 382121)
[Sheffield City Council](#) (0114 273 4567)
[South Derbyshire District Council](#) (01283 595795)
[Staffordshire County Council](#) (0300 111 8000)
[Tameside Metropolitan Borough Council](#) (0161 342 8355)

□

Think before you print! Save energy and paper. Do you really need to print this email?

Derbyshire County Council works to improve the lives of local people by delivering high quality services. You can find out more about us by visiting www.derbyshire.gov.uk.

If you want to work for us go to our job pages on www.derbyshire.gov.uk/jobs. You can register for e-mail alerts, download job packs and apply on-line.

Please Note

This email is confidential, may be legally privileged and may contain personal views that are not the views of Derbyshire County Council. It is intended solely for the addressee. If this email was sent to you in error please notify us by replying to the email. Once you have done this please delete the email and do not disclose, copy, distribute, or rely on it.

Under the Data Protection Act 2018 and the Freedom of Information Act 2000 the contents of this email may be disclosed.

Any personal information you have given us will be processed in accordance with our privacy notices, available at

www.derbyshire.gov.uk/privacynotices.

Derbyshire County Council reserves the right to monitor both sent and received emails.

CONTROLLED

Archived: 14 September 2022 12:35:53

From: [REDACTED]

Sent: 07 September 2022 16:59:00

To: [UASCDC-ACP](#)

Subject: City of York Council - Have your say 301493

Sensitivity: Normal

Thank you for submitting an online form via the City of York Council website to '[Have Your Say](#)'; this message confirms receipt of your form.

Your form reference is 301493.

Kind regards

Corporate Governance Team

City of York Council | West Offices, Station Rise, York, YO1 6GA
www.york.gov.uk | facebook.com/cityofyork | [@CityofYork](https://twitter.com/CityofYork)

Archived: 13 September 2022 20:28:49

From: [REDACTED]

Sent: 07 September 2022 10:38:18

To: [REDACTED]

Subject: Auto Response – East Lindsey District Council

Sensitivity: Normal

Thank you for your email. We aim to respond to your enquiry within 10 working days, however on occasions where this is not possible, we will respond as soon as possible but will keep you informed to any delays.

If your email results in a change, then you will receive notification of this in writing and further information and services can be found on the Councils website www.e-lindsey.gov.uk

Thank you for taking the time to email us with your enquiry. If you need to contact us again to follow up this enquiry, then please ensure that you have allowed us the necessary time to deal with your original request.

Please note that Public Sector Partnership Services LTD deliver some selected services on behalf of East Lindsey District Council and as such you may receive a response from either e-lindsey.gov.uk or pspsl.co.uk email address.

Thank you

General Data Protection Regulations (May 25th 2018)

Whenever we collect your personal information you have the right to know:

- Who is collecting your information
- Our legal basis for processing
- Who we share information with
- How long we keep it for
- Your rights as a data subject

You can get more information on any of the above by visiting:

www.e-lindsey.gov.uk/privacy

Archived: 16 September 2022 10:14:54

From: [REDACTED]

Sent: 16 September 2022 09:46:36

To: [REDACTED]

Subject: Acolaid Case N/113/01784/22/IC

Sensitivity: Normal

Attachments:

[DocAknIE.pdf](#);

Please see attached letter,

Tedder Hall, Manby Park, Louth, Lincolnshire. LN11 8UP
T: 01507 601111
www.e-lindsey.gov.uk

Ms. A. Green,
RAF Waddington,
LINCOLN,
Lincolnshire.
LN5 9NB

Your Reference:

Our Reference: N/113/01784/22/IC

Contact: Michelle Walker

Ext: 01507 613163

Email: michelle.walker@e-lindsey.gov.uk

Date: 16 September 2022

Dear Madam,

APPLICANT: Ms. A. Green,

PROPOSAL: Consultation period for an airspace change proposal in the vicinity of RAF Waddington. The airspace change identification is ACP-2019-18.

LOCATION: TEDDER HALL, MANBY PARK, MANBY, LOUTH, LN11 8UP

Thank you for your informal planning enquiry which I received on 14/09/2022.

Please note we aim to respond by 04/10/2022. However unfortunately due to the high volume of enquiries it may not always be possible.

If you have any queries please do not hesitate to contact Michelle Walker who is dealing with this enquiry and if you contact us about this enquiry please quote our reference number as shown at the top of this letter.

Yours faithfully

Mike Gildersleeves
Assistant Director - Planning & Strategic Infrastructure

Archived: 14 September 2022 12:26:35

From: [REDACTED]

Sent: 07 September 2022 16:36:46

To: [UASCDC-ACP](#)

Subject: Website Enquiry - form submitted to East Riding of Yorkshire Council

Sensitivity: Normal



Website Enquiry

Reference: WE450132525

Dear

Thank you for contacting us. The details have been passed to the relevant team.

Beware of phishing or spam emails

All emails sent to you from your East Riding of Yorkshire Council customer account will contain your reference number and the postcode you have given us.

We will never ask for your password, any personal identification details or financial information in an email. No matter how official the email may look, if the sender is asking for this information, it is likely to be a scam and you should not respond.

More about online security can be found on the [Get Safe Online website](#)

Do not reply to this email

This email was sent from an unmonitored address and we are unable to respond to replies sent to this address.



All East Riding of Yorkshire Council emails and attachments (other than information provided pursuant to the Freedom of Information Act 2000 or the Environmental Information Regulations 2004) are private and intended solely for the use of the individual or entity to whom they are addressed. Unauthorised use is not permitted. If this email was not intended for you, you may not copy, use or share the information in any way. Please email postmaster@eastriding.gov.uk to advise us that you have received this email in error. The Council makes every effort to virus check this email and its attachments. We cannot accept any responsibility or liability for loss or damage which may happen from opening this email or any attachment(s). It is recommended that you run an antivirus program on any material you download. This message has been sent over the internet and unless encrypted email should not be treated as a secure means of communication. Please bear this in mind when deciding what information to include in any email messages you send the Council. The Council does not accept service of legal documents by email. The Council reserves the right to monitor record and retain incoming and outgoing emails for security reasons and for monitoring compliance with our policy on staff use. As a public body, the Council may be required to disclose the contents of emails under data protection laws and the Freedom of Information Act 2000. We will withhold information where there is a good reason to do so. For information about what we do with personal data see our [privacy notices on www.eastriding.gov.uk/privacyhub](http://www.eastriding.gov.uk/privacyhub).

Archived: 13 September 2022 20:28:00

From: [REDACTED]

Sent: 07 September 2022 10:38:24

To: [REDACTED], [REDACTED], [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

Thank you for your email. For details on expected response times please visit www.gedling.gov.uk/response-times/.

Many of our service are available on online and you may find the answer to your query by visiting www.gedling.gov.uk. Please read the following carefully. The information in this Email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this message by anyone else is unauthorised. Senders and recipients of any email should be aware that, under the Data Protection Legislation and the Freedom of Information Act 2000, the contents may have to be disclosed in response to a request made to the Authority. If you have received the Email in error please notify postmaster@gedling.gov.uk. Any views expressed by an individual within this Email, which do not constitute or record technical advice, do not necessarily reflect the views of the council. The Email has been checked for viruses. We do however recommend that you perform your own scan of any attachments (if any). We can not accept any responsibility for transmitted viruses.

Archived: 13 September 2022 20:29:11

From: [REDACTED]

Sent: 07 September 2022 10:38:17

To: [REDACTED]

Subject: Harmston Parish Council

Sensitivity: Normal

Archived: 13 September 2022 20:29:11

Thank you for emailing Harmston Parish Council.

We have received your email and will endeavour to deal with your request within 14 working days.

(The clerk currently works 8 hours per week, and therefore there may be a delay in responding to emails).

Many thanks, [REDACTED], Clerk to Harmston Parish Council

Archived: 13 September 2022 20:27:23

From: [REDACTED]

Sent: 07 September 2022 10:38:40

To: [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

Dear Customer

Thank you for your email. We will contact you within 5 working days to let you know who is dealing with your enquiry.

Government £150 Energy Bill Payment - For all the up to date information on payments and eligibility please visit our website www.huntingdonshire.gov.uk and click on Energy Bill Rebate at the top of the page.

To find out how your personal information is used please see the privacy notice on our website at www.huntingdonshire.gov.uk/privacy

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived

Archived: 13 September 2022 16:20:24

From: [REDACTED]

Sent: 07 September 2022 11:00:25

To: [REDACTED]

Subject: Auto Reply - Thank you for your email

Sensitivity: Normal

The most efficient way to log highways and street lighting defects is to use our online form. Please click here to use our [online form](#)

Please do not reply to this email as this is an automated response for information only.

Thank you for your enquiry which has been received by our Customer Services Team.

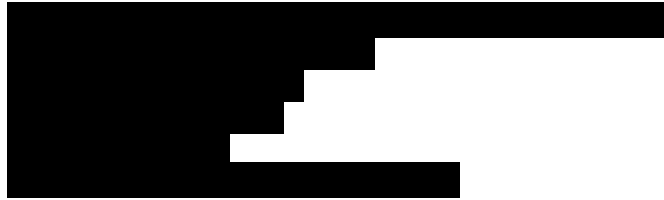
The Customer Service Centre aims to respond to all email enquiries within 10 working days. If your e-mail is reporting something of an urgent or dangerous nature, please call us on [REDACTED].

Leicestershire County Council may need to pass your report onto other local authorities in situations where we are not responsible for the enquiry received. This will mean passing your original report, including your contact details, to the relevant organisation (e.g. District Council) to enable them to resolve the issue for you.

All Council employees who have access to your personal data, or are associated with the handling of that data, are obliged to respect confidentiality in accordance with the Data Protection Act.

As part of our commitment to improve the service we offer, we may also send you a short survey about the response you receive from our Customer Services Team. We value any feedback you wish to provide but please delete this if you do not wish to respond. If you do not wish to receive any further surveys from us please let one of our team know.

Kind Regards
Customer Service Centre Team
Corporate Resources Department



www.leicestershire.gov.uk

This e-mail and any files transmitted with it are confidential. If you are not the intended recipient, any reading, printing, storage, disclosure, copying or any other action taken in respect of this e-mail is prohibited and may be unlawful. If you are not the intended recipient, please notify the sender immediately by using the reply function and then permanently delete what you have received.

Incoming and outgoing e-mail messages are routinely monitored for compliance with Leicestershire County Council's policy on the use of electronic communications. The contents of e-mails may have to be disclosed for requests under Data Protection or Freedom of Information legislation. Details about how we handle information can be found at <https://www.leicestershire.gov.uk/data-protection>

The views expressed by the author may not necessarily reflect the views or policies of the Leicestershire County Council.

Attachments to e-mail messages may contain viruses that may damage your system. Whilst Leicestershire County Council has taken every reasonable precaution to minimise this risk, we cannot accept any liability for any damage which you sustain as a result of these factors. You are advised to carry out your own virus checks before opening any attachment.

[Celebrating Her Majesty's Platinum Jubilee in Leicestershire](#)



Archived: 13 September 2022 20:26:26

From: [REDACTED]

Sent: 07 September 2022 10:38:48

To: [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

Thank you for contacting Lincolnshire County Council's Countryside Service. This email is an acknowledgement of the receipt of your communication.

Your email will be passed to an officer for an appropriate response as required.

If you require to speak with an officer please contact the council on [REDACTED]

If your correspondence is related to a Freedom of Information Act request, please contact [REDACTED]

Note: We are a Microsoft Office site. Our base version is 2010. Please make sure that files you send can be read in this format. Any form of reproduction, dissemination, copying, disclosure, modification, distribution and/or publication of this e-mail is strictly prohibited save unless expressly authorised by the sender. The information contained in this message is intended for the named recipients only. It may contain privileged and confidential information and if you are not the addressee or the person responsible for delivering this to the addressee, you may not copy, distribute or take action in reliance on it. If you have received this message in error, please notify the sender(s) immediately by telephone. Please also destroy and delete as soon as possible the message from your computer.

Archived: 13 September 2022 20:25:39

From: [REDACTED]

Sent: 07 September 2022 10:38:53

To: [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

Thank you for contacting the Office of the Police and Crime Commissioner for Lincolnshire. This is an automated response acknowledging the receipt of your email.

The Police and Crime Commissioner (PCC) receives a high level of correspondence every day, and an immediate response therefore cannot be guaranteed, but please rest assured that your email will be read and noted.

Reporting a Crime

If you are reporting a crime, please call Lincolnshire Police directly on **101** for non-emergencies, or **999** in an emergency. Full contact details for contacting Lincolnshire Police can be found on their website at:

<https://www.lincs.police.uk/contact/>

Operational Policing Queries

Please note that the management of operational policing is not within the PCC's remit; this is the responsibility of the Chief Constable. If your query relates to an operational policing matter within Lincolnshire, please re-direct your email as appropriate.

To contact the Chief Constable's office directly, please call [REDACTED]

Otherwise, please refer to the website for full Lincolnshire Police contact details within your local area:

<https://www.lincs.police.uk/contact/>

General Enquiries

If your contact is a general enquiry requesting information, asking the PCC to attend a meeting/event, informing the PCC about something, or raising an issue that you think the PCC ought to be aware of, then we will aim to respond as soon as possible (and no later than 20 working days).

You may also find some, or all, of the information you require on our website: www.lincolnshire-pcc.gov.uk

Complaints

If you have a complaint about officers or staff of Lincolnshire Police, including complaints about operational policing, then we will forward it to the Professional Standards Department within the Force who will respond to you direct. These complaints are outside of the remit of the Police and Crime Commissioner. For more details of complaints handled by this office please see the 'Complaints' page on our website:

<https://lincolnshire-pcc.gov.uk/contact-us/make-a-complaint/>

Requests under the Freedom of Information Act 2000

Please note that if you query is under the Freedom of Information Act, or one which requires us do research or investigation then we will aim to respond to you as quickly as possible. We will always aim to either respond to you fully, or update you on progress, within 20 working days.

Introducing Products and Services

If you are writing to introduce your organisation with a view to providing products or services, your email will be passed to the Lincolnshire Police Procurement Department for a direct response.

Once again, thank you for contacting the Office of the Police and Crime Commissioner for Lincolnshire.

Office of the Police and Crime Commissioner for Lincolnshire
[REDACTED]

PLEASE NOTE: We are a Microsoft Office Site. Please make sure that files you send can be read in this format. The information contained in this email is confidential and is intended for the addressee(s) only. Any attachments to this message contain information from Lincolnshire Police, which is confidential or privileged. The copyright in the contents of this message and any attachments is the property of Lincolnshire Police, and any unauthorised reproduction or disclosure is contrary to the provisions of the Copyrights, Designs and Patents Act 1988. If you have received this message in error or there are any problems, please notify the originator immediately. The unauthorised use, disclosure, copying or alteration of this message is strictly forbidden. Lincolnshire Police is not responsible for the content of this message. Individuals are responsible for messages transmitted under their user ID and their compliance with the law. This message and any attachments have been scanned for viruses. Lincolnshire Police will not be liable for direct, special, indirect or consequential damages arising from alteration of the contents of this message or as a result of any virus being passed on.

Archived: 13 September 2022 20:25:03

From: [REDACTED]

Sent: 07 September 2022 10:39:15

To: [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

This is an automated message, please do not reply.

Thank you for contacting the Natural England Customer Engagement Team.

Your enquiry will be logged, and you will receive a response within 10 working days or in line with the relevant statutory deadline if longer.

If you are emailing with a Countryside Stewardship or Environmental Stewardship query, these are now dealt with by the Rural Payments Agency (RPA). Please therefore re-send your email to them at ruralpayments@defra.gov.uk. Natural England are no longer able to deal with any of these queries.

Many thanks
Customer Engagement Team

www.gov.uk/natural-england

We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected, and England's traditional landscapes are safeguarded for future generations.

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video, or web conferencing.

This email and any attachments is intended for the named recipient only. If you have received it in error you have no authority to use, disclose, store or copy any of its contents and you should destroy it and inform the sender. Whilst this email and associated attachments will have been checked for known viruses whilst within the Natural England systems, we can accept no responsibility once it has left our systems. Communications on Natural England systems may be monitored and/or recorded to secure the effective operation of the system and for other lawful purposes.

Archived: 13 September 2022 20:24:21

From: [REDACTED]

Sent: 07 September 2022 10:39:17

To: [REDACTED]

Subject: Thank you for your email

Sensitivity: Normal

Thank you for your email. We aim to respond to all emails within three working days.

If we cannot give you a full response within that time, we will contact you to let you know when a full response can be expected.

If your enquiry is of an urgent nature (for example relating to emergency accommodation or flooding) we would advise that you use our telephone service, rather than contacting us by email, so that the matter can be dealt with in a quicker timeframe.

Regarding planning enforcement matters, for issues relating to tree works, works in Conservation Areas, and works to Listed Buildings, a site visit will be undertaken as a matter of urgency as part of our investigations. All other enquiries will be allocated to an officer for investigation at the earliest opportunity.

Unfortunately, many investigations take time and you will be informed of the outcome in due course.

Please contact us on [REDACTED]

We are open Monday to Friday 9am to 5pm

You can also call [REDACTED] for emergencies out of normal working hours.

Website www.newark-sherwooddc.gov.uk

Archived: 13 September 2022 20:22:03

From: [REDACTED]

Sent: 07 September 2022 10:39:21

To: [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

Thank you for emailing Customer Service.

Our priorities continue to be to keep people safe and well, protect vulnerable people and enable communities and the local economy to remain resilient throughout this time.

We are experiencing a high volume of emails but will respond as soon as possible.

Did you know you can report your enquiry online by visiting www.northlincs.gov.uk

Please do not reply to this email as it is an automated email and we will not be able to respond.

Yours Sincerely

Customer Service

North Lincolnshire Council

This e-mail expresses the opinion of the author and is not necessarily the view of the Council. Please be aware that anything included in an e-mail may have to be disclosed under the Freedom of Information Act and cannot be regarded as confidential.

This communication is intended for the address(es) only. Please notify the sender if received in error. All Email is monitored and recorded. Please think before you print- North Lincolnshire Council greening the workplace.

Archived: 13 September 2022 20:30:30

From: [REDACTED]

Sent: 07 September 2022 10:38:11

To: [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

< This e-mail was classified as: OFFICIAL >

Your email has been received and will be dealt with by the relevant Team at Richmondshire District Council. Our aim is to reply to general correspondence and enquiry e-mails within 7 working days. Please do not send follow up e-mails before this period has expired as these are dealt with in date order and this will not lead to the enquiry being prioritised.

Further information is available on the Council's website at: <https://www.richmondshire.gov.uk/>

Archived: 13 September 2022 20:30:56

From: [REDACTED]

Sent: 07 September 2022 10:38:09

To: [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

Thank you for contacting Rushcliffe Borough Council. This is an automated reply to let you know your email has been received and will be responded to within 10 working days.

If your email is a freedom of information (FOI) request it will be passed to the appropriate officer of the Council for them to respond to you. You will receive a response within 20 working days.

The information which you have provided in your request (including any personal information) will only be used to enable us to process the request and will at all times be treated in accordance with the Data Protection Act. The request will be forwarded to the Council's Legal Department which co-ordinates replies to information requests. It may also be shared with other Departments of the Council if this is necessary to enable us to provide the information requested. You may withdraw your request at any time by sending an e-mail to Customerservices@rushcliffe.gov.uk stating clearly that the request is withdrawn.

PLEASE NOTE: If your email concerns any of the following functions you will need to redirect your email to Nottinghamshire County Council at enquiries@nottscc.gov.uk as these are County Council services - not functions of Rushcliffe Borough Council and we will not be able to deal with your enquiry.

Schools, highways and transport (including street lighting), on-street parking, children's/youth and adult services, libraries, trading standards, village greens and commons registration

Yours sincerely,

Rushcliffe Borough Council

Email: customerservices@rushcliffe.gov.uk

Website: www.rushcliffe.gov.uk where you can make payments, complete applications, check our opening hours, register for My Account and find general information regarding council services.

Telephone: [REDACTED]

Postal address: Rushcliffe Borough Council, Rushcliffe Arena, Rugby Road, West Bridgford, NG2 7HY

This message and any attachments are for the named person's use only. It may contain information that is commercially sensitive, of a confidential nature or contain protectively marked material up to OFFICIAL (SENSITIVE) and should be handled accordingly. No confidentiality or privilege is waived or lost by any transmission. If you receive this message in error, please immediately delete it and all copies of it from your system, destroy any hard copies of it and notify the sender. You must not, directly or indirectly, use, disclose, distribute, print, or copy any part of this message if you are not the intended recipient. Whilst every endeavour is made to ensure that any attached files are virus free, we would advise that a check be performed before opening. Rushcliffe Borough Council and any of its subsidiaries each reserve the right to monitor all e-mail communications through its networks. Any views expressed in this message are those of the individual sender, except where the message states otherwise and the sender is authorized to state them to be the views of any such entity. Rushcliffe Borough Council accepts no liability for any personal views expressed. Senders and Recipients of email should be aware that, under the General Data Protection Regulation and the Freedom of Information Act 2000, the contents of the message and any attachments may have to be disclosed in response to a request made under either piece of legislation. Any personal information that that you provide in response to this email, or in any other communication with the Council, will be processed in accordance with our responsibilities under data protection legislation. For further details please see our website for our Privacy Notice <https://www.rushcliffe.gov.uk/privacy/> Please consider the environment before you print this email.

Archived: 14 September 2022 12:27:24

From: [REDACTED]

Sent: 07 September 2022 16:51:27

To: [UASCDC-ACP](#)

Subject: Confirmation of receipt of your general enquiry form | ID-MSF0009433

Sensitivity: Normal

Thank you for your enquiry. We will get back to you as soon as possible. Your unique reference number: ID-MSF0009433

RYEDALE
DISTRICT
COUNCIL



Access your council services online, 24 hours a day, 7 days a week at www.ryedale.gov.uk

Ryedale District Council is a LGBTQ+ friendly employer.

This Email, and any attachments, may contain Protected or Restricted information and is intended solely for the individual to whom it is addressed. It may contain sensitive or protectively marked material and should be handled accordingly. If this Email has been misdirected, please notify the author immediately. If you are not the intended recipient you must not disclose, distribute, copy, print or rely on any of the information contained in it or attached, and all copies must be deleted immediately. Whilst we take reasonable steps to try to identify any software viruses, any attachments to this Email may nevertheless contain viruses which our anti-virus software has failed to identify. You should therefore carry out your own anti-virus checks before opening any documents. All GCSx traffic may be subject to recording and / or monitoring in accordance with relevant legislation.

As a public body, the Council may be required to disclose this e-mail (or any response to it) under the Freedom of Information Act 2000, unless the information in it is covered by one of the exemptions in the Act.

Archived: 13 September 2022 20:30:03

From: [REDACTED]

Sent: 07 September 2022 10:38:14

To: [REDACTED]

Subject: Auto Response - South Holland District Council

Sensitivity: Normal

Thank you for your email. We aim to respond to your enquiry within 10 working days, however on occasions where this is not possible, we will respond as soon as possible but will keep you informed to any delays.

If your email results in a change, then you will receive notification of this in writing and further information and services can be found on the Councils website www.sholland.gov.uk

Thank you for taking the time to email us with your enquiry. If you need to contact us again to follow up this enquiry, then please ensure that you have allowed us the necessary time to deal with your original request.

Please note that Public Sector Partnership Services LTD deliver some selected services on behalf of South Holland District Council and as such you may receive a response from either sholland.gov.uk or pspsl.co.uk email address.

Thank you

General Data Protection Regulations (May 25th 2018)

Whenever we collect your personal information you have the right to know:

- Who is collecting your information
- Our legal basis for processing
- Who we share information with
- How long we keep it for
- Your rights as a data subject

You can get more information on any of the above by visiting:

www.sholland.gov.uk/privacy

Archived: 13 September 2022 20:29:41

From: [REDACTED]

Sent: 07 September 2022 10:38:16

To: [REDACTED]

Subject: Out of office Re: UC ACP-2019-18 Consultation

Sensitivity: Normal

I will not be contactable from Monday 5th September until Monday 12th September as I am on annual leave and will not have email access. If the matter is urgent please contact the Parish Council Chairman [REDACTED]. Alternatively if the matter can wait I will deal with it on my return.

--

[REDACTED]

Archived: 13 September 2022 16:19:43

From: [REDACTED]

Sent: 07 September 2022 12:41:30

To: [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

Thank you for emailing Virgin Balloon Flights.

Our Customer Service team have received your email and you can expect a response within 72 hours from now. If you need a more immediate response, our live chat team is available weekdays between 9am and 5pm on www.virginballoonflights.co.uk via the red and white icon, in the bottom right-hand corner of the website. *(not including bank holidays)*

Our team is not available at weekends or over bank holidays and as such any emails received over a weekend or Bank Holiday will be responded to within 72 hours of Monday 9am, however, we will endeavour to be back in touch sooner if possible.

Thank you for your patience

Archived: 13 September 2022 16:18:52

From: [REDACTED]

Sent: 07 September 2022 12:41:55

To: [REDACTED]

Subject: Automatic reply: UC ACP-2019-18 Consultation

Sensitivity: Normal

Thank you for contacting the Yorkshire Air Museum.

Your enquiry is very important to us and we will reply to you as soon as we possibly can. If your enquiry is urgent please call us on [REDACTED] between 10am and 4pm. Please be aware that the office isn't always staffed at weekends.

In the meantime, you may be able to find out the information you need by accessing our website www.yorkshireairmuseum.org.

Many thanks

Yorkshire Air Museum

To Honour, Educate and inspire

Archived: 14 September 2022 12:48:48

From: [REDACTED]

Sent: 08 September 2022 15:50:12

To: [UASCDC-ACP](#)

Subject: Automatic reply: UC FW: UC ACP-2019-18 Consultation

Sensitivity: Normal

AUTOMATIC REPLY FROM [REDACTED] MEMBER OF PARLIAMENT FOR SLEAFORD AND NORTH HYKEHAM:

Thank you for your email. This is an automatic reply to confirm that your email has been received.

If you have not already done so, please provide your full name, address and postcode with your correspondence for our records, as it is a Parliamentary convention that Members of Parliament do not correspond with, or take up matters on behalf of, another MP's constituents.

If you have not included this information, please send a follow up email with your full name and postal address.

You can check [here](#) if I am your Member of Parliament.

I am currently receiving large amounts of correspondence and urgent individual casework is being prioritised at this time. If your email is about general views on national issues and policies, while they are appreciated, my response to you may be delayed.

Thank you again for taking the time to contact me.

[REDACTED] MP
[REDACTED]

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Archived: 14 September 2022 12:37:24
From: [REDACTED]
Sent: 08 September 2022 14:19:50
To: [UASCDC-ACP](#)
Subject: Info From WebForms Submission
Sensitivity: Normal
Archived: 14 September 2022 12:37:24

===== START OF FORM =====

Submission Reference :0-0055-0031
Contact the Mayor

===== START OF Page =====

Page one

Title : Mrs
If Other, please specify :
First name : [REDACTED]
Last name : [REDACTED]
Postal address :
The Airspace Change Manager
Room 1.35, Building 456
MOD Boscombe Down
Salisbury
Wiltshire
SP4 0JF
Telephone - day : [REDACTED]
Telephone - evening :
e-mail address : uascdc-ACP@qinetiq.com
Comments :

Dear sir or madam,

Today, 7 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington has begun. The airspace change identification is ACP-2019-18.

Please do not reply to this email "if you are a local or regional authority, you might find it useful to pass the details onto your planning or environmental department to determine if it is of interest to your organisation.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal here.

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Query or question :

Suggestion :

===== END OF PAGE =====

===== END OF FORM =====

Transmitted by Doncaster Council. This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If, you are not the intended recipient, you must not disclose, disseminate, forward, print or copy all, or part of its contents to any other person and inform me as soon as possible. Any views or opinions expressed belong solely to the author and do not necessarily represent those of Doncaster Council, Doncaster Council will not accept liability for any defamatory statements made by email communications. You should be aware that under current Data Protection law and Freedom of Information Act 2000 the contents of this e mail may have to be disclosed in response to a request. All e-mail communication containing personal/sensitive information received or sent by the Council will be processed in line with current Data Protection legislation. This footnote also confirms that this email message has been scanned for the presence of computer viruses. However no guarantees are offered on the security, content and accuracy of any e-mails and files received. Be aware that this e-mail communication may be intercepted for regulatory, quality control, or crime detection purposes unless otherwise prohibited.

Archived: 14 September 2022 12:36:41

From: [REDACTED]

Sent: 08 September 2022 11:14:19

To: [UASCDC-ACP](#)

Subject: RE: Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington

Sensitivity: Normal

Hi

Please ignore previous email – I've found the document now.

[REDACTED]

From: [REDACTED]

Sent: 08 September 2022 11:08

To: UASCDC-ACP@qinetiq.com

Subject: Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington

Hello,

The consultation document for this ACP says that 3 documents will be available for stakeholders to read: a) Consultation Document, b) Frequently Asked Questions (FAQ), and c) Full Options Appraisal.

I can see the Consultation document and Full Options Appraisal but not the FAQ document – please can you point me to this?

Thank you

[REDACTED]

[REDACTED]

Archived: 14 September 2022 12:49:59

From: [REDACTED]

Sent: 08 September 2022 15:50:15

To: [UASCDC-ACP](#)

Subject: Your email message to Edward Leigh MP

Sensitivity: Normal



[REDACTED] **MP**
Member of Parliament for Gainsborough
HOUSE OF COMMONS
LONDON SW1A 0AA

Thank you for your email to [REDACTED] MP. This is **an automatic response** acknowledging receipt of your email.

If you are a constituent (or acting on behalf of one), please ensure that you have sent us your full postal address and phone number. [REDACTED] normally aims to reply by regular post.

Constituents writing in as part of a campaign can find a response from [REDACTED] [here](#). (If a response to your subject is not yet up, please check back within a week.) As a matter of policy, we do not respond to emails sent via 38degrees, but the contents are duly noted.

All other inquiries can disregard this email. While we cannot guarantee a response to non-constituents, please rest assured that your email will be read and noted regardless of its origin.

Emails that contain obscene or inappropriate language will not be responded to.

Website: [REDACTED]
[REDACTED]

UK Parliament Disclaimer: this e-mail is confidential to the intended recipient. If you have received it in error, please notify the sender and delete it from your system. Any unauthorised use, disclosure, or copying is not permitted. This e-mail has been checked for viruses, but no liability is accepted for any damage caused by any virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.

Archived: 31 January 2023 21:19:50

From: [REDACTED]

Sent: 30 September 2022 14:32:40

To: [UASCDC-ACP](#)

Subject: RE: UC Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington

Sensitivity: Normal

Thank you. I can see that you have consulted NK and retract my earlier comment and am grateful for the early response.

Please could you update your records to show me as the contact.

Thanks



[REDACTED]

[REDACTED]

There's a range of services available at n-kesteven.gov.uk

You can check eligibility for help, report a problem near you, find your bin collection days, change Council Tax details, look at recycling advice and more, all on our website.



From: UASCDC-ACP <UASCDC-ACP@qinetiq.com>

Sent: 30 September 2022 12:21

To: [REDACTED]

Subject: RE: UC Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington

CAUTION: External email, think before you click!

Dear Mr [REDACTED]

Thank you for your email received yesterday. The change sponsor made contact with North Kesteven DC on 8th Sep, but could only do so via the online form at [Enquiry - North Kesteven District Council - Your details - Self Service Portal \(achieveservice.com\)](#)

I received an acknowledgement on the same day which is attached. Nevertheless, apologies if you have not been made aware of the content. I have included below the text that would have gone with the online contact form for your information. Would you like me to add your contact details for future notifications?

“Dear sir or madam,

Yesterday, 8 September 2022 a 12-week consultation period for an airspace change proposal in the vicinity of RAF Waddington was begun. The airspace change identification is ACP-2019-18.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP)

combines the requirements for both of these activities into one.

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Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.”

Regards,

[Redacted]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [Redacted]
Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

From: [Redacted]
Sent: 30 September 2022 11:45
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington

Dear Sir/Madam,

This Council, in which RAF Waddington lies, does not appear to have been formally notified of the current consultation that was started on 7 September. On behalf of the Council, please could I ask that a formal consultation invitation is made to us.

It should be sent to my email address and I will ensure that appropriate colleagues are made aware of the consultation and have an opportunity to advise me of any issues that need to be raised.

Thank you.

Yours faithfully,

[Redacted]

| [Redacted]



There's a range of services available at n-kesteven.gov.uk

You can check eligibility for help, report a problem near you, find your bin collection days, change Council Tax details, look at recycling advice and more, all on our website.

A small screenshot of the North Kesteven website homepage, showing a navigation menu, a search bar, and a main content area with a map and various service links.

This email and any attachments to it may be confidential and are intended solely for the use of the individual to whom it is addressed. If you are not the intended recipient of this email, you must neither take any action based upon its contents, nor copy or show it to anyone. Please contact the sender if you believe you have received this email in error. QinetiQ retains personal data relating to our customers and partners for the purposes of conducting a business relationship, communicating and marketing to them as well as to providing invitations to upcoming events. Please see our [Privacy Notice](#) for further information. In accordance with our Privacy Notice, you have the right to withdraw your consent at any time. QinetiQ may monitor email traffic data and also the content of email for the purposes of security. QinetiQ Limited (Registered in England & Wales: Company Number: 3796233) Registered office: Cody Technology Park, Ivelly Road, Farnborough, Hampshire, GU14 0LX <https://www.qinetiq.com>

Archived: 31 January 2023 21:07:16

From: [REDACTED]

Sent: 01 November 2022 16:15:02

To: [REDACTED]; [UASCDC-ACP](#)

Subject: FW: UC ACP-2019-18 Consultation final deadline reminder

Sensitivity: Normal

Dear [REDACTED]

Thank you for your email. I confirm that this has today been passed onto our Environmental Health Department for their attention.

In the future if you would like to contact the Department regarding this matter, please email them directly at [REDACTED]

Yours sincerely,

Sarah Hall

Customer Service Advisor
Huntingdonshire District Council

Do you have a Customer Portal Account?

To register, just go to my.huntingdonshire.gov.uk to access information and request services 24/7, 365 days a year

From: UASCDC-ACP <UASCDC-ACP@qinetiq.com>

Sent: 31 October 2022 20:15

To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>

Subject: UC ACP-2019-18 Consultation final deadline reminder

Dear sir or madam,

If you wish to provide feedback and have not already done so, herewith a final reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and in an initial reminder on 17 October 2022. They are included again here for your information.

If you wish to provide feedback and have not already done so, herewith a reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

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Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



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This email has been scanned for viruses and malware, and may have been automatically archived

Archived: 31 January 2023 21:08:32

From: [REDACTED]

Sent: 01 November 2022 12:32:51

To: [UASCDC-ACP](#)

Subject: RE: UC ACP-2019-18 Consultation final deadline reminder

Sensitivity: Normal

Thank you for your email.

It has been forwarded to our Environmental Health team who will contact you directly.

If you need to contact them further about this matter in the future, please do so using their contact details below.

Regards

Your Customer Services Team

South Kesteven District Council



www.southkesteven.gov.uk



Report issues, concerns, or problems online – It is quick, easy, and available 24 hours a day

<http://www.southkesteven.gov.uk/reportit>



From: UASCDC-ACP <UASCDC-ACP@qinetiq.com>

Sent: 31 October 2022 20:15

To: UAS CDC-ACP <UAS CDC-ACP@qinetiq.com>

Subject: UC ACP-2019-18 Consultation final deadline reminder

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear sir or madam,

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Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



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Archived: 31 January 2023 21:21:26

From: [REDACTED]

Sent: 21 September 2022 12:26:31

To: [UASCDC-ACP](#)

Cc: [REDACTED] Consultation Response

Importance: High

Sensitivity: Normal

Dear Alison Green,

Your ref: ACP-2019-18

Our ref: 406351

Natural England has no comments to make on this changes to airspace consultation.

Natural England has not assessed this consultation for impacts on protected species. Natural England has published [Standing Advice](#) which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on [ancient woodland, ancient and veteran trees](#) which you can use to assess any impacts on ancient woodland or trees.

The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may wish to make comments that might help you fully take account of any environmental risks and opportunities relating to this document.

We recommend referring to our Site of Special Scientific Interest Impact Risk Zones (available on [Magic](#) and as a downloadable [dataset](#)) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

Yours sincerely,

[REDACTED]
Consultations Team
Natural England
Hornbeam House, Electra Way
Crewe, Cheshire, CW1 6GJ

[REDACTED]
www.gov.uk/natural-england

Thriving Nature
for people and planet



From [REDACTED]
Sent: 07 September 2022 10:38
To: UAS CDC-ACP <UAS CDC-ACP@qinetiq.com>
Subject: UC ACP-2019-18 Consultation

You don't often get email from agreen6@qinetiq.com. [Learn why this is important](#)

Dear sir or madam,

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Regards,

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



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Archived: 30 September 2022 12:21:16

From: [UASCDC-ACP](#)

Sent: 30 September 2022 12:20:00

To: [REDACTED]

Subject: RE: UC Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington

Sensitivity: Normal

Attachments:

[20220908 - North Kesteven DC.pdf](#);

Dear Mr [REDACTED]

Thank you for your email received yesterday. The change sponsor made contact with North Kesteven DC on 8th Sep, but could only do so via the online form at [Enquiry - North Kesteven District Council - Your details - Self Service Portal \(achieveservice.com\)](#)

I received an acknowledgement on the same day which is attached. Nevertheless, apologies if you have not been made aware of the content. I have included below the text that would have gone with the online contact form for your information. Would you like me to add your contact details for future notifications?

“Dear sir or madam,

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Regards,

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: 07906 572851
Email: UASCDC-ACP@qinetiq.com



 Please consider the environment before printing this email.

From: [REDACTED]
Sent: 30 September 2022 11:45
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington

Dear Sir/Madam,
This Council, in which RAF Waddington lies, does not appear to have been formally notified of the current consultation that was started on 7 September. On behalf of the Council, please could I ask that a formal consultation invitation is made to us.

It should be sent to my email address and I will ensure that appropriate colleagues are made aware of the consultation and have an opportunity to advise me of any issues that need to be raised.

Thank you.

Yours faithfully,

[REDACTED]



[REDACTED]

There's a range of services available at n-kesteven.gov.uk

You can check eligibility for help, report a problem near you, find your bin collection days, change Council Tax details, look at recycling advice and more, all on our website.



Annex C - ACP-2019-18 Drop-in Event Presentation

Not included in this CAA ACP Portal version due to protective marking. Annex C has been presented to the CAA as part of the full document set.

Annex D - Citizen Space Consultation Summary Report

Enabling RPAS and RAF Aerobatic Team Operations Out of RAF Waddington: Summary report

This report was created on Tuesday 31 January 2023 at 16:25 and includes **106** responses.

The activity ran from 07/09/2022 to 30/11/2022.

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Question 8: Do you support the proposed Airspace Change Proposal?	3
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Question 9: Please rank your response to the combined airspace design (combined low and medium airspace designs) as presented in the Consultation Document. (Please select only one).	3
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Question 12: If you support this proposal, please provide any alterations that would further improve it for you.	5
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Question 16: In accordance with the UK Civil Aviation Authority's (CAA) CAP 1616 (Airspace Design), consultation responses will be published on Citizen Space via the CAA Airspace Change Portal. Responses will be subject to moderation by the CAA. If you wish your response to be published anonymously, please indicate below and your personal details	5

(Name, Address & Position) will be redacted and only be seen by the CAA.
Anonymity

Question 1: What is your name?

Name

There were **106** responses to this part of the question.

Question 2: What is your email address?

Email address

There were **106** responses to this part of the question.

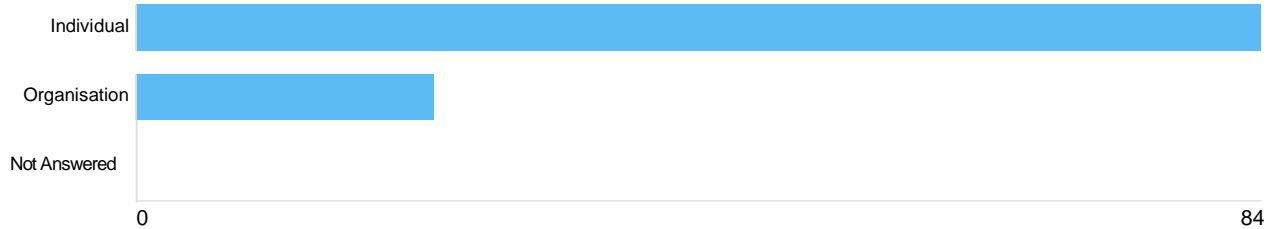
Question 3: Please enter your postcode.

Postcode

There were **106** responses to this part of the question.

Question 4: Are you responding as an individual or do you represent an organisation?

Who



Option	Total	Percent
Individual	84	79.25%
Organisation	22	20.75%
Not Answered	0	0.00%

Question 5: If you are responding on behalf of an organisation, what is the organisation's name?

Organisation

There were **106** responses to this part of the question.

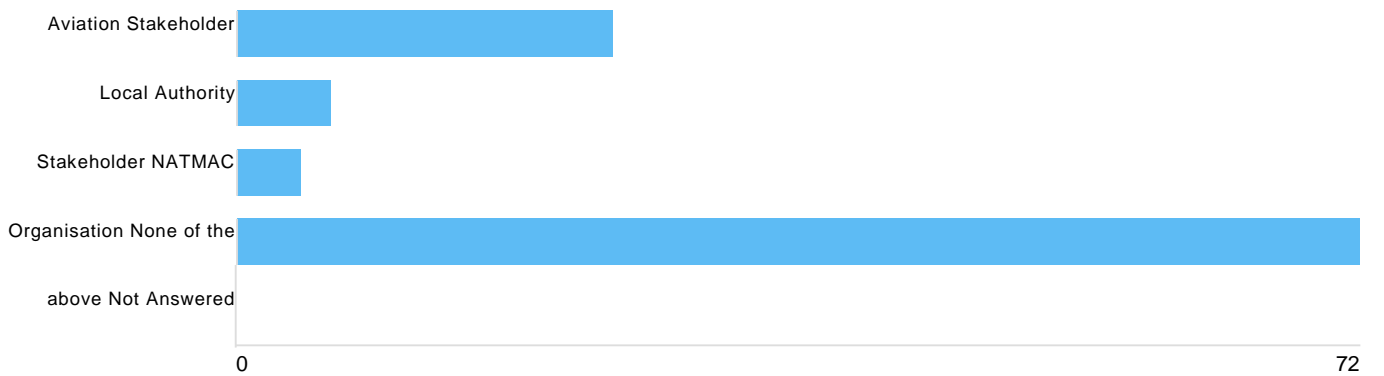
Question 6: If you are responding on behalf of an organisation, what is your position/title?

Position

There were **62** responses to this part of the question.

Question 7: What best describes your association with this airspace change proposal? (Please select one)

Association

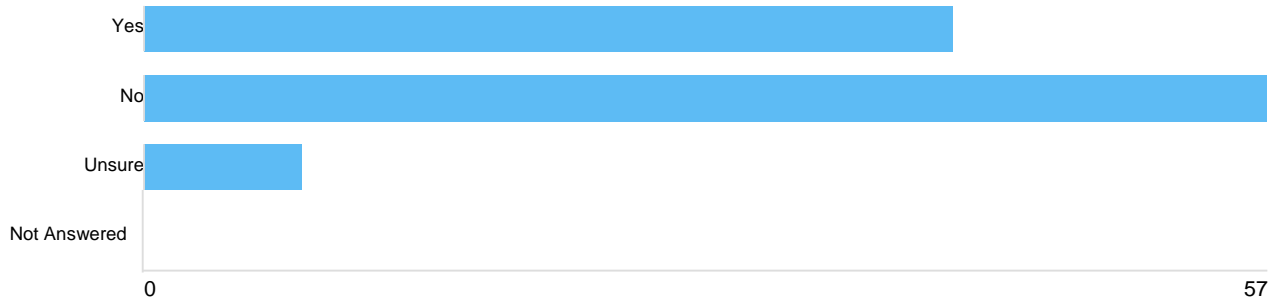


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Option	Total	Percent
Aviation Stakeholder	24	22.64%
Local Authority Stakeholder	6	5.66%
NATMAC Organisation	4	3.77%
None of the above	72	67.92%
Not Answered	0	0.00%

Question 8: Do you support the proposed Airspace Change Proposal?

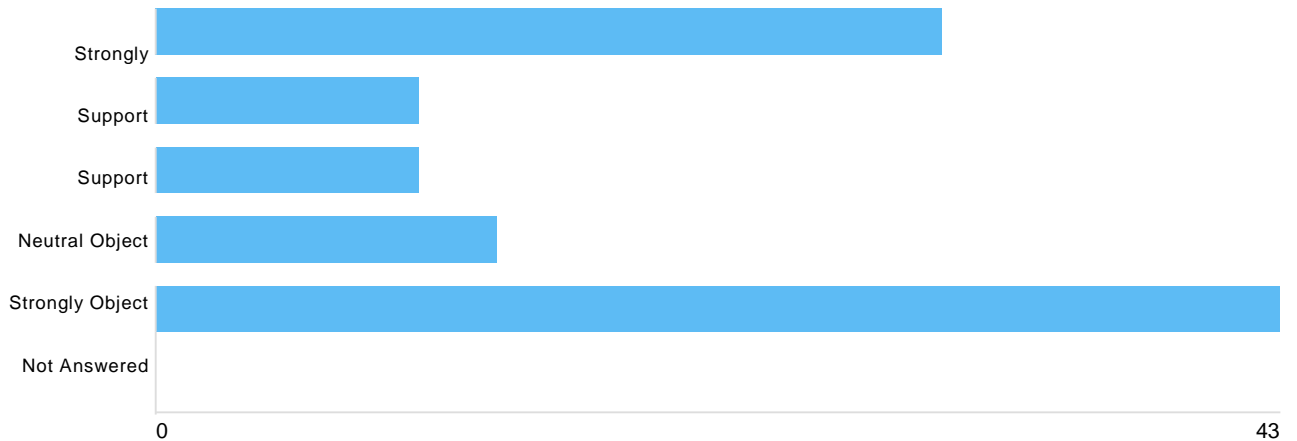
Support



Option	Total	Percent
Yes	41	38.68%
No	57	53.77%
Unsure	8	7.55%
Not Answered	0	0.00%

Question 9: Please rank your response to the combined airspace design (combined low and medium airspace designs) as presented in the Consultation Document. (Please select only one).

Rank support

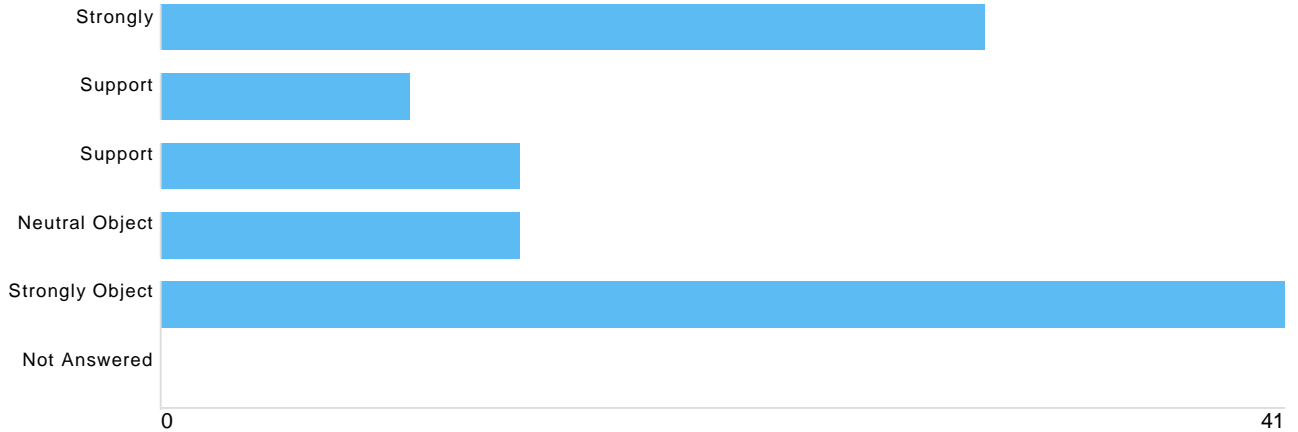


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Option	Total	Percent
Strongly Support	30	28.30%
Support	10	9.43%
Neutral	10	9.43%
Object	13	12.26%
Strongly Object	43	40.57%
Not Answered	0	0.00%

Question 10: Please rank your response to the Low Airspace Design (Stage 2, Option 1) as presented in the Consultation Document. (Please select only one).

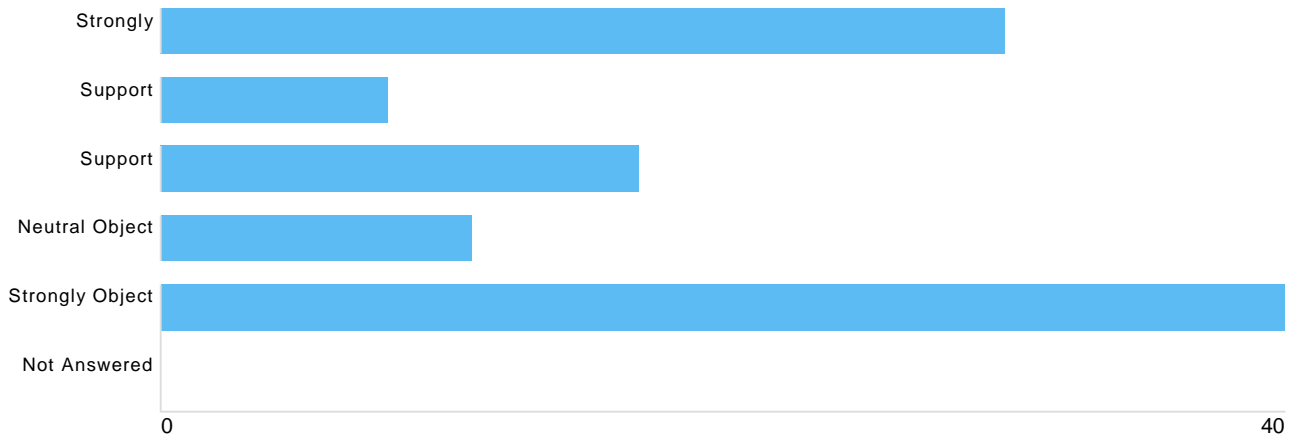
Low Design Ranking



Option	Total	Percent
Strongly Support	30	28.30%
Support	9	8.49%
Neutral	13	12.26%
Object	13	12.26%
Strongly Object	41	38.68%
Not Answered	0	0.00%

Question 11: Please rank your response to the Medium Airspace Design (refined Stage 2, Option 8) as presented in the Consultation Document. (Please select only one).

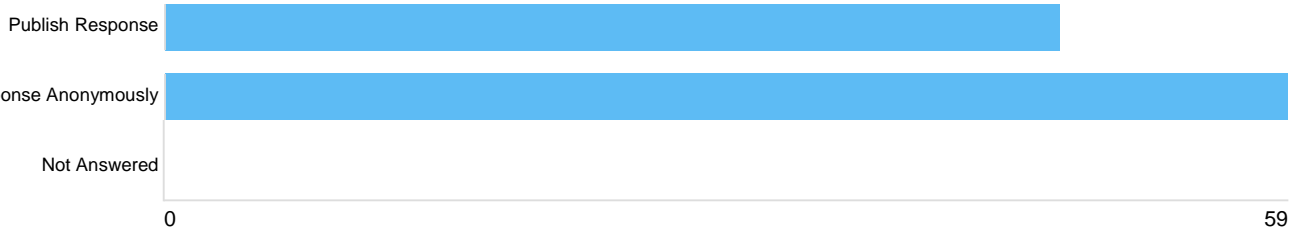
Medium design ranking



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Option	Total	Percent
Strongly Support	30	28.30%
Support	8	7.55%
Neutral	17	16.04%
Object	11	10.38%
Strongly Object	40	37.74%
Not Answered	0	0.00%

Anonymity



Option	Total	Percent
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Question 12: If you support this proposal, please provide any alterations that would further improve it for you.

Comments in support

There were **32** responses to this part of the question.

Question 13: If you oppose this proposal, please explain why.

Comments.

There were **66** responses to this part of the question.

Question 14: Whilst ensuring that essential military activity can be achieved, the MOD is keen to reduce the impact of its operations on other airspace users. Can you suggest any mitigation or alterations that would resolve your opposition whilst achieving this?

Comments

There were **60** responses to this part of the question.

Question 15: Are there any other general considerations that you would like the MOD to consider in relation to this Airspace Change Proposal?

Comments

There were **52** responses to this part of the question.

Question 16: In accordance with the UK Civil Aviation Authority's (CAA) CAP 1616 (Airspace Design), consultation responses will be published on Citizen Space via the CAA Airspace Change Portal. Responses will be subject to moderation by the CAA. If you wish your response to be published anonymously, please indicate below and your personal details (Name, Address & Position) will be redacted and only be seen by the CAA.

Publish Response	47	44.34%
Publish Response Anonymously	59	55.66%
Not Answered	0	0.00%

Annex E – ACP-2019-18 Stage 3 Consultation Record

Date	Event	Method	Stakeholder Group	Notes
7 Sep 2022	Consultation Launch	Email	All previously identified Stakeholders	Notification of the Consultation period, including details of how to provide feedback via the Citizen Space portal, how to access supplementary documentation, where to find the Consultation material and details regarding the Drop-in Events.
7 Sep 2022	Consultation Launch - Social Media	Waddington Facebook, ISTAR Twitter; Waddington Instagram.	All	Promulgation of the ACP, information about the Consultation, how to obtain supplementary information, how to provide feedback and promotion of the public drop-in events.
8 Sep 2022	Consultation Launch -Press Release	Email	Local Media: TV - BBC Look North, ITV Calendar (Yorkshire & Lincolnshire) Radio - Lincs FM, BBC Radio Lincolnshire Newspaper - Lincolnshire Echo Internet – The Lincolnite	Press Release provided by the RAF Waddington Media & Communications Officer, containing information about the Consultation, directing interested parties to the CAA ACP Portal, providing information on how to submit feedback and promoting the public drop-in events.
8 Sep 2022	Consultation Launch	Email	Military Airspace Users Working Group Members	Notification of the Consultation period, including details of how to provide feedback via the Citizen Space portal, how to access supplementary documentation and details of where to find the Consultation material.

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8 Sep 2022	Consultation Launch	Email	2 x Non-aviation stakeholders missed off the original launch distribution	Notification of the Consultation period, including details of how to provide feedback via the Citizen Space portal, how to access supplementary documentation and where to find the Consultation material.
8 Sep 2022	Consultation Launch	Email	MPs	Notification of the Consultation period, including details of how to provide feedback via the Citizen Space portal, how to access supplementary documentation and where to find the Consultation material.
13 Sep 2022	Consultation Launch	Email	3 Non-aviation Stakeholders Identified after launch date	Notification of the Consultation period, including details of how to provide feedback via the Citizen Space portal, how to access supplementary documentation and where to find the Consultation material.
14 Sep 2022	Consultation Launch	Email	Amended aviation Stakeholder (Bristow Group)	Notification of the Consultation period, including details of how to provide feedback via the Citizen Space portal, how to access supplementary documentation, where to find the Consultation material and details regarding the Drop-in Events.
20 Sep 2022	Repeat Press Release	Email	Local Media: TV - BBC Look North, ITV Calendar (Yorkshire & Lincolnshire) Radio - Lincs FM, BBC Radio Lincolnshire Newspaper - Lincolnshire Echo	Reminder sent to media regarding the Drop-in Events and a prompt regarding utilisation of the Press Release provided by the RAF Waddington Media & Communications Officer.
20 Sep 2022	Repeat Social Media Post	Waddington Facebook, ISTAR Twitter; Waddington Instagram.	Waddington Facebook, ISTAR Twitter; Waddington Instagram	Social Media reposted information about the Consultation, directing interested parties to the CAA ACP Portal and promoted the public drop-in events and how to submit a written response for those unable to use electronic means. This included a reminder of the closing date.
21 Sep 2022	Response to Consultation Launch	Email	Natural England	Confirmation of 'no comments' with respect to the Consultation.

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21 Sep 2022	Public Drop-in Event	In person	All Attended by Stakeholders DI1 – DI3 in table on Page E-6	Held at Lincoln Guildhall and Stonebow, Saltergate, Lincoln, LN2 1DH Hosted by representatives from the MOD Subject Matter Experts (SMEs) including: Protector and Royal Air Force Aerobatic Team (RAFAT); the RAF Waddington Media Team; the RAF Waddington Executive Team; military Air Traffic Controllers from RAF Waddington and the Lincolnshire Terminal Air Traffic Control Centre (TATCC). All were on hand to discuss the ACP, assist with accessing the Feedback Form and the submission process as well as responding to any specific queries. A presentation containing basic details of the airspace design option was made available on a laptop.
28 Sep 2022	Public Drop-in Event	In person	All Attended by Stakeholders DI4 – DI18 in table on Page E-6	Held at Redwood Drive Community Centre, Redwood Drive, Waddington, Lincs, LN5 Hosted by representatives from the MOD Subject Matter Experts (SMEs) including: Protector and Royal Air Force Aerobatic Team (RAFAT); the RAF Waddington Media Team; the RAF Waddington Executive Team; military Air Traffic Controllers from RAF Waddington. All were on hand to discuss the ACP, assist with accessing the Feedback Form and the submission process as well as responding to any specific queries. A presentation containing basic details of the airspace design option was made available on a laptop.
30 Sep 2022	Response to consultation enquiry	Email	North Kesteven District Council (NKDC)	Correspondence between the Change Sponsor and NKDC regarding notification of the Consultation Launch; the Change Sponsor confirmed NKDC was included in the original launch emails and resent the original text.

OFFICIAL

17 Oct 2022	Reminder	Email	Previously identified stakeholders	Reminder to encourage Stakeholders to provide feedback before Consultation closes.
17 Oct 2022	Reminder	Email	Drop-in Event Attendees	Reminder of the deadline for responses to the Consultation sent to those that attended the Drop-in Events, together with details on how to access supplementary documentation and how to submit feedback.
18 Oct 2022	Repeat Social Media Post	Facebook, Twitter and Instagram.	Waddington Facebook, ISTAR Twitter; Waddington Instagram	Social Media reposted information about the Consultation, directing interested parties to the CAA ACP Portal and promoted the public drop-in events and how to submit a written response for those unable to use electronic means. This included a reminder of the closing date.
31 Oct 2022	Reminder	Email	Previously identified stakeholders	Reminder to encourage Stakeholders feedback before Consultation closes.
28 Nov 2022		Email	MOD (DAATM)	Consolidated MOD feedback received from DAATM
28 Nov 2022		Email	NATS	Consultation feedback received from NATS
11 Mar 2023	Response to Feedback	Email	Coleby Parish Council, Derbyshire Soaring Club, ██████████ GATCO, SkydiveLangar, National Grid, ██████████ Wickenby Airfield	Formal response from the Change Sponsor to feedback received.
13 Mar 2023	Response to Feedback	Email	York Gliding Club, British Gliding Association, ██████████	Formal response from the Change Sponsor to feedback received.

OFFICIAL

15 Mar 2023	Response to Feedback	Email	DAATM, NATS	Formal response from the Change Sponsor to feedback received.
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Drop-in Event Attendees		
Serial	Name	Email
DI2	(Lincs FM)	
DI3	(BBC Radio Lincs)	
DI4		
DI5		
DI6		
DI7		
DI8		-
DI9		
DI10		-
DI11		-
DI12		-
DI13		-
DI14		-
DI15		
DI16		
DI17		
DI18		

Annex F – Continued Stakeholder Engagement Record

To be inserted when in PDF

Archived: 06 April 2023 18:13:01

From: [UASCDC-ACP](#)

Sent: 06 April 2023 18:12:00

To: [REDACTED]

Subject: RE: UC ACP-2019-18 Feedback to Consultation (National Grid)

Sensitivity: Normal

Dear Mr [REDACTED]

The designation is likely to be as a danger area, so EG DXX, but we won't know the identification number until approval is obtained this summer. If the change is approved then the airspace is on schedule to be implemented on 30 Nov 2023. We will update all who responded to consultation of the outcome this summer.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com



 Please consider the environment before printing this email.

From: [REDACTED]
Sent: 28 March 2023 17:11
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Cc: [REDACTED]
Subject: RE: UC [EXTERNAL] RE: UC ACP-2019-18 Feedback to Consultation (National Grid)

Thanks [REDACTED] it all sounds workable from my perspective,
Is there an anticipated EGR number and is the project on track for implementation at the end of 2023?

[REDACTED]
[REDACTED] Helicopter Unit, Engineering Services
Electricity Transmission Asset Operations
[REDACTED]
[REDACTED]

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Please consider the environment before printing this email.

From: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Sent: 28 March 2023 13:56
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: UC [EXTERNAL] RE: UC ACP-2019-18 Feedback to Consultation (National Grid)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear [REDACTED],

Apologies, my misunderstanding. I will pass your suggestion below to Waddington ATC for consideration; it may be of interest to them but I am not sure they have routine access to CADS.

As previously stated, priority would be given to any National Grid activities of an urgent nature and that it is probably best dealt with on a tactical basis either by telephone prior to departure on the number which will be provided on the NOTAM or by clearances issued on the Waddington LARS frequency, which will also be on the NOTAM.

The number below will take you to the RAFAT operations/flight planning desk, but I note that the contact numbers likely to be issued with the NOTAMs are 01522 727451 / 727452 as per the entry in the UK AIP. Either way, you would be able to communicate your requirements with RAFAT.

I hope that helps to clarify matters.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

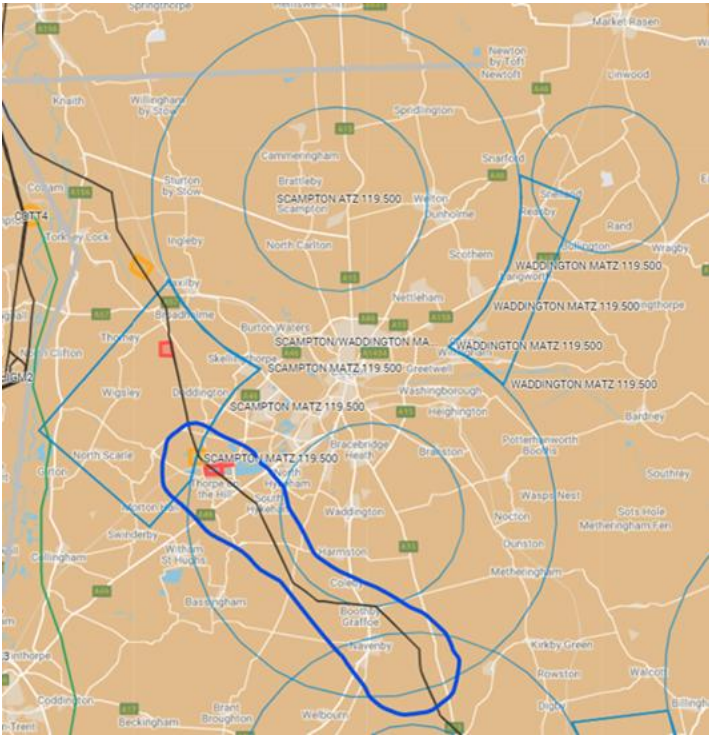
Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

From: [REDACTED]
Sent: 20 March 2023 18:48
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Cc: [REDACTED]
Subject: RE: [EXTERNAL] RE: UC ACP-2019-18 Feedback to Consultation (National Grid)

Thanks [REDACTED]
Not suggesting RAFAT/Protector use CADS, but it may be useful for Waddington ATC to monitor planned survey/other civilian activity that may or may not get a clearance into the Lower Airspace proposal. If NG know what the slots are 48hrs in advance and check the NOTAMs for an update we can generally work around the slots for Protector/RAFAT for routine patrols. The ability to access the powerline (circled in blue below) in the event of emergency fault finding for a powerline outage, a DACS clearance remaining below 500ft aal would be an advantage and we could accept the 30min delay suggested. The Ops number [REDACTED] would ideally be promulgated in the NOTAM?



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From: UASDCD-ACP <UASDCD-ACP@qinetiq.com>

Sent: 20 March 2023 15:51

To: [REDACTED]

Subject: [EXTERNAL] RE: UC ACP-2019-18 Feedback to Consultation (National Grid)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear [REDACTED].

I said in my email dated 11 Mar 23 that I would keep you updated about the potential to use CADS as a means of notifying when the MOD intended use of the lower airspace design. I have been in contact with [REDACTED] (cc'd) who has explained that, whilst RAFAT use CADS routinely when transiting as a formation to/from an actual flying display or to pre-position for one, it would not be an efficient way to notify planned flying training slots. The reason for this is that they are likely to plan to fly every weekday during the work-up season (approx late Oct – late Mar) and pre-booking on CADS would not show anything of value to you. He suggested that you would be better served by calling RAFAT flight planning / operations desk on [REDACTED] during your planning phase to ascertain if flying is likely and to follow up with a call on the day to identify any likely gaps in their routine. Of course if your task was urgent in nature the ops telephone line would be ideal to negotiate access, bearing in mind that Waddington ATC will need to issue a DACS prior to entry to the danger area.

Please feel free to call the number above and speak to the ops desk in order to confirm the process for yourself. Please mention that your call is associated with the airspace change in progress for Waddington and ask for [REDACTED] by name if the individual is

not familiar.

Protector sorties will not be entered into CADS either and that would seem sensible, since the aircraft will not be remaining in the low airspace for any lengthy durations – the intention is to climb asap to achieve controlled airspace for transit and to land asap on recovery. As I said below Waddington is creating procedures to ensure the maximum use of airspace below 500ft to limit the impact upon movements such as yours, Helimed etc.

Again, I hope that is helpful for you to understand how the MOD has dealt with your feedback.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile:
Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

From: UASCDC-ACP
Sent: 11 March 2023 13:08
To:
Subject: UC ACP-2019-18 Feedback to Consultation

Dear ,

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. You provided feedback via the Citizen Space portal late last year. Waddington ATC was approached for comment as you know. I have included their response along with comment from the Change Sponsor in general in the categorisation of responses analysis which will be presented to the CAA in the next few days and will be uploaded to the CAA ACP portal in the next week or so. I am writing directly to you know with a record of that response for information.

You commented:

- a. "National Grid helicopters may require access to lower airspace portion to inspect powerlines for routine or emergency patrols to maintain critical national infrastructure using flight profiles below 500ft agl at low speed/hover in daylight hours. This will require permissive ATC co-ordination (DACs as per Options Appraisal Phase II 6.6a&d) and a means of pre-booking into the airspace between or during activation times depending on the criticality of the inspection."
 - *Waddington ATC reported that National Grid helicopters would be held outside the proposed low airspace design if it were active for RAFAT, since it would not be possible to ensure safe separation otherwise. As soon as practicable (i.e. safe) entry would be approved. In this instance, the maximum period that you are likely to be held is 30 minutes. When the proposed airspace is active with Protector access is likely to be easier since Protector will either need to take-off and climb above the height you need to enter at or complete its approach to land before you can gain access.*
- b. "No opposition if access to airspace is reasonably provided during daylight activation times via the proposed DACs to provide deconfliction in the lower airspace portion for routine or emergency helicopter powerline inspections / fault-finding."
 - *A DACs will be available at all times when the proposed airspace is active.*
- c. You said that you would like the MOD to consider "ATC co-ordinated/preferential access to the airspace during activation times for TCAS or ADS-B Out equipped helicopters. Airspace users could notify intended use of the lower airspace portion via the CADS system. NOTAM action should be 48hrs in advance."
 - *Waddington ATC reported that ATC Co-ordinated access would be provided by the DACs service throughout to minimise the impact of this airspace when it is active and maximise its flexible use. Waddington ATC has created procedures to ensure the maximum use of airspace below 500ft to limit the impact upon these essential movements.*
 - *The Change Sponsor has presented the suggestion to use CADS to Waddington for thought and comment.*

- *In accord with routine flight planning procedures, Waddington Station Operations will promulgate the proposed airspace via the Military Airspace Management Cell prior to D-1 0900hrs local (i.e 24hrs notice). Does this cause specific difficulties to National Grid?*

I will continue to keep you advised regarding use of CADS.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: 
Email: UASCDC-ACP@qinetiq.com



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Archived: 06 April 2023 16:24:28

From: [REDACTED]

Sent: 06 April 2023 15:12:00

To: [REDACTED]

Subject: RE: UC DAAIS request for ACP-2019-18

Sensitivity: Normal

Dear [REDACTED]

Thank you for your swift response. Yes, if the airspace is approved it will be NOTAM'd as routine.

Ali Green

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: 07906 572851

Email: UASCDC-ACP@ginetiq.com



Please consider the environment before printing this email.

From: [REDACTED]

Sent: 06 April 2023 14:52

To: [REDACTED]

Subject: RE: UC DAAIS request for ACP-2019-18

Hi [REDACTED]

If all activity is NOTAMed then London FIS would have no objection to offering a DAAIS should they be required. You have the correct frequency of FIS E 124.6
Any other questions then just shout.

Thanks

[REDACTED]

NATS Internal

From: [REDACTED]

Sent: 06 April 2023 12:42

To: [REDACTED]


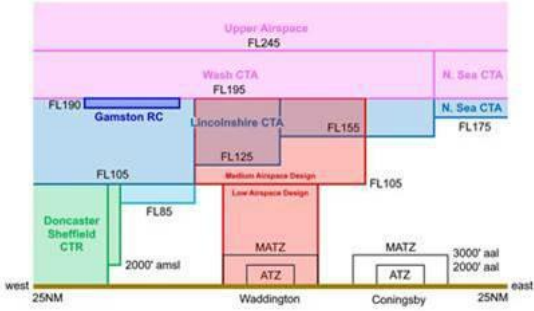
Subject: [EXTERNAL] UC DAAIS request for ACP-2019-18

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Dear [REDACTED]

I called the London Information telephone number this morning and the respondent suggested I contacted you regarding my query.

I am managing the airspace change (ACP-2019-18) which is approaching its formal submission phase this month (well next week!). This airspace change is geared towards the implementation of a danger area in the vicinity of RAF Waddington for the operation of both the RAF Aerobatic Team and a large remotely piloted air system (Protector) when it comes into service at the end of this year. The table below depicts the proposed airspace (2 volumes of airspace vertically joined):

	<p>Final Combined Low and Medium Airspace Design Option</p> <p>Activation</p> <p>Low would be used for both RAFAT and Protector activities</p> <p>Medium would be activated for Protector activity only, to enable Protector to continue climb into Classes A and/or C airspace and vice versa.</p>  <p><i>Combined airspace design cross-section WNW/ESE</i></p>
<p>Lateral Dimensions:</p> <p>Low - 5 nm radius circle centred on RAF Waddington's aerodrome reference point [1] (ARP).</p> <p>Medium - 18 x 13 nm rectangle aligned to and abutting the southern edge of the Lincolnshire CTA</p>	<p>Vertical Dimension:</p> <p>Low – Surface – FL105</p> <p>Medium – FL105 - FL195</p>

In our submission we have committed Waddington Radar to provide a DAAIS and DACS on the Waddington LARS frequency of 119.5MHz and **in the event of a last minute cancellation of the airspace and Waddington Radar is not available, London Information will provide a DAAIS on 124.6MHz.**

I realise that we have not approached you formally for agreement of this, so I wondered if you would be able to give the proposal some consideration and let me know. In addition, if you are amenable, have I cited the correct frequency for London Info for the area concerned?

Many thanks,

[REDACTED]

Mobile: [REDACTED]
Email: UAS CDC-ACP@qinetiq.com



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[1] RAF Waddington's airfield reference point is the midpoint of RW02/20 (530958N 0003126W)

Archived: 20 March 2023 15:18:11

From: [REDACTED]

Sent: 20 March 2023 10:45:32

To: [UASCDC-ACP](#)

Subject: RE: UC ACP-2019-18 Consultation feedback - MOD response

Response requested: Yes

Sensitivity: Normal

Hi [REDACTED]

Sorry, poor grammar by me! It should read

*NATS understands the arguments made by MOD and the sponsor for dispensation from the CAA Buffer policy and has completed an initial review of the associated hazards based on the evidence provided by the MOD. Whilst further safety assurance work will be required to be undertaken with MOD once the design is approved by the CAA, **NATS accepts the mitigations** presented by MOD and the Sponsor at this stage and has no further comment or concerns.*

Regards

[REDACTED]

NATS

[REDACTED]



NATS Internal

From: UASCDC-ACP <UASCDC-ACP@qinetiq.com>

Sent: 20 March 2023 08:56

To: [REDACTED]

Subject: [EXTERNAL] RE: UC ACP-2019-18 Consultation feedback - MOD response

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Good morning [REDACTED]

Just a quick bit of clarification please. As I was completing some work on the submission last week I was transcribing the text highlighted below. Can you just confirm that the "that" is superfluous in the response or that there is some qualification missing? I completely missed it when I responded to you on 15th March.

[REDACTED]

ATM Specialist and ACP Manager

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com



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From: UASCDC-ACP
Sent: 15 March 2023 15:19
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: UC ACP-2019-18 Consultation feedback - MOD response

Dear [REDACTED]

Again thank you for your response, received last Friday.

You raise two points associated with Item 1 as follows along with our responses:

- NATS requests to review the safety argument for flight within Classes A & C airspace prior to Protector entering into service. NATS remains a key stakeholder in the development of the safety argument and will certainly be given the opportunity to review, if not all then at least the parts appropriate to the operation of Protector in Classes A & C airspace.
- The MOD accepts that any LOA between 78 SQN and Swanwick/Prestwick Centres is bounded by ATC procedures associated for the crossing of Airspace for which NATS is the controlling authority, as opposed to providing any endorsement for Protector to fly in Controlled Airspace.

With reference to Item 2, again MOD sees NATS as a key stakeholder in the operation of the TRAs, so will invite NATS to play a full part in the development and agreement of any changes to the use of TRAs before Protector enters into service.

Thank you for your comments regarding Items 3 and 4. The MOD has given early sight of the draft Safety Buffer Policy dispensation proposal document to the CAA this week. It will certainly be attached as supporting material (along with your email below dated 10 Mar 23) to the Stage 4B submission documentation next week.

We look forward to continuing to work together towards the integration of both Protector into UK airspace and RAFAT into RAF Waddington.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com



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From: [REDACTED]
Sent: 10 March 2023 15:30
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>

Cc: [REDACTED]

Subject: RE: UC ACP-2019-18 Consultation feedback - MOD response

Hi [REDACTED]

Thank you for your response to the 4 questions posed by NATS during the ACP Consultation process. In general, discussions are progressing well between NATS and the Sponsor on the associated procedures associated with the introduction of this ACP. NATS NERL plc's comments are

1. The Safety Argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within Classes A to C airspace, in order to validate the assumption that operating in Classes A-C is acceptable.

NATS accepts that this is outside the scope of the ACP. However, the purpose of the ACP is to allow/permit access to Airspace for which NATS is the controlling authority. Prior to Protector entering service NATS would like to review the safety argument.

Also, any Letter of Agreement between NATS and the MOD will solely relate to ATC procedures associated between 78 SQN and Swanwick/Prestwick Centres for the crossing of Airspace for which NATS is the controlling authority. This LoA will not in any way endorse the permission for the airframe to fly in Controlled Airspace.

2. The Safety Argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within an active TRA.

NATS accepts that this is outside the scope of the ACP. However, in slower time, NATS needs to impact assess this change to the use of TRAs and the impact on the NATS Network and Operation. Therefore, whilst outside the scope of this ACP, NATS would seek confirmation from the Sponsor that changes to the use of TRAs need to be agreed before Protector enters service

3. The Safety Argument/mitigations, and their acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by RAFAT and Protector operations within the lower area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).

NATS understands the arguments made by MOD and the sponsor for dispensation from the CAA Buffer policy and has completed an initial review of the associated hazards based on the evidence provided by the MOD. Whilst further safety assurance work will be required to be undertaken with MOD once the design is approved by the CAA, NATS accepts **that the mitigations** presented by MOD and the Sponsor at this stage and has no further comment or concerns.

4. The Safety Argument/mitigations, and its acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by Protector operations within the high area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).

NATS understands the arguments made by MOD and the sponsor for dispensation from the CAA Buffer policy and has completed an initial review of the associated hazards based on the evidence provided by the MOD. Whilst further safety assurance work will be required to be undertaken with MOD once the design is approved by the CAA, NATS accepts **that the mitigations** presented by MOD and the Sponsor at this stage and has no further comment or concerns.

Regards

[REDACTED]

[REDACTED]



NATS Internal

From: UASDCD-ACP <UASDCD-ACP@qinetiq.com>

Sent: 22 February 2023 13:30

To: [REDACTED]

Cc: [REDACTED]

Subject: UC ACP-2019-18 Consultation feedback - MOD response

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

Dear [REDACTED]

Many thanks for NATS's feedback (attached) to the consultation for ACP-2019-18. The Change Sponsor has taken some time to consider the detail and, as you know, has been working closely with you and your colleagues at NATS to address the items in your feedback.

Your response addressed 4 main areas where NATS felt a lack of detail within the consultation material was evident and without which, support for the ACP was not possible. The areas of concern were articulated and NATS requested to understand more about:

1. The Safety Argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within Classes A to C airspace, in order to validate the assumption that operating in Classes A-C is acceptable.
2. The Safety Argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within an active TRA.
3. The Safety Argument/mitigations, and their acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by RAFAT and Protector operations within the lower area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).
4. The Safety Argument/mitigations, and its acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by Protector operations within the high area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).

You also asked "If the assumption on operation within CAS can be validated, could the sponsor consider the application of other airspace constructs using Flexible Use of Airspace principles (FUA) such as a Control Area (CTA) (see Airspace Modernisation Strategy intent) above RAF Waddington to support the operation on a timebound basis? This may negate the need for segregated airspace, comply with the safety buffer policy and provide a contiguous airspace environment."

Please find below the response from the Change Sponsor.

Item 1

NATS requested to understand more about: The Safety Argument, and its acceptance by the CAA, for Protector **operations the assumption that operating in Classes A-C** is acceptable.

The Change Sponsor does not believe that this airspace change relates to Protector's operation in Classes A - C airspace and that this area of concern sits outside the ACP. That said, the Change Sponsor acknowledges that integration of Protector into UK airspace in general and Classes A – C in particular is of significant importance to NATS. The MOD is following a full type certification process*, under the jurisdiction of the Military Aviation Authority (MAA), which is expected to provide assurance that Protector is airworthy and suitably equipped to fly in UK airspace Classes A and C, under Instrument Flight Rules (IFR) as Operational Air Traffic (OAT) only. In addition, the MOD Protector programme is progressing an airspace integration safety assessment (AISA) that will

provide argument and evidence that Protector will be safe to operate and operated safely in UK airspace. The AISA will be scrutinised by the MAA, but responsibility for its acceptance rests with the military risk owner: the Aviation Duty Holder. NATS is a key stakeholder in development of the AISA.

Protector will be operated in accordance with MAA Regulatory Article (RA) 2320 – Role Specific requirements for RPAS, which states that Beyond Visual Line of Sight (BVLOS) operations should either employ an appropriately approved Detect And Avoid (DAA) capability to enable compliance with the Rules of the Air appropriate to the class of airspace, or be conducted within segregated airspace using a ‘layered safety approach’ – i.e. a range of measures to reduce the likelihood of loss of safe separation of the RPAS with other air users. The AISA argues that a suitable DAA capability exists where Protector is operating as IFR/OAT in controlled airspace Classes A or C because it is (i) in receipt of a radar separation service in a known traffic environment, and (ii) operating TCAS II, which provides a collision avoidance function since Class A/C is a fully co-operative environment. This argument appears in line with CAA guidance (in CAP 722) and is accepted in principle by MAA, subject to a satisfactory overall Safety Assessment – specifically, the MAA expects the AISA to demonstrate that Protector can remain safe to operate and be operated safely through emergency procedures and lost link protocols.

RA 2320 AMC further requires that all BVLOS RPAS operations should be appropriately notified to other airspace users and approved by the relevant Airspace Control Authority. Further to this, RA 2320 guidance is that use of airspace outside a designated UK Danger Area should be agreed with the Civil Aviation Authority (CAA) Safety and Airspace Regulation Group; and permits use of Controlled Airspace (Classes A-D) when in agreement with Air Navigation Service Provider (ANSP). To enable such agreement, it is anticipated that (relevant parts of) the AISA will be presented to both NATS and the UK CAA, and will underpin a Letter of Agreement between MAA, CAA and NATS relating to Protector operation in UK airspace Classes A and C. MAA specifically requires such agreement to be evidenced in the RTS.

The ACP consultation material stated that ‘The working assumption is that Protector will be able to fly within Classes A to C airspace without restriction’. The Protector Air System Safety Case (ASSC) carries a similar assumption: “The MAA Military Type Certificate (MTC) and / or Release To Service (RTS) will not limit anticipated operating or maintenance of Protector, including no restrictions on the overflight of densely populated areas. Rationale. The MTC and/or RTS may impose limitations, beyond those anticipated, on where Protector can operate. For ASSC purposes it is assumed that no additional limitations will be applied. Key anticipated limitations concern airspace access (e.g. flight only in controlled airspace and segregated airspace). NATS will be kept informed of any such limitations.

* Note: For information, the Type Certification Basis is founded on NATO Standardization Agreement (STANAG) 4671 Edition 2, with additions and amendments to address, inter alia, UK-specific requirements (taken from Defence Standard (DefStan) 00-970 Part 13) and – critically for the present question – airspace integration requirements.

Item 2

NATS requested to understand more about: The Safety Argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system **within an active TRA**.

Again the Change Sponsor does not believe that this airspace change relates to Protector’s operation in an active TRA and that this area of concern sits outside the ACP. Nevertheless, the Change Sponsor acknowledges that the means by which Protector will access, egress and interact with any NATS-controlled traffic in an active TRA is of significant interest to NATS. The MOD is working on a proposed way forward via the AISA which is likely to involve an Airspace Change to amend the current rules for TRAs, which will subsequently require approval by the CAA. A series of MOD/NATS meetings have been held to progress this; input from NATS as a key stakeholder is considered vital. The current proposal, which has been submitted for MAA opinion, has been sent to NATS under separate cover. Following receipt of MAA feedback, further updates and/or meeting will be arranged.

Item 3

NATS requested to understand more about: The Safety Argument/mitigations, and their acceptance by the CAA, for the containment of activities and the prevention of ‘inadvertent excursions’ by RAFAT and Protector operations within the lower area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).

The Change Sponsor agrees that the application of the CAA’s Special Use Airspace – Safety Buffer Policy for Airspace Design Purposes (dated 22 August 2014) requires agreement with NATS for the low airspace design. A draft proposal for a request for dispensation from the policy has been shared with NATS for comment and is being progressed through a series of MOD/NATS meetings. NATS also stated that:

“Whilst a Danger Area requires compliance with the CAA SUA Buffer policy for HEM, a Restricted Area does not. In relation to this ACP, the selected use of a

Danger Area to encompass RAFAT activities is a departure from the existing Restricted Airspace principle currently employed (EGR313). A Restricted area infers that protection is required by RAFAT from other airspace users (which is also the case for display activities undertaken at various sites throughout the display season) i.e., RAFAT activities in themselves are not dangerous but the presence of other airspace users poses a risk to RAFAT and must therefore be restricted. However, a Danger Area implies that RAFAT activities are a danger to other airspace users and therefore must be contained and notified as such."

MOD does not consider RAFAT to propose a threat to external airspace users. In addition the Danger Area construct has been assessed by RAFAT as providing adequate protection for its flying display training. Since RAFAT was a late addition to this ACP, it was felt that purposing the Danger Area as dual purpose (RAFAT and Protector) would be less confusing and less restrictive to other airspace users than to propose both Restricted Area and Danger Area constructs for the same volume of airspace. In addition, MOD does not believe that Protector offers a threat to external airspace users; joint work managed by MOD/NATS has been conducted into the likelihood of MOD BVLOS RPAS unintentionally departing notified operating airspace. A DASOR search found no instances of such in the UK. The MOD has proposed suitable mitigations to support a request for dispensation from the Safety Buffer Policy, which will be presented with the ACP submission once agreement with NATS has been reached.

Item 4

NATS requested to understand more about: The Safety Argument/mitigations, and its acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by Protector operations within the high area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).

The Change Sponsor agrees that the application of the CAA's Special Use Airspace – Safety Buffer Policy for Airspace Design Purposes (dated 22 August 2014) requires agreement with NATS for the medium airspace design. The MOD has proposed suitable mitigations for Protector's operation to support a request for dispensation from the Safety Buffer Policy; this document has been worked on with NATS through a series of MOD/NATS meetings. NATS is considering its agreement to the proposal through some internal safety work. Once agreement with NATS has been reached, a request for dispensation from the Safety Buffer Policy will be presented with the ACP submission.

NATS also asked "If the assumption on operation within CAS can be validated, could the sponsor consider the application of other airspace constructs using Flexible Use of Airspace principles (FUA) such as a Control Area (CTA) (see Airspace Modernisation Strategy intent) above RAF Waddington to support the operation on a timebound basis? This may negate the need for segregated airspace, comply with the safety buffer policy and provide a contiguous airspace environment."

In this regard, the Change Sponsor certainly considered the use of other airspace constructs as an option and requested feedback on the suitability of using some form of controlled airspace during Stage 2 of the ACP. The Stage 2A submission covers this at paragraph 10. Whilst you suggest some kind of time-bounding for the promulgation of any proposed associated controlled airspace, the nature of RAFAT and Protector activity is likely to lead to unnecessary hours of activation and/or a lack in flexibility in the ability to operate the Protector capability when required. As stated in the Stage 2A submission, the most economical type of airspace to be implemented (in terms of hours of activation, access to airspace and manpower resource) would be segregated airspace in the form of a Danger Area. A Danger Area was considered to be the most suitable type of structure as the activities to be performed will not comply with rules of the air and, therefore, anything other than segregated airspace was not considered to be appropriate.

I hope you find the Change Sponsor's response useful. Please advise if there is anything that requires further clarification.

[REDACTED]
ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com



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From: [REDACTED]
Sent: 28 November 2022 16:03
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>

Subject: RE: UC ACP-2019-18 Consultation deadline reminder

Dear [REDACTED]

Thank you for providing NATS the opportunity to review and comment on this consultation. Please find attached our response.

Regards

[REDACTED]
Manager NATS Operational Policy
[REDACTED]

NATS Internal

From: UASDCD-ACP <UASDCD-ACP@qinetiq.com>
Sent: 17 October 2022 19:12
To: UASDCD-ACP <UASDCD-ACP@qinetiq.com>
Subject: [EXTERNAL] UC ACP-2019-18 Consultation deadline reminder

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Dear NATMAC member,

Thank you to those who have already provided feedback to ACP-2019-18 Stage 3 consultation.

If you wish to provide feedback and have not already done so, herewith a reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

As a NATMAC member you are likely to have been involved in the previous 2 stages of the ACP, several of you providing valuable feedback in the development of the design principles and airspace design options. For Stage 3 the Change Sponsor is looking to you, as an over-arching body, to consider the information provided in the consultation material and provide feedback on behalf of your members.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



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NATS Response to ACP 2019-018: Enabling RPAS and RAF Aerobatic Team Operations out of Waddington

Do you support the proposed Airspace Change Proposal?

Yes	
No	X
Unsure	

Please rank your response to the combined airspace design (combined low and medium airspace designs) as presented in the Consultation Document on page 21. (Please select only one).

Strongly Support	
Support	
Neutral	
Object	X
Strongly Object	

Please rank your response to the Low Airspace Design (Stage 2, Option 1) as presented on page 11 of the Consultation Document. (Please select only one).

Strongly Support	
Support	
Neutral	
Object	X
Strongly Object	

Please rank your response to the Medium Airspace Design (refined Stage 2, Option 8) as presented in the Consultation Document on page 19. (Please select only one).

Strongly Support	
Support	
Neutral	
Object	X
Strongly Object	

If you support this proposal, please provide any alterations that would further improve it for you.

--

If you oppose this proposal, please explain why.

NATS understands and supports the need for change outlined in this proposal which presents the MOD requirement to establish suitable airspace to support Defence operations and integration of new air platforms (Protector) into the UK airspace. However, the consultation proforma design and question set presents a constraint to our response that forces a negative return. We are committed to working with MOD under the Joint and Integrated approach to ensure that a safe operating environment for all airspace users is maintained whilst allowing MOD to meet its operational needs.

Unfortunately, for the reasons described below, NATS is currently unable to support this ACP due to the lack of information within the consultation document. It is difficult to see how this ACP, as presented, meets the primary design principle: 'DP(a) Provide a safe environment for airspace users including consideration of the risk to life of those on the ground during RAFAT display practices.'

The consultation document does not clearly provide the safety assurance argument for the airspace, especially in relation to UK Buffer Policy for Airspace Design and to substantiate the documents stated "working assumptions" for operations in airspace classes A-C. This lack of clarity does not allow NERL Operations to provide the safety assurance it requires to ascertain the full impact of the proposed airspace on its operation and customers.

Specifically:

Para 1.18 states: 'The working assumption is that Protector will be able to fly within Classes A to C airspace without restriction'. Whilst the premise of this ACP is based on this assumption, no further information or evidence is provided to quantify why this working assumption is valid or what steps are required to assure this desired outcome.

Within Para 1.17 it clearly sets out that existing regulations prevent this working assumption from materialising. Consequently, the credibility of the remainder of the airspace consultation material is questionable. The 'working assumption',

NATS Response to ACP 2019-018: Enabling RPAS and RAF Aerobatic Team Operations out of Waddington

to fly in Classes A to C airspace without restriction has been ever present within all documentation associated to this ACP; however, at the stage of consultation on the proposal no further details are provided.

Further, Paras 1.4 and 1.5 explain the construct of airspace surrounding RAF Waddington, noting the presence of TRAs (between FL195 and FL245) and the ambiguous nature of the classification of such airspace i.e. within Class C but Class G rules applying during activation times. The prevailing condition associated to TRAs is access for VFR traffic that are not required to be separated from other traffic iaw the requirements of Class C airspace; e.g, the same type of environment that this ACP aims to introduce a danger area into, to protect other airspace users due to the lack of detect and avoid capabilities. Consequently, any safety-based argument yet to be provided on flight within a controlled environment (Class A to C airspace) must also encompass the TRA environment which cannot be considered comparable. This element of the proposal is noted in Para 3.9; however, with the consultation concluding that no 'satisfactory argument' for the safe operation of Protector has been provided for this environment, with the MOD noting that: "The upper limit of FL195 for the medium airspace design is predicated on this argument being able to be made". Therefore, at this stage of consultation, it must be concluded that such operations are not safety assured. NATS is the En-Route ATS provider responsible for the provision of ATS with TRAs and therefore has a responsibility to ensure that such service provision is safe and commensurate with the rules provided by the CAA for its operation.

In respect of the Low Area:

Whilst a Danger Area requires compliance with the CAA SUA Buffer policy for HEM, a Restricted Area does not. In relation to this ACP, the selected use of a Danger Area to encompass RAFAT activities is a departure from the existing Restricted Airspace principle currently employed (EGR313). A Restricted area infers that protection is required by RAFAT from other airspace users (which is also the case for display activities undertaken at various sites throughout the display season) i.e., RAFAT activities in themselves are not dangerous but the presence of other airspace users poses a risk to RAFAT and must therefore be restricted. However, a Danger Area implies that RAFAT activities are a danger to other airspace users and therefore must be contained and notified as such.

By stating that RAFAT activities are dangerous to other airspace users the CAAs SUA Buffer Policy needs to be considered. It is assumed that the types of activity undertaken by RAFAT include "High Energy Manoeuvres" and therefore the policy would apply to the design and establishment of any area designated to contain such activities and thereby mitigate for the potential for 'inadvertent excursion'.

Additionally, the design provided does not meet the requirements of the CAAs SUA Buffer Policy, in that a circle with a radius of 5nm centred on the Waddington ARP (53 09 58.18N 000 31 25.82W Centred on mid-point of Rwy 02/20¹) from SFC to FL105 is neither 5nm nor 2000ft from the Lincolnshire CTA3[A] which has a base level of FL105, or the Doncaster Sheffield CTA13[E]² which has a base level of FL085³. The CAAs SUA Buffer Policy sets out how mitigations to the policy may be employed, however no mitigation information is provided within this consultation.

Further, given the lower portion of airspace will also be used for Protector which is defined as an Unmanned Aircraft System Operating Beyond Visual Line of Sight (BVLOS), the CAAs SUA Buffer Policy would also apply to this type of activity. Again, the CAAs SUA Buffer Policy provides possible mitigations to overcome non-compliance with the design criteria, but there is no detail within the consultation document around utilisation of these potential options.

In respect of the High Area:

Within Para 3.9 the MOD accepts that the proposed design of the High Area does not comply with the CAAs SUA Buffer Policy, in that it immediately abuts the Lincolnshire CTA2[A], base level FL105, CTA2[A], base level FL125 and CTA1[A], base level FL155. The MOD further acknowledges that: "Work is still ongoing regarding the development of a robust argument with respect to the CAA Safety Buffer Policy. If successful, the volume of the medium airspace design might be further reduced". As previously stated, the CAAs SUA Buffer Policy is predicated on the risk of 'inadvertent excursion'. Whilst NATS is mindful that the purpose of this ACP is to allow Protector to enter and exit Class C airspace above FL195 and therefore intentionally leave the danger area construct, it is also mindful that safety arguments to do so have not been provided and, as per para 1.17, it is not clear whether the MODs own regulations currently allow such operations. Equally, as with the Low Area, the CAAs SUA Buffer Policy provides possible mitigations to overcome non-compliance with the design criteria, but there is no associated detail around utilisation of these potential options.

1 Data taken from UK Military AIP. Not provided in consultation material.

2 Correct at time of writing but subject to change if Doncaster Sheffield Airport closes and the airspace is reverted to Class G.

3 For CTA dimensions see UK AIP ENR 2.1

NATS Response to ACP 2019-018: Enabling RPAS and RAF Aerobatic Team Operations out of Waddington

Whilst ensuring that essential military activity can be achieved, the MOD is keen to reduce the impact of its operations on other airspace users. Can you suggest any mitigation or alterations that would resolve your opposition whilst achieving this?

NATS would like to continue work with the MOD to ensure that the airspace and procedures to support Protector operations and to provide a safe environment for continued RAFAT training is enabled. To do this NATS would wish to understand:

1. The safety argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within Classes A to C airspace, in order to validate the assumption that operating in Classes A-C is acceptable.
2. The Safety Argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within an active TRA.
3. The Safety Argument/mitigations, and their acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by RAFAT and Protector operations within the lower area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).
4. The Safety Argument/mitigations, and its acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by Protector operations within the high area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).

Are there any other general considerations that you would like the MOD to consider in relation to this Airspace Change Proposal?

If the assumption on operation within CAS can be validated, could the sponsor consider the application of other airspace constructs using Flexible Use of Airspace principles (FUA) such as a Control Area (CTA) (see Airspace Modernisation Strategy intent) above RAF Waddington to support the operation on a timebound basis? This may negate the need for segregated airspace, comply with the buffer policy and provide a contiguous airspace environment.

NATS Response to ACP 2019-018: Enabling RPAS and RAF Aerobatic Team Operations out of Waddington

Do you support the proposed Airspace Change Proposal?

Yes	
No	X
Unsure	

Please rank your response to the combined airspace design (combined low and medium airspace designs) as presented in the Consultation Document on page 21. (Please select only one).

Strongly Support	
Support	
Neutral	
Object	X
Strongly Object	

Please rank your response to the Low Airspace Design (Stage 2, Option 1) as presented on page 11 of the Consultation Document. (Please select only one).

Strongly Support	
Support	
Neutral	
Object	X
Strongly Object	

Please rank your response to the Medium Airspace Design (refined Stage 2, Option 8) as presented in the Consultation Document on page 19. (Please select only one).

Strongly Support	
Support	
Neutral	
Object	X
Strongly Object	

If you support this proposal, please provide any alterations that would further improve it for you.

If you oppose this proposal, please explain why.

NATS understands and supports the need for change outlined in this proposal which presents the MOD requirement to establish suitable airspace to support Defence operations and integration of new air platforms (Protector) into the UK airspace. However, the consultation proforma design and question set presents a constraint to our response that forces a negative return. We are committed to working with MOD under the Joint and Integrated approach to ensure that a safe operating environment for all airspace users is maintained whilst allowing MOD to meet its operational needs.

Unfortunately, for the reasons described below, NATS is currently unable to support this ACP due to the lack of information within the consultation document. It is difficult to see how this ACP, as presented, meets the primary design principle: 'DP(a) Provide a safe environment for airspace users including consideration of the risk to life of those on the ground during RAFAT display practices.'

The consultation document does not clearly provide the safety assurance argument for the airspace, especially in relation to UK Buffer Policy for Airspace Design and to substantiate the documents stated "working assumptions" for operations in airspace classes A-C. This lack of clarity does not allow NERL Operations to provide the safety assurance it requires to ascertain the full impact of the proposed airspace on its operation and customers.

Specifically:
 Para 1.18 states: 'The working assumption is that Protector will be able to fly within Classes A to C airspace without restriction'. Whilst the premise of this ACP is based on this assumption, no further information or evidence is provided to quantify why this working assumption is valid or what steps are required to assure this desired outcome.

Within Para 1.17 it clearly sets out that existing regulations prevent this working assumption from materialising. Consequently, the credibility of the remainder of the airspace consultation material is questionable. The 'working assumption',

NATS Response to ACP 2019-018: Enabling RPAS and RAF Aerobatic Team Operations out of Waddington

to fly in Classes A to C airspace without restriction has been ever present within all documentation associated to this ACP; however, at the stage of consultation on the proposal no further details are provided.

Further, Paras 1.4 and 1.5 explain the construct of airspace surrounding RAF Waddington, noting the presence of TRAs (between FL195 and FL245) and the ambiguous nature of the classification of such airspace i.e. within Class C but Class G rules applying during activation times. The prevailing condition associated to TRAs is access for VFR traffic that are not required to be separated from other traffic iaw the requirements of Class C airspace; e.g, the same type of environment that this ACP aims to introduce a danger area into, to protect other airspace users due to the lack of detect and avoid capabilities. Consequently, any safety-based argument yet to be provided on flight within a controlled environment (Class A to C airspace) must also encompass the TRA environment which cannot be considered comparable. This element of the proposal is noted in Para 3.9; however, with the consultation concluding that no 'satisfactory argument' for the safe operation of Protector has been provided for this environment, with the MOD noting that: "The upper limit of FL195 for the medium airspace design is predicated on this argument being able to be made". Therefore, at this stage of consultation, it must be concluded that such operations are not safety assured. NATS is the En-Route ATS provider responsible for the provision of ATS with TRAs and therefore has a responsibility to ensure that such service provision is safe and commensurate with the rules provided by the CAA for its operation.

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1 Data taken from UK Military AIP. Not provided in consultation material.

2 Correct at time of writing but subject to change if Doncaster Sheffield Airport closes and the airspace is reverted to Class G.

3 For CTA dimensions see UK AIP ENR 2.1

NATS Response to ACP 2019-018: Enabling RPAS and RAF Aerobatic Team Operations out of Waddington

Whilst ensuring that essential military activity can be achieved, the MOD is keen to reduce the impact of its operations on other airspace users. Can you suggest any mitigation or alterations that would resolve your opposition whilst achieving this?

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1. The safety argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within Classes A to C airspace, in order to validate the assumption that operating in Classes A-C is acceptable.
2. The Safety Argument, and its acceptance by the CAA, for Protector operations without a full detect and avoid system within an active TRA.
3. The Safety Argument/mitigations, and their acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by RAFAT and Protector operations within the lower area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).
4. The Safety Argument/mitigations, and its acceptance by the CAA, for the containment of activities and the prevention of 'inadvertent excursions' by Protector operations within the high area (such that the CAAs SUA Buffer Policy for Airspace Design Purposes need not apply).

Are there any other general considerations that you would like the MOD to consider in relation to this Airspace Change Proposal?

If the assumption on operation within CAS can be validated, could the sponsor consider the application of other airspace constructs using Flexible Use of Airspace principles (FUA) such as a Control Area (CTA) (see Airspace Modernisation Strategy intent) above RAF Waddington to support the operation on a timebound basis? This may negate the need for segregated airspace, comply with the buffer policy and provide a contiguous airspace environment.

Archived: 20 March 2023 09:01:58

From: [UAS CDC-ACP](#)

Sent: 20 March 2023 09:01:00

To: [REDACTED]

Subject: RE: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

Dear [REDACTED]

Excellent, thank you for forwarding the LOA. My contact at the TATCC didn't mention an extant LOA at all. However, as discussed on the telephone, I have noted that you are content to leave the LOA as it stands, without any need for amendment to include specific procedures regarding the proposed segregated airspace. If at any time you change your mind, I am sure that [REDACTED] and her team will be willing to discuss it further with you.

Enjoy the better weather!

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UAS CDC-ACP@qinetiq.com



 *Please consider the environment before printing this email.*

From: [REDACTED]

Sent: 17 March 2023 13:03

To: UAS CDC-ACP <UAS CDC-ACP@qinetiq.com>

Subject: Re: UC ACP-2019-18 Feedback to Consultation

Hi [REDACTED]

Please see attached our LOA with the TATCC.

Great to speak to you on the phone.

[REDACTED]

On Sat, 11 Mar 2023 at 13:06, UAS CDC-ACP <UAS CDC-ACP@qinetiq.com> wrote:

Dear [REDACTED]

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. We have been in touch throughout the airspace change process and I am grateful for your feedback. In particular I would like to provide comment on the feedback you left on the Citizen Space portal late last year.

The Change Sponsor has discussed your suggestion of drawing up a letter of agreement with the Lincolnshire Terminal Air Traffic Control Centre (TATCC) at RAF Coningsby, which will be the controlling ATC unit for the medium airspace design option. The Lincolnshire TATCC will be providing a service to aircraft within the medium airspace design and provided the Langar activity remains outside the proposed airspace (Protector will remain inside the proposed airspace), they do not feel any requirement for a

letter of agreement. All information regarding airspace activation, timings, frequencies, etc will be included in the relevant NOTAMs. Clarification may be sought by Langar through the ATC switchboard at the Lincolnshire TATCC or via the Waddington LARS frequency of 119.5MHz. Langar could request a DACS if access to the proposed airspace is of benefit to Langar aircraft. Of course Langar aircraft will be visible to the TATCC controllers via transponder.

I hope that answers your feedback, but if for any reason you would like to pursue a letter of agreement further, I will put you in touch with the Unit directly.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: 
Email: UASCDC-ACP@qinetiq.com



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LETTER OF AGREEMENT BETWEEN LINCOLNSHIRE TATCC AND LANGAR AIRFIELD

Review date: 01 DEC 2025

AIM

1. The purpose of this Letter of Agreement (LoA) is to define the co-ordinating procedures to be applied between Lincolnshire Terminal Air Traffic Controlling Centre (Lincs TATCC) and Langar Airfield to promote flight safety in the local area. Langar Airfield is located at N52.89593 W0.90102

INTRODUCTION

2. Lincs TATCC (N5305.58 W000 09.95) is the 'hub' for RAF air traffic radar services across Lincolnshire. Located at RAF Coningsby, it delivers LARS and terminal approach services to RAF Barkston Heath, Coningsby, Cranwell, and Waddington, alongside airfield air traffic services for Coningsby. The published opening hours of the Lincs TATCC are 0800-1700 Monday to Friday; flying regularly continues on weekday evenings and at irregular times at weekends, especially during the summer display season.

USER REQUIREMENTS

4. Langar Airfield will endeavour to contact Lincs TATCC on [REDACTED] prior to commencing paratropping flying and, in the interests of flight safety if under an air traffic service, ac using Langar Airfield will comply with all ATC instructions given by Lincs TATCC.

5. During published opening house, pilots should use judgement and airmanship to determine if their sortie will impact flying operations at RAF Barkston Heath, Coningsby, Cranwell and Waddington. If so, the pilot should attempt to contact Waddington Zone on frequency 119.5Mhz. Outside of these published hours, this frequency is not routinely staffed.

6. Pilots that are permanently based at Langar are to be briefed and made aware of the military operations that are conducted close to Langar Airfield. As per para 5, Langar based and visiting pilots are to use judgement and airmanship when determining which LARS provider is the most appropriate to contact.

APPLICATION OF LETTER OF AGREEMENT

7. Nothing in this LoA prevents a pilot, air traffic controller or controlling authority from using his discretion in case of emergency. However, the other parties are to be notified of any departure from these procedures as soon as possible.

8. Temporary departures from the LoA within the authority of the Signatories to control, will be subject of prior consultation and approval. Notwithstanding this proviso each signatory will do their utmost to meet the spirit of the LoA.

9. Permanent amendment to this LoA will only take affect with the written consent of the signatories and the agreement of Headquarters Air Command.

Signed: [REDACTED] 24 Nov 22

Signed: [REDACTED] 23 Nov 22

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Lincs TATCC Cdr, RAF Coningsby

Langar Airfield

Archived: 15 March 2023 17:44:12

From: [UASCDC-ACP](#)

Sent: 15 March 2023 17:33:00

To: [REDACTED]

Subject: RE: Waddington ACP Stage 3 Feedback

Sensitivity: Normal

[REDACTED]

At last I am able to formally respond to the feedback provided by you on behalf of the MOD late last year during the Stage 3 Consultation for ACP-2019-18. There were several points raised in addition to a few specific questions. Please find the Change Sponsor's response below.

Concerns Raised:

1. Provision of a DACS was thought to be of importance in order to effectively manage Quick Reaction Alert activity from RAF Coningsby, unplanned and planned military diversion requirements. DACS availability would alleviate potential issues with traffic funnelling within the local area and would assist with military training in the Lincolnshire area and positioning for aircraft recoveries when Coningsby is using RW07. A DACS of the Medium airspace design was thought to be a significant enabler for military instrument departures from Cranwell and for Gamston/Lichfield radar corridor access on departure and recovery as well as airways joiner and leaver profiles for Cranwell aircraft. The Change Sponsor provided information on the MOD's intention to provide a DACS within the Consultation material. This was published within the Consultation Document Issue 1.0 at para 4.1.3.
2. Efficient notification of the proposed airspace was thought to be key in terms of period of notice of airspace activation as well as minimising the length of activation. It was thought that this would increase safety and enable other airspace users to plan around Protector and RAFAT activity to maximise the opportunities for obtaining crossing approvals. The Change Sponsor provided information on the MOD's intention to provide an efficient and robust notification system within the Consultation material. This was published within the Consultation Document Issue 1.0 at para 4.1.1 and 4.1.2. The Change Sponsor is developing procedures for the management of the proposed airspace, drafts of which will be included with the ACP submission at Stage 4. With regard specifically to the notification of the proposed airspace MOD is proposing that the airspace activation will be managed by MAMC.
3. Of particular relevance to RAFAT, the local military airspace users were keen to understand and influence RAFAT's pre-positioning procedures and emergency/break-off profiles to minimise any infringement of adjacent ATZ/MATZ airspace and to minimise the impact on local ATC patterns. The Change Sponsor has noted the suggestion of drawing up an internal MOD Service Level Agreement/Letter of Agreement between relevant units to determine priorities and develop procedures. Waddington aerodrome sees no requirement for an SLA, but perhaps the wider Lincolnshire MOD does. Whilst this may not ultimately be required, the Change Sponsor will discuss this further with you.
4. Wittering ATC suggested providing local DATIS information regarding altitude conversions. This is outside the scope of this ACP and should be discussed at individual units.

Questions Raised:

1. The local units were keen to understand who would be the Control Authority for the proposed airspace. Despite asking for the information, it has not been forthcoming. I will continue to ask, but I am presuming Waddington Radar. Procedures are being drafted to delegate control of the airspace FL150 – 195 to 78 Sqn (Swanwick(Mil)) in order to facilitate access/egress to/from controlled airspace.
2. Current planning assumptions for the duration of Protector training sorties are Mon-Fri approximately 12 hours per day. The duration of any operational tasking in support of UK-based operations would be dictated by the nature of the task.
3. Draft procedures indicate that Protector will be allocated a squawk of 3630 when operating in the segregated airspace – I believe this is an allocated Waddington squawk.
4. Procedures are being drawn up to activate the proposed airspace for the full sortie duration of Protector. The airspace would be kept active for the duration of RAFAT and/or Protector sorties in order to cater for early recovery or emergency situations. The UK does not yet have robust means by which to dynamically switch on and off airspace, whilst ensuring all airspace users can be made aware.

5. The future of EG R313 is of huge importance to not only RAFAT but all local military and civil airspace users. There is no direct intention to remove EG R313 if this ACP is successful, but the MOD must consider how EG R313 and the proposed airspace over RAF Waddington would be used by RAFAT. RAFAT has stated that the 2 volumes of airspace would not be used by RAFAT on the same day. RAF Waddington is being used as a practice display location 28-30 Mar 23 and it is hoped that this will produce the data required to make a decision about the suitability of the site for permanent future use. Indication on the future viability of EG R313 is anticipated early Apr 23.
6. There is no consideration regarding sectioning the medium airspace design, essentially because precisely how the airspace will be used by Protector has not been finalised. However, in time this could be something that could be managed internally within the MOD.
7. RAFAT will only use the low airspace design.
8. Protector is fitted with TCAS II.
9. The proposed airspace will be given a danger area identification number such as DAxxx. The CAA will determine the values for "xxx". The low and medium airspace volumes are likely to be suffixed A and B. It may be that the volumes are also given plain text names. This will be decided/agreed during the Stage 5 ACP process (due to end 31 Jul 23).

I hope this is helpful to your stakeholders. Please get in touch if any more information is required.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: 
Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

From: 
Sent: 28 November 2022 14:29
To: 
Cc: 
Subject: Waddington ACP Stage 3 Feedback



PSA MOD response summary for the Stage 3 consultation of ACP-2019-018. I have submitted a response on CitizenSpace but there was no way of uploading the document directly. I will send a further email shortly, with the email responses attached for completeness.

Best regards,



Archived: 13 March 2023 10:00:07

From: [REDACTED]

Sent: 13 March 2023 08:46:19

To: [UASCDC-ACP](#)

Subject: Re: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

Attachments:

[Annex B to ACP-2019-18 Stage 3D.pdf](#);

Dear [REDACTED]

Thank you for this detailed response.

[REDACTED]

Sent from my iPad

On 13 Mar 2023, at 19:17, UASCDC-ACP <UASCDC-ACP@qinetiq.com> wrote:

Dear Mr [REDACTED]

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. You provided feedback on the Citizen Space portal during the consultation phase last year for which the Change Sponsor is grateful and would like to provide the following comments in response.

The Change Sponsor has considered your concerns about the potential for RAFAT to activate more than one piece of segregated/restricted airspace simultaneously and the impact this could have on other airspace users. In response RAFAT has provided further indications as to how the proposed airspace at RAF Waddington may be used alongside EG R313, depending on the viability of EG R313 for RAFAT practice displays. This is attached, but in summary there will be no requirement for the proposed airspace at Waddington and EG R313 to be activated on the same day for RAFAT activity. Therefore, a DACS through one or the other should be approved (dependent on any other conflicting airspace activity, of course). How the RAFAT airspace options will be managed will be defined at Stage 4 of the ACP

The Change Sponsor is also committed to publicise further decisions on airspace for RAFAT display training once details on the sale of Scampton are announced (anticipated early April 2023).

The Change Sponsor has also considered your suggestion for the provision of an ATIS facility. For technical, regulatory and ATC workload reasons, the provision of a useful ATIS to broadcast real-time status of the proposed airspace is not considered possible. The MOD investigated the provision of such a service during the SkyGuardian deployment in 2021 and for the TDA which is currently in place at RAF Syerston. The aspiration to provide airspace users with a means to determine whether a piece of airspace is hot or cold is unmanageable from a resource/workload point of view and, therefore, has flight safety implications (RAF Waddington ATC has conducted a safety assessment into the amount of information that can safely and accurately be uploaded for transmission via ATIS). However, Waddington Radar will provide a DAAIS and DACS on the Waddington LARS frequency of 119.5MHz. In the event of a last minute cancellation of the airspace and Waddington Radar is not available, London Information will provide a DAAIS on 124.6MHz.

I hope this helps to understand how the MOD has handled your feedback to the ACP. Full details of all respondents' feedback has been presented to the CAA in line with Stage 3D of the CAP 1616 process and will shortly be uploaded to the CAA ACP portal.

Please let me know if I can be of any further assistance.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: 
Email: UASCDC-ACP@qinetiq.com



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RAFAT AIRSPACE REQUIREMENTS, INTENT AND PLANS

Background.

The Royal Air Force Aerobatic Team, officially known as RAFAT but more commonly referred to as The Red Arrows, perform high energy, highly dynamic low-level aerobatic displays in formations of up to 9 aircraft. They display in front of UK audiences during the summer and regularly deploy overseas as a key element of UK 'soft power' to promote UK interests worldwide. They are a British national asset, not just an RAF capability.

RAFAT Annual Training Programme.

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Option 1. Continue to use EG R313 as the primary display practice location, but complete occasional 30-minute practice slots over RAF Waddington using the ACP-2019-018 airspace volume. This would allow the Team's supervisory chain to have regular opportunities to watch the training, which is harder to achieve when the Team practice entirely at a different location. It would also allow the Team's important charitable and corporate engagement programme to continue without the complications of having to transport people to/from Scampton. This option would also allow the local community to gain exposure to the Team's display activity and help RAFAT embed into RAF Waddington. This option will only see infrequent RAFAT flying over RAF Waddington utilising protected airspace proposed under this ACP, probably no more than 3-4 sorties per week during the peak corporate visit programme which normally runs from January to March. Such activity will be limited to the minimum required and will be almost completely restricted to the winter training months before the Team deploy abroad in late March/early April each year. Such limited

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The closure of RAF Scampton has required a reassessment of where RAFAT should train in the UK over the winter period. There are a great number of factors to consider for each location; ultimately the operating risk associated with each must be minimised as much as possible while still enabling maintenance of the operational output. The current interest in 3 different sites might give the impression of the RAF 'hedging its bets'; this is not the case. Because of the high-technical merit flying that RAFAT perform, very careful consideration must be given to each site in advance of it being chosen, including live-flying trials which themselves require protected airspace volumes. The continued uncertainty surrounding Scampton and EG R313 is also making future planning more challenging.

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Conclusion.

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RAFAT DISPLAY SAFETY ASSURANCE

Background. RAFAT display activity is governed by both military and civil regulations: Military Aviation Authority Regulatory Article 2335 (MAA RA 2335) and Civil Air Authority Civilian Air Publication 403 (CAP403). Whilst the applicability of the regulations can differ for some display activity (RA 2335 over MOD Property, CAP 403 over Non-MOD Property) the most restrictive of the regulations will be applied.

Assurance Activity. Display activity, including practice displays, will only be conducted within the bounds of an (MAA or CAA as required) approved display area and remains subject to the same rigorous levels of supervision, coordination, and control, of a full public display. The approval of a display area and profile considers the proximity of congested areas and the risk to 3rd parties. In addition, each practice is subject to authorisation and supervision by the Flying Display Supervisor who holds an accredited Flying Display Director qualification. All display activity overhead RAF Waddington will be monitored by Air Traffic Control and the Flying Display Supervisor who maintains direct radio communications to the participating aircraft. All displays (including practice) are video recorded to support rigorous debrief. The first and highest priority of any debrief is always any safety elements.

Conclusion. RAFAT display flying, as with all military flying, is risk managed to levels that are 'As Low as Reasonably Practicable' and 'Tolerable'. Any activity that does not meet these criteria shall be ceased immediately until appropriate mitigation can be applied to assure continued safe conduct.

Archived: 14 March 2023 11:11:51

From: [REDACTED]

Sent: 14 March 2023 06:21:34

To: [UASCDC-ACP](#)

Cc: [REDACTED]

Subject: Re: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

Good morning [REDACTED]

Thank you for your helpful reply. I will pass this information on to Boston and the other airfield owners I keep in the loop.

I am poor you will be unable to be at the Waddington LAUG. Hope you are keeping well and enjoying life to the full.

Very best wishes. [REDACTED]

On 11 Mar 2023, at 13:07, UASCDC-ACP <UASCDC-ACP@qinetiq.com> wrote:

Dear [REDACTED]

I hope this email finds you well.

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. You and I have been in touch throughout the airspace change process via email and via the LAUG and I am grateful for your feedback. In particular I would like to provide comment on the feedback you left on the Citizen Space portal late last year.

Whilst your concerns do not specifically impact the final proposal, the Change Sponsor has passed the comment regarding light aircraft operating in the North Coates area to RAFAT for consideration. Their response is as follows.

A LARS service is provided by Humberside that reaches the Donna Nook/North Coates area. RAFAT would always promulgate usage of Donna Nook via NOTAM and any formation would be in receipt of an air traffic service from Humberside during the practice. North Coates has always kindly suppressed its activity and/or warned local users of a practice display at Donna Nook. RAFAT would always ring North Coates before take-off to confirm timings.

I hope this helps with your concerns. Unfortunately I am not able to make the LAUG scheduled for 21st March as I have a previous appointment – my colleague [REDACTED] will be presenting an update in my place though.

Please let me know if I can assist any further.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com

<image001.jpg>



Please consider the environment before printing this email.

From: [REDACTED]

Sent: 14 June 2022 11:02

To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>

Cc: [REDACTED]

Subject: Re: UC ACP-2019-18 update

Hi [REDACTED]

Good morning [REDACTED]

Sorry it has taken a little while for me to reply to your email.

The email I sent was in response to one I received regarding the proposed changes after the inevitable move of the Red's to Waddington and the air space they will require to conduct the Synchro pair practice at Syerston. The proposed location will not affect any of the airfields that I have contact, including Boston and Pointon.

My concern was relating to the transit height for, The Red Arrows, between Waddington and Dona Nook. This may have the potential to cause disruption along the East coast.

Boston use this route both for training and recreational flying visiting airfield along this transit track.

I have not received a reply from the sender of the email other than to say "I am away from my desk flying commercial".

Please do you have any answers to my question?

[REDACTED]

Very best wishes, [REDACTED]

On 6 Jun 2022, at 14:06, UASCDC-ACP <UASCDC-ACP@qinetiq.com> wrote:

Dear [REDACTED]

Thank you for your email and apologies for the delay in responding. I have been on leave and have found it impossible to get an out of office message on this mailbox.

The airspace is as follows. The Protector RPAS and the Reds will use the 5nm cylinder which sits over Waddington from surface to 9500 ft AMSL. The rectangle / square shape aligned with the Lincs CTA is just for Protector's use but extends from 9500 ft AMSL upwards. It does not come down to the surface. I am assuming that this is the piece you were referring to regarding blocking the coastline. Very few GA will be affected by this piece of airspace.

Does that put you in a better place? Feel free to give me a call on the number below if you are still alarmed.

[REDACTED]

We have a date for the LAUG (22 Sep) so I will be there to present and answer questions.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]

Email: UASCDC-ACP@qinetiq.com

<image001.jpg>



Please consider the environment before printing this email.

From: [REDACTED]
Sent: 17 May 2022 12:29
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Cc: [REDACTED]
Subject: Re: UC ACP-2019-18 update

Good afternoon [REDACTED]

[REDACTED]

I have just looked at the proposal for air space around Waddington, for the RPAS and Aerobatic team. This proposal would seem to completely block passage along the Lincolnshire coast line. Do the Aerobatic team really require this much airspace from just North of Peterborough to a point below Kingston upon Hull? I do note it is a joint proposal with the RAPS and the Reds. At the last LAUG I thought the proposal was for a five NM mile around Waddington for the RAPS and at some time in the future for the Reds.

At Scampton the air space does not impede the passage along the East coast. The restricted area is about the same size as Waddington. If this was the final requirement for the RAF at Waddington the effect would effect many airfield.

If I am misunderstanding the map please just let me know. I am sure we will be given the opportunity to comment on the proposal and give a little more time to formulate reply.

[REDACTED] look forward to seeing you at the next LAUG meeting later this year.

Very best regards, [REDACTED]

On 16 May 2022, at 11:17, UASCDC-ACP <UASCDC-ACP@qinetiq.com> wrote:

Dear [REDACTED]

All good here. Thank you for your email. [REDACTED]

Sorry to hear about the aircraft! Expensive toys, aren't they?

We will be in touch in due course.

[REDACTED]
ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com

<image001.jpg>



Please consider the environment before printing this email.

From: [REDACTED]
Sent: 14 May 2022 06:26
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Cc: [REDACTED]
Subject: Re: UC ACP-2019-18 update

Good morning [REDACTED]

Thank you for the update. I hope you are keeping well and enjoying the good weather we are having at the moment, the forecast for this part of the world keeps very dry much to dry for the farmers. Make the most of the good weather for this weekend mine will be gardening, n [REDACTED]
[REDACTED]

Very best regards, [REDACTED]

On 12 May 2022, at 13:02, UASCDC-ACP <UASCDC-ACP@qinetiq.com> wrote:

Dear aviation stakeholder,

The Ministry of Defence (MOD) is continuing to pursue its Airspace Change Proposal (ACP) for Remotely Piloted Air System and Royal Air Force Aerobatic Team operations from RAF Waddington in 2023 in accordance with ACP-2019-18. The ACP passed Stage 2 of the ACP process last month; the proposed airspace design options can be found on the CAA online portal here: <https://airspacechange.caa.co.uk/PublicProposalArea?pid=142>

The ACP has, therefore, moved to Stage 3. The MOD is preparing its draft consultation strategy and material for submission in mid-July to the CAA. A 12-week consultation phase is currently scheduled for autumn 2022 and will be managed via the CitizenSpace platform – more information and all useful links will be provided once consultation commences.

Regards,

[REDACTED]
ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASDCD-ACP@qinetiq.com

<image001.jpg>

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Archived: 13 March 2023 10:10:04

From: [REDACTED]

Sent: 13 March 2023 10:06:18

To: [UASDC-ACP](#)

Subject: RE: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

[REDACTED]
Thanks for this, which I'll share with BGA airspace colleagues.

Kind regards
[REDACTED]

From: UASDC-ACP <UASDC-ACP@qinetiq.com>

Sent: Saturday, March 11, 2023 1:07 PM

To: [REDACTED]

Subject: UC ACP-2019-18 Feedback to Consultation

Dear [REDACTED]

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. You provided feedback on the Citizen Space portal during the consultation phase last year, for which the Change Sponsor is grateful and would like to provide the following comments in response.

You expressed concerns about access to the airspace by other users, in particular the ability of the MOD to provide a useful DACS for slow-moving, non-transponding traffic and the provision of an ATIS-like service to permanently provide status of the proposed airspace.

The Change Sponsor approached the Lincolnshire Terminal Air Traffic Control Centre (TATCC) for comment with reference to the provision of a DACS to slow-moving, non-transponding aircraft, since the TATCC will be providing the service within the proposed airspace. The MOD views a DACS for slow moving aircraft as no different to how a MATZ / ATZ crossing would currently be facilitated. After obtaining the intended route and height / altitude, the airspace would be blocked off appropriately to allow the crossing to go ahead. For extra awareness ATCOs may ask the pilot to report overhead significant areas so that their progress could be tracked through the crossing. One factor to preclude a DACS from being approved for slow moving aircraft, is the perceived time it would take to complete the crossings if the airspace would shortly be going 'HOT'.

The Change Sponsor has also considered your suggestion for the provision of an ATIS-like facility. For technical, regulatory and ATC workload reasons, the provision of a useful ATIS to broadcast real-time status of the proposed airspace is not considered possible. As you are aware, the MOD investigated the provision of such a service during the SkyGuardian deployment in 2021 and for the TDA which is currently in place at RAF Syerston. The aspiration to provide airspace users with a means to determine whether a piece of airspace is hot or cold is unmanageable from a resource/workload point of view and, therefore, has flight safety implications (Waddington ATC has conducted a safety assessment into the amount of information that can safely and accurately be uploaded for transmission via ATIS). However, Waddington Radar will provide a DAAIS and DACS on the Waddington LARS frequency of 119.5MHz. In the event of a last minute cancellation of the airspace and Waddington Radar is not available, London Information will provide a DAAIS on 124.6MHz.

Regarding the suggestion of pausing the ACP pending a decision regarding the future of EG R313, the Change Sponsor has considered this, but is continuing with the ACP in order to meet the tight timescales for implementation of the proposed airspace in line with the Protector and RAFAT operational requirements. RAFAT has provided further indications as to how the proposed airspace at RAF Waddington may be used alongside EG R313, depending on the continued viability of EG R313 for RAFAT practice displays. This is attached to this email, but in summary there will be no requirement for the proposed airspace at Waddington and EG R313 to be activated on the same day for RAFAT activity. How the RAFAT airspace options will be managed will be defined at Stage 4 of the ACP. The Change Sponsor is also committed to publicise further decisions on airspace for RAFAT display training once details on the sale of Scampton are announced (anticipated early April 2023).

Finally you requested details of aircraft movement statistics for the Waddington Flying School (WFS). Waddington ATC was able to extract WFS figures for 2021 which are below.

2021 Jan	7
Feb	0
Mar	12
Apr	85
May	75
Jun	162
Jul	138
Aug	156
Sep	319
Oct	125
Nov	182
Dec	57
Total	1318

WFS movements inevitably form the majority of the civil fixed wing flying stats at RAF Waddington, so from a 1446 total in 2021, they comprised a shade over 91%. As a comparison WFS movements for 2022 show an almost identical figure of 1312 movements. As you can see there is a seasonal element to their flying due to weather factors.

I hope this helps to understand how the MOD has handled your feedback to the ACP. Full details of all respondents' feedback has been presented to the CAA in line with Stage 3D of the CAP 1616 process and will shortly be uploaded to the CAA ACP portal.

Please let me know if I can be of any further assistance.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: 
Email: UASCDC-ACP@qinetiq.com



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RAFAT AIRSPACE REQUIREMENTS, INTENT AND PLANS

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RAFAT DISPLAY SAFETY ASSURANCE

Background. RAFAT display activity is governed by both military and civil regulations: Military Aviation Authority Regulatory Article 2335 (MAA RA 2335) and Civil Air Authority Civilian Air Publication 403 (CAP403). Whilst the applicability of the regulations can differ for some display activity (RA 2335 over MOD Property, CAP 403 over Non-MOD Property) the most restrictive of the regulations will be applied.

Assurance Activity. Display activity, including practice displays, will only be conducted within the bounds of an (MAA or CAA as required) approved display area and remains subject to the same rigorous levels of supervision, coordination, and control, of a full public display. The approval of a display area and profile considers the proximity of congested areas and the risk to 3rd parties. In addition, each practice is subject to authorisation and supervision by the Flying Display Supervisor who holds an accredited Flying Display Director qualification. All display activity overhead RAF Waddington will be monitored by Air Traffic Control and the Flying Display Supervisor who maintains direct radio communications to the participating aircraft. All displays (including practice) are video recorded to support rigorous debrief. The first and highest priority of any debrief is always any safety elements.

Conclusion. RAFAT display flying, as with all military flying, is risk managed to levels that are 'As Low as Reasonably Practicable' and 'Tolerable'. Any activity that does not meet these criteria shall be ceased immediately until appropriate mitigation can be applied to assure continued safe conduct.

Archived: 11 March 2023 13:13:07

From: [UASCDC-ACP](#)

Sent: 11 March 2023 13:07:00

To: [REDACTED]

Subject: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

Dear [REDACTED]

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. You provided feedback on the Citizen Space portal during the consultation phase last year for which the Change Sponsor is grateful and would like to provide the following comments in response.

RAF Waddington has a letter of agreement with Wickenby airfield, but sees no requirement for it to be amended due to this proposed change. Safe management of aerobatic activity at Wickenby is covered in the existing letter of agreement.

With respect to the potential future introduction of Instrument Approach Procedure Outside of Controlled Airspace at Wickenby, the RAF Waddington is unsighted to any detail. The Change Sponsor would be very interested in any further detail that you can provide.

Regarding the 3rd comment "Wickenby Aerodrome is the base for flight training organisations and GA aircraft owners and operators. The aerodrome also hosts visiting GA aircraft. The MOD should have regard to this as part of it's ACP.", the Change Sponsor is aware of this current activity and does not believe it impacts the ACP.

I hope this helps to understand how the MOD has handled your feedback to the ACP. Full details of all respondents' feedback has been presented to the CAA in line with Stage 3D of the CAP 1616 process and will shortly be uploaded to the CAA ACP portal.

Please let me know if I can be of any further assistance.

[REDACTED]
ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com



 Please consider the environment before printing this email.

Archived: 11 March 2023 13:14:58

From: [UAS CDC-ACP](#)

Sent: 11 March 2023 13:07:00

To: [REDACTED]

Subject: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

Dear [REDACTED]

The MOD is approaching submission date for the airspace change to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity and for which you provided feedback in the consultation phase on the Citizen Space portal late last year.

The Change Sponsor has considered your concerns about the environmental impact of RAFAT and in particular the use of diesel fuel and chemical dyes. Whilst these concerns do not impact the final proposal that will be presented to the CAA later this month, the Change Sponsor contacted RAFAT for comment. RAFAT has provided the following response, which will also be included in the categorisation of responses analysis which will be presented to the CAA and uploaded to the CAA ACP portal in the next week or so.

"Diesel is used primarily for flight safety but also adds to the visual spectacle of a display. This diesel is, however, atomised when injected into the hot exhaust gases. Coloured dye is only used later in training due to cost, and then for actual displays. It is not routinely used for the majority of training.

The RAF takes its responsibilities in the area of sustainability very seriously. The Chief of the Air Staff has set the RAF the ambitious challenge of being climate change resilient and net-zero by 2040, with all indications pointing towards a requirement to get ahead of this at the earliest opportunity. The Red Arrows display team fall within the RAF boundary and in direct response to the climate challenge, the team are actively working towards a reduced, or neutral, carbon footprint. Engaging with the RAF's Rapid Capabilities Office, industry partners and academia, work is currently taking place to reduce their carbon emissions and positively contribute toward the RAF's drive towards net-zero target. The Red Arrows carry out world-class displays at home and overseas, showcasing the excellence of the Royal Air Force and representing the United Kingdom. Shaping these performances, carried out since 1965, has been a culture of innovation – the journey towards a more sustainable output is a continuation of that pioneering spirit and this work is underway."

I hope this provides some clarity as to the present situation and a little confidence as to the Team's future aspirations.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UAS CDC-ACP@qinetiq.com



 Please consider the environment before printing this email.

Archived: 11 March 2023 13:08:43

From: [UASCDC-ACP](#)

Sent: 11 March 2023 13:08:00

To: [REDACTED]

Subject: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

Dear [REDACTED],

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. You provided feedback on the Citizen Space portal during the consultation phase last year for which the Change Sponsor is grateful and would like to provide the following comments in response.

You raised concerns regarding the operation of Protector within the Medium airspace design and requested clarity on how safety will be assured against traffic within the Lincs CTA. The Change Sponsor is keen to confirm that work is ongoing with NATS regarding the operation of Protector within the Medium airspace design such the acceptable mitigations may be put in place to request dispensation from the safety buffer policy. Further information on this will be included with the ACP submission at Stage 4. MOD is completing its safety assurance associated with the introduction of Protector into UK airspace in general and both Protector and RAFAT into the Waddington airspace. NATS is also conducting formal safety assurance work. The MOD is in close liaison of course with both the military and civilian airspace regulators as well as NATS.

You are correct that RAFAT will not use the Medium airspace design.

Whilst outside the scope of the ACP, I have requested the MOD to provide a point of contact for you to approach regarding Protector's communication, performance specification and detect and avoid capability. I will advise as soon as I have the contact details.

I hope this helps to understand how the MOD has handled your feedback to the ACP. Full details of all respondents' feedback has been presented to the CAA in line with Stage 3D of the CAP 1616 process and will shortly be uploaded to the CAA ACP portal.

Please let me know if I can be of any further assistance.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com



 Please consider the environment before printing this email.

Archived: 11 March 2023 13:15:52

From: [UASCDC-ACP](#)

Sent: 11 March 2023 13:06:00

To: [REDACTED]

Subject: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

Dear [REDACTED],

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. You provided feedback on the Citizen Space portal during the consultation phase last year for which the Change Sponsor is grateful and would like to provide the following comments in response.

You expressed concerns about the basing and safety of operating Protector and RAFAT at RAF Waddington. Concern was also expressed about the timing of the drop-in consultation sessions.

Whilst the Change Sponsor provided information on the safety assurance of both the RAFAT and Protector activity as well as information on basing within the Consultation material (please see references below), the Change Sponsor feels it is worth offering the following with regard to the timing of the consultation drop-in sessions. The Change Sponsor had planned to provide up to six-weeks' notice to interested stakeholders of the public drop-in sessions. Not only was this shortened by the period of national mourning following the death of Her Majesty Queen Elizabeth II, but the final approval of the consultation material had been delayed by 4 weeks due to unforeseen problems within the CAA and the timing of the Stage 3 Gateway. In all respects the Change Sponsor adhered to the previously approved consultation strategy and went ahead with the CAA's approval with regard to timelines. A reasonable turnout was achieved at the second session.

I hope this helps to understand how the MOD has handled your feedback to the ACP. Full details of all respondents' feedback has been presented to the CAA in line with Stage 3D of the CAP 1616 process and will shortly be uploaded to the CAA ACP portal.

Please let me know if I can be of any further assistance.

Consultation Material references:

The Change Sponsor provided information on the safety assurance of the RAFAT activity within the Consultation material. This can be found in the FAQs page uploaded to the Citizen Space portal (see Question 10) and was published within the Consultation Document Issue 1.0 at Annex A.

The Change Sponsor provided information on the safety assurance of the Protector activity within the Consultation material. This can be found in the FAQs page uploaded to the Citizen Space portal (see Question 6).

The Change Sponsor provided information regarding the basing of RAFAT at RAF Waddington within the Consultation material. This can be found in the FAQs page uploaded to the Citizen Space portal (see Q12 & 13) and was published within the Consultation Document Issue 1.0 at para 1,19 and further in Annex A

The Change Sponsor provided information regarding the basing of Protector at RAF Waddington within the Consultation material. This was published within the Consultation Document Issue 1.0 at para 1,14.

[REDACTED]
ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com





Please consider the environment before printing this email.

Archived: 11 March 2023 13:13:40

From: [UAS CDC-ACP](#)

Sent: 11 March 2023 13:07:00

To: [REDACTED]

Subject: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

Attachments:

[Annex B to ACP-2019-18 Stage 3D.pdf](#);

Dear [REDACTED]

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. You provided feedback on the Citizen Space portal during the consultation phase last year for which the Change Sponsor is grateful and would like to provide the following comment in response.

The Change Sponsor notes your concern about the use of the proposed airspace by RAFAT and Protector whilst EG R313 is still in existence. The impact of having both volumes of airspace activated at the same time is noted. RAFAT has provided further indications as to how the proposed airspace at RAF Waddington may be used alongside EG R313, depending on the viability of EG R313 for RAFAT practice displays. This is attached to this email.

How the RAFAT airspace options will be managed will be defined at Stage 4 of the ACP. In the meantime, the Change Sponsor is committed to publicise further decisions on airspace for RAFAT display training once details on the sale of Scampton are announced (anticipated early April 2023).

I hope this helps to understand how the MOD has handled your feedback to the ACP. Full details of all respondents' feedback has been presented to the CAA in line with Stage 3D of the CAP 1616 process and will shortly be uploaded to the CAA ACP portal.

Please let me know if I can be of any further assistance.

[REDACTED]
ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UAS CDC-ACP@qinetiq.com



 Please consider the environment before printing this email.

Archived: 11 March 2023 13:11:46

From: [UAS CDC-ACP](#)

Sent: 11 March 2023 13:07:00

To: [REDACTED]

Subject: UC ACP-2019-18 Feedback to Consultation

Sensitivity: Normal

Dear [REDACTED],

The MOD is approaching submission date for the ACP to propose segregated airspace in the vicinity of RAF Waddington for Protector and RAFAT activity. You provided feedback on the Citizen Space portal during the consultation phase last year for which the Change Sponsor is grateful and would like to provide the following comments in response.

You expressed concerns about noise levels associated with the RAFAT activity since the parish of Coleby is located close to the end of the main runway at RAF Waddington. As part of the regulatory process laid down in CAP1616, the Change Sponsor is required to consider any impact on noise as a consequence of the airspace change. The Change Sponsor provided information on the noise impact of both RAFAT and Protector activity within the consultation material. This can be found in the Consultation Document Issue 1 (see paras 5.1, 5.9.1 & 5.9.4). More information can be found in the Full Options Appraisal which is on the CAA ACP Portal.

Whilst your concern may be levelled at the noise associated with the take-off and landing of RAFAT aircraft, the Change Sponsor requested some clarification from RAFAT regarding overflight of built up areas (BUA) which you might find of interest. RAFAT provided the following:

The majority of the aerobatic manoeuvring and training will occur directly overhead the Waddington airfield boundary itself and mostly to the East in the least built up part of the airspace. The larger villages of Branston and Bracebridge Heath are on the edges of the aerobatic box and will seldom see aerobatic overflight below 500ft. Aerobatic flight below 500ft will not occur to the West of the airfield where the more BUAs exist (Hykeham, South Lincoln etc).

Of course, the viability of the airspace over RAF Scampton for RAFAT display training is still uncertain. The Change Sponsor is committed to publicise further decisions on airspace for RAFAT display training once details on the sale of Scampton are announced (anticipated early April 2023).

I hope this helps to understand how the MOD has handled your feedback to the ACP. Full details of all respondents' feedback has been presented to the CAA in line with Stage 3D of the CAP 1616 process and will shortly be uploaded to the CAA ACP portal.

Please let me know if I can be of any further assistance.

[REDACTED]
ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UAS CDC-ACP@qinetiq.com



 Please consider the environment before printing this email.

Archived: 31 January 2023 21:42:17

From: [REDACTED]

Sent: 27 September 2022 11:16:33

To: [UASCDC-ACP](#); [REDACTED]

Subject: RE: UC ACP-2019-18

Sensitivity: Normal

Hello [REDACTED]

Another factor to feed in is Section 70 2(e) of the Transport Act 2000 which says.

"(e)to facilitate the integrated operation of air traffic services provided by or on behalf of the armed forces of the Crown and other air traffic services;"

It clearly requires integration not segregation.

Regards

[REDACTED]

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

From: [REDACTED]

Date: 27/09/2022 10:00 (GMT+00:00)

To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>, [REDACTED]

Subject: RE: UC ACP-2019-18

As a follow up, I've been reading CAP1711 airspace modernisation. There are many references to integration rather than segregation.

For example

"Airspace modernisation is also expected to improve access to airspace for General Aviation, by enabling greater integration (rather than segregation) of different airspace user groups. The same is true for new airspace users such as drones and spacecraft."

Segregation flies in the face of the CAA's stated aim.

Regards

[REDACTED]

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

From: rob <rob@starborough.net>

Date: 27/09/2022 09:45 (GMT+00:00)

To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>, AGREEN6@qinetiq.com

Subject: RE: UC ACP-2019-18

Thank you for your reply [REDACTED]

From CAP1818

- a. No part of a current functional system may be changed until a valid safety case exists that shows that the safety risk will be acceptable according to valid risk criteria for the change.
- b. A safety case is: “a structured argument, supported by a body of evidence that provides a compelling, comprehensible and valid case that a [functional] system is safe for a given application in a given operating environment”.

The purpose of the impact analysis is to identify all POSSs whose existing assurance (arguments and evidence that their specifications are trustworthy) will be invalidated by the change, and hence establish the Scope of the change (see below).

The purpose of the safety case is to convince the Service Provider that the proposed change will be safe and to communicate the reasons for that belief to an interested stakeholder e.g. directors and senior management, regulator, judicial review or court.

End Quote

I and all of the people registered with you are "interested stakeholders". The safety assessment falls short of the regulatory requirement and that of CAP1818.

Will you be engaging with your stakeholders to arrive at all of the risks and hazards associated with this airspace change? If not, I can't see how the documents provided so far can meet the needs of CAP1818.

Many thanks

[REDACTED]

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

From: UASCDC-ACP <UASCDC-ACP@qinetiq.com>

Date: 07/09/2022 11:38 (GMT+00:00)

To: [REDACTED]

Subject: RE: UC ACP-2019-18

Dear [REDACTED],

You will have today received notification that the ACP-2019-18 has commenced consultation on its proposed airspace change in the vicinity of RAF Waddington. This consultation will provide further opportunity for you to consider the airspace design offered and to provide formal feedback via the CAA consultation portal.

I am writing this email to catch up with communications with you since we closed the Stage 2 engagement and refer to your email below. Regarding the CAA's position in this airspace change, it maintains a responsibility for regulatory oversight of the CAP1616 process.

It might also be useful to distinguish between policy decisions, such as those made by the CAA, Military Aviation Authority (MAA) and the Department for Transport in this instance, and the MOD's responsibilities as the sponsor of an ACP. The Change Sponsor must comply with current policy and regulation relating to the activity to be undertaken. It is quite beyond both the Change Sponsor's control and the scope of this ACP to effect change in regulation or policy.

From your email below, I note that you do not wish to see the implementation of controlled airspace, nor the implementation of airspace that excludes general aviation. The Change Sponsor would like to clarify that it is not proposing the implementation of controlled airspace; rather the introduction of segregated airspace in the form of a danger area which does not exclude access to GA or any other aircraft. To maximise access the MOD will provide a Danger Area Crossing Service, which will minimise the impact on other airspace users.

The Change Sponsor has taken steps to reduce the volume of its proposed segregated airspace to the smallest possible to accommodate the RPAS activity in accordance with current regulation. With regard to your feeling that the MOD is supporting RPAS segregation, as stated in previous emails this is how current UK regulation is set for RPAS BVLOS activity. However, the future delivery of the detect and avoid capability which is planned for Protector will remove the need for most of the segregated airspace.

If I could draw your attention to the Initial Options Appraisal which can be downloaded from the ACP Portal [here](#), you will find a safety assessment for the proposed airspace at page 31. It is also worth noting that Protector will be a fully certified system when it is released into service in the UK.

Please be further reassured that all of your correspondence will be included within the formal airspace change proposal that will be presented to the CAA for review, assessment and decision in Stage 5 of the CAP1616 process.

As provided in the previous email today the link to the airspace change consultation is <https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington> This will give you an opportunity to provide a comprehensive response to the finalised proposal.

Regards,

[REDACTED]

ATM Specialist and ACP Manager

Defence UAS Capability Development Centre

Mobile: [REDACTED]

Email: UASDCD-ACP@qinetiq.com



Please consider the environment before printing this email.

From: [REDACTED]
Sent: 06 June 2022 10:47
To: UASDCD-ACP <UASDCD-ACP@qinetiq.com>
Cc: Airspace.Policy <airspace.policy@caa.co.uk>; [REDACTED]
Subject: ACP-2019-18

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear Sir

CAP1616 makes no distinction between consultation and engagement, nor types of airspace application where there is a fundamental difference between the solution a Sponsor wishes to adopt and its consultees. CAP1616 provides the legal precedent (*Elphinstone*) v WCC, EWHC 1287) that indicates the condition which removes the CAA's power to decide.

You will be aware that I have adopted the position set out by the Secretary of State for Transport, which is (1)

“More airfields, less controlled airspace”

“best place in the world for General aviation”

“Clearly we need to *integrate* the drones”

As a Sponsor you have adopted the position

Controlled airspace

GA excluded

Drone (RPAS) segregation

There being an obligation on the decision maker (the CAA) to initiate a re consultation, where the position of a sponsor on one side fundamentally differs from that of the Secretary of State for Transport and consultees (me) on another. If legal precedent is ignored the decision maker and you as sponsor will be operating ultra vires, especially as I have made alternatives known to you.

In the case that Secretary of State for Transport's maintains his position when he and I are re-consulted then this and similar applications must fail.

Although ACP-2020-082 *BVLOS operations in non-segregated airspace around Thorney Island* has only just been approved (01-Jun-2022) it is claimed that successful trials were carried out prior to December 2021. Under these circumstances there can no continued case for BVLOS in segregated Airspace.

I await a copy of your safety case in line with the transparency criteria set out in CAP1616.



1. <https://www.flyer.co.uk/transport-secretary-grants-shapps-talks-to-flyer/>

Sent from my Galaxy

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Archived: 31 January 2023 21:05:45

From: [REDACTED]

Sent: 14 November 2022 09:40:04

To: [UASCDC-ACP](mailto:UASCDC-ACP@qinetiq.com)

Subject: Re: UC ACP-2019-18 Consultation final deadline reminder

Sensitivity: Normal

Good morning

Many thanks for your email - just to let you know that Washingborough Parish Council will not be making any comments on this subject. As they have no problem with what is happening.

Kind regards
[REDACTED]

Washingborough Parish Council
Civic Office
Fen Road
Washingborough
Lincoln
LN4 1AB

[REDACTED]

□

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On Mon, 31 Oct 2022 at 20:15, UASCDC-ACP <UASCDC-ACP@qinetiq.com> wrote:

Dear sir or madam,

If you wish to provide feedback and have not already done so, herewith a final reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and in an initial reminder on 17 October 2022. They are included again here for your information.

If you wish to provide feedback and have not already done so, herewith a reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

This email is targeted at non-aviation stakeholders, primarily national and local environmental organisations and local and regional authorities (e.g. parish and county councils). Not all of the addressees were involved in the first 2 stages of this airspace change. For this current stage (Stage 3) the Change Sponsor is looking to you, as an over-arching body or organisation, to consider the information provided in the consultation material and provide feedback on behalf of your stakeholders or members. For further information on the identified stakeholders please refer to the Consultation Strategy document which can be found at either of the links below.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Please do not reply to this email – if you are a local or regional authority, you might find it useful to pass the details onto your planning department to determine if it is of interest to your organisation.

Regards,



ATM Specialist and ACP Manager

Defence UAS Capability Development Centre



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Archived: 31 January 2023 19:24:07

From: [REDACTED]

Sent: 01 December 2022 13:35:28

To: [UAS CDC-ACP](#)

Subject: Re: UC ACP-2019-18 Consultation final deadline reminder

Sensitivity: Normal

Hi [REDACTED]

I'm happy to continue discussions directly with yourselves regarding our pipeline patrols.

Kind regards,

[REDACTED]

[REDACTED]

Web: www.heliair.com

On 1 Dec 2022, at 13:06, UAS CDC-ACP <UAS CDC-ACP@qinetiq.com> wrote:

Dear [REDACTED]

Many thanks for your email and the details enclosed. I have checked the Citizen Space portal, which was managing the formal consultation activity and cannot find any formal feedback uploaded there from Heli Air, so am assuming that you are content to continue our engagement to ensure smooth operations if the segregated airspace is approved and did not intend to lodge any formal opinion on the airspace change proposal.

Just double-checking.

In the meantime I will pass the routings on to Waddington for their info and we will no doubt be in touch to discuss your activities.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UAS CDC-ACP@qinetiq.com



Please consider the environment before printing this email.

From: [REDACTED]

Sent: 16 November 2022 15:38

To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: Re: UC ACP-2019-18 Consultation final deadline reminder

Please find attached our response along with kmz and pdf files showing our pipeline routings. Should you have any queries or wish to discuss this in more detail please do not hesitate to contact me.

Kind regards,

[Redacted signature]

Heli Air Limited

[Redacted contact information]

www.heliair.com



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Heli Air Ltd

Registered Office: Wellesbourne Airfield, Loxley Lane, Wellesbourne, Warwickshire CV35 9EU
Registered Number: 2028932

From: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Date: Monday, 31 October 2022 at 20:06
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: UC ACP-2019-18 Consultation final deadline reminder

Dear aviation stakeholder,

If you wish to provide feedback and have not already done so, herewith a final reminder that the deadline for responses is 30 November 2022. The details below were sent on 7 September 2022 and in an initial reminder on 17 October 2022. They are included again here for your information.

The airspace change will enable the operation of a large Remotely Piloted Air System (RPAS), Protector RG Mk1, from its main operating base when it comes into service at RAF Waddington. In addition, owing to the scheduled closure of their current operating base at RAF Scampton, there is also a requirement for the RAF Aerobatic Team (RAFAT) to access airspace over RAF Waddington to conduct flying display activity. The Airspace Change Proposal (ACP) combines the requirements for both of these activities into one.

In accordance with UK regulation this consultation will be undertaken through electronic communication. **Details of the consultation and how to provide feedback can be found on the Citizen Space portal at the link below:**

<https://consultations.airspacechange.co.uk/mod/acp-for-rpas-rafat-at-raf-waddington>

Additionally, all supplementary documentation published so far can be found on the CAA ACP Portal [here](#).

For more information please read the Consultation material which can be found on the CAA ACP Portal. Deadline for submission of feedback is 30 November 2022.

Regards,



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre



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Feedback on preferred type(s) of segregated airspace to be implemented (including order of preference and rationale, if appropriate).

What is your biggest concern, if any, about this ACP?

Gaining access to conduct the pipeline survey when the airspace is active

Would this proposal impact you and, if so, are there any changes you would like to put forward for consideration?

If you are a pilot do you routinely:

- Operate an airband radio? Yes
- Operate a transponder? Yes
- Speak to ATC? Yes
- Fly above FL50? No
- Fly above FL100? No

If you are a pilot how often do you fly within the boundaries of the proposed airspace (approximately per day / week / month)?

- 1 day per week

Any other feedback

We have 2 pipelines to patrol and would require access through the MATZ and ATZ. The pipelines are classed as part of the National Infrastructure and have to be surveyed to ensure their safety and integrity. They are flown at around 600ft agl. I have attached 2 kmz files and 2 pdf's to show the routing of the pipelines.

Archived: 27 September 2022 13:11:02

From: [UASCDC-ACP](#)

Sent: 27 September 2022 12:48:00

To: [REDACTED]
Subject: UC ACP-2019-18 Response to Consultation Feedback

Sensitivity: Normal

Attachments:

[ACP-2019-18 Consultation_Document Issue 1.0.pdf](#);

Dear [REDACTED]

Thank you for your feedback uploaded to the CAA portal on behalf of the Kesteven Model Flyers. I am hoping to catch you before tomorrow's drop-in session at Waddington as we might be able to save you some time and fuel.

I refer to your comment that "Options 3,4 & 5 will stop us flying altogether! We feel this is totally unacceptable!". Those options (illustrated in pages 11 – 18 of the attached consultation document) relate to a set of options that we engaged on during Stage 2 of the process. This Stage completed in April this year after which as stated in paragraph 2.3, the MOD discarded Options 2 – 6.

The consultation is offering just one option as shown at pages 21 - 23 of the consultation document. At the lower levels you will see that the MOD does not intend to introduce any airspace larger than 5nm radius of RAF Waddington in accordance with the diagram at Fig 13. I believe this allows your activity to continue unhindered; as you say the airspace above FL105 will not impact your activity at all.

I hope this is clear. If not, please feel free to contact me on the telephone number below. And of course, if you would still like to come to Waddington tomorrow we would be delighted to see you to discuss in person. I shall be there all day.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
Email: UASCDC-ACP@qinetiq.com



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