



ACP-2021-058

STAKEHOLDER ENGAGEMENT REPORT

Version 3.0

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Revised by: [REDACTED]

Approved by: [REDACTED]

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VERSION #	REVISION DATE	AUTHOR	MODIFIED SECTIONS	DESCRIPTION OF CHANGES
0.1	2022/03/28	██████		First draft
0.2	2022/04/08	██████	Fig. 6.3; Annex D	Review
		██████	Sec 7.2.2	Added air traffic assessment from Eurocontrol
1.0	2022/04/14	██████		Final
2.0	2022/05/11	██████	Fig. 6-2; Fig. 7-2,7-3,7-4; Fig. 7-5; Table 3; Par 6.3; Par 6.4; Par 7.2.1; Par 7.2.2; Par 7.3; Annex C; Annex F	Replaced; New; Replaced; Added column; Edited; Added; Added evidence; Improved description of Fig. 7-2; Completed noise analysis; Added first TDA description; Added first NATS response
3.0	2023/06/07	██████	Par 1; Table 1; Table 3; Par 6.3; Figure 6-2; Par 6.3.4; Par 6.4; Par 7.1; Figure 7-1; Annex F; Annex G	Edited; Updated; Updated; Updated; Edited; Updated; Edited; Edited; Updated; Updated; Added

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1 INTRODUCTION

HyImpulse is planning the first launch of the sounding rocket SR75 from the Saxa Vord Spaceport (Shetlands islands, UK) in October 2023. For this purpose, HyImpulse applied for an airspace change in September 2021 ([ACP-2021-058](#)) to cover this single launch activity regulated by the Air Navigation Order (ANO).

Consultation and engagement with aviation stakeholders affected by the proposed Temporary Danger Area (TDA) was conducted by HyImpulse based on the requirements of the regulator (Appendix C of [CAP-1616]). The scope of the engagement was for the sponsor (HyImpulse) to understand the need for an airspace change and how it would potentially impact stakeholders. The stakeholder engagement consisted of three parts: identifying the right audience, understanding the stakeholder needs, identifying their requirements. HyImpulse conducted these steps from January 3rd to March 18th 2022 during the so called stakeholder engagement phase. The feedback of the stakeholders in the area suggested to re-design the originally proposed TDA as well as to redefine its activation time. The previous version of this report [RD-01] showed evidence of the stakeholder engagement and proposed a revised TDA based on the stakeholders' needs. This final version includes a status update on the open items, as well as an update of the mission profile and splashdown area according to the latest update to the HyImpulse's Flight Safety Analysis and engine performance.

2 APPLICABLE AND REFERENCE DOCUMENTS

[RD-01]	HIT-SR75 Stakeholder Engagement report v2.0.pdf, May 2022
[CAP-1616]	Airspace change: Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, CAA, March 2021

3 DEFINITIONS AND ABBREVIATIONS

ACP	Airspace Change Proposal
AEE	Assessment of Environmental Effects
HIT	HyImpulse Technologies GmbH, HyImpulse UK Ltd.
SR75	Sounding Rocket 75 (HyImpulse product)
ANO	Air Navigation Order
FSA	Flight Safety Analysis
TDA	Temporary Danger Area
FBZ	FPL Buffer Zone
SAR	Search and Rescue
SIA	Space Industry Act
Saxa	Saxa Vord Spaceport

4 PURPOSE OF AIRSPACE CHANGE

No changes from previous submission [RD-01].

5 STAKEHOLDER ENGAGEMENT

No changes from previous submission [RD-01].

5.1 OBJECTIVES

No changes from previous submission [RD-01].

5.2 IDENTIFICATION OF LOCAL STAKEHOLDERS

Table 1 reports the feedback of engaged stakeholders with potential objections to the TDA in May 2022. The color code has changed to green before this submission.

Table 1 Engaged stakeholders: response update

Organization	Feedback 2022	May	Feedback 2023	June
Airtask Group				
Bristow Helicopters - Sumburgh				
Isavia				
Northern Lighthouse Board				
Met Office				
Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)				
NATS				
CAA Norway			Doesn't apply	

5.3 ADDITIONAL STAKEHOLDERS

No changes from previous submission [RD-01].

5.4 COMMUNICATION CHANNELS

No changes from previous submission [RD-01].

5.5 ENGAGEMENT MATERIAL

No changes from previous submission [RD-01].

6 ANALYSIS OF STAKEHOLDERS FEEDBACK

6.1 TDA PROPOSALS BEFORE ENGAGEMENT

No changes from previous submission [RD-01].

6.2 RELEVANT STAKEHOLDERS

No major changes from previous submission [RD-01]. Updated Status column of Table 3.

Table 3 Relevant stakeholder feedback

Stakeholder	Conditions	Reason	Required inputs	Responsible	Status
NATS	Creation of a 5nm FBZ around the TDA in the Scottish Free Route Airspace	CAA policy on Free Route Airspace	FBZ only required within the Scottish FIR	HyImpulse (Sec. 6.3.1)	Completed
	Modularity of TDA: small area around the launch site activated prior to remote loading operations; larger area only activated to cover the launch/recovery phase	Reduce number of flights adversely affected by the launch	Traffic analysis	HyImpulse (Sec. 6.3.2)	Completed
	LoA between Range Operator (Saxa Vord Spaceport) and NATS before launch license can be granted	Agree priority of activities within the TDA and communication channels	Engagement with Saxa Vord	Saxa; NATS	On Saxa: LoA in progress. Legal requirement between ANSP and Range Operator only (Saxa). To be signed after approval of this ACP. (Annex F)
MOD DAATM	Clarification of the TDA impact on the route network; Clarification of any agreements that have been reached with the CAA regarding priority of TDA activation vs impacted activities	MOD and NATS agreement on concurrent activation of Danger Areas	Summary of traffic analysis from <ul style="list-style-type: none"> - Isavia - Eurocontrol - Saxa Vord spaceport 	HyImpulse	Completed
			Contingency procedures for the possibility of non-compliant aircraft flying through the TDA when active (e.g. foreign aircraft not under control of UK ATC agencies); or other aircraft flying close so that they can watch the launch	NATS; Saxa	On Saxa: LoA in progress. Legal requirement between NATS and Range Operator only (Saxa).

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	Robust communication chain between 78 Sqn and ASACS;	Potential to impact MOD's responsibility to the NATO Air Policing task	TDA detailed activation timeline	HyImpulse	Information provided by HyImpulse to Range Operator (Saxa)
	Understanding of activation timelines	UK SpOC is responsible for monitoring and reporting of all UK space launch activities	Communication plan between spaceport and 78Sqn/ASACS	Saxa	Not required (Annex F)
	Engagement with the UK Space Operations Centre (UK SpOC)	Emergency response on daily basis	Provide UK SpOC with details on launch activities	HyImpulse	Completed (Annex F)
Airtask Group	Priority to SAR operations in the TDA until prior to launch		Detailed launch events	HyImpulse	Information provided by HyImpulse to Range Operator (Saxa)
			Contact details of the operations room for the spaceport; direct communication during launch activities	Saxa	Information provided by the Range Operator (Saxa)
	Provide DACS with the TDA	High flexibility in operations	Highly recommended for future launches	Saxa	Not implemented
Bristow Helicopters	Direct communications with spaceport	SAR emergencies, timely access to the TDA	Contact details of the operations room for the spaceport	Saxa	Information provided by the Range Operator (Saxa)
			Detailed launch events	HyImpulse	Information provided by HyImpulse to Range Operator (Saxa)
MetOffice	Contact Lerwick Observatory before launch	Avoid interference of weather balloons in the TDA if needed	Detailed launch events	HyImpulse; Saxa	Information provided by HyImpulse to Range Operator (Saxa)

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Northern Lighthouse Board	Contact NLB before launch operations	NLB has an oversight of the GLAs fleet of vessels and aircraft entering the BIRD FIR	Contact NLB Planning Co-ordinator and Delivery Planning inbox	HyImpulse	Information provided by HyImpulse to Range Operator (Saxa)
Isavia	Suggested launch window between 22.00 pm – 8.00 am	Minimize the impact on air traffic entering the BIRD FIR	Traffic analysis from Eurocontrol to assess compatible launch window	HyImpulse (Sec. 7.2.2)	Not implemented
	Contact ICETRA (Icelandic Transport Authority)	Inform Iceland Transport Authority	TDA description	HyImpulse	Completed (Annex G)
CAA Norway	The TDA entering the FIR Polaris shall be requested as DA to the CAA Norway with an additional application	Regulations	Launch operations; TDA activation time; coordination with ATS	HyImpulse (Sec. 6.3)	Not implemented

6.3 TDA PROPOSAL AFTER ENGAGEMENT

No major changes from previous submission [RD-01].

Figure 6-2 (top) has been replaced to include an update of the impact area based on the latest Flight Safety Analysis (FSA) for this flight. The updated FSA considers the performance of the qualified motor for the sounding rocket (Q2/2023).

No changes to the shape of the TDA are required.

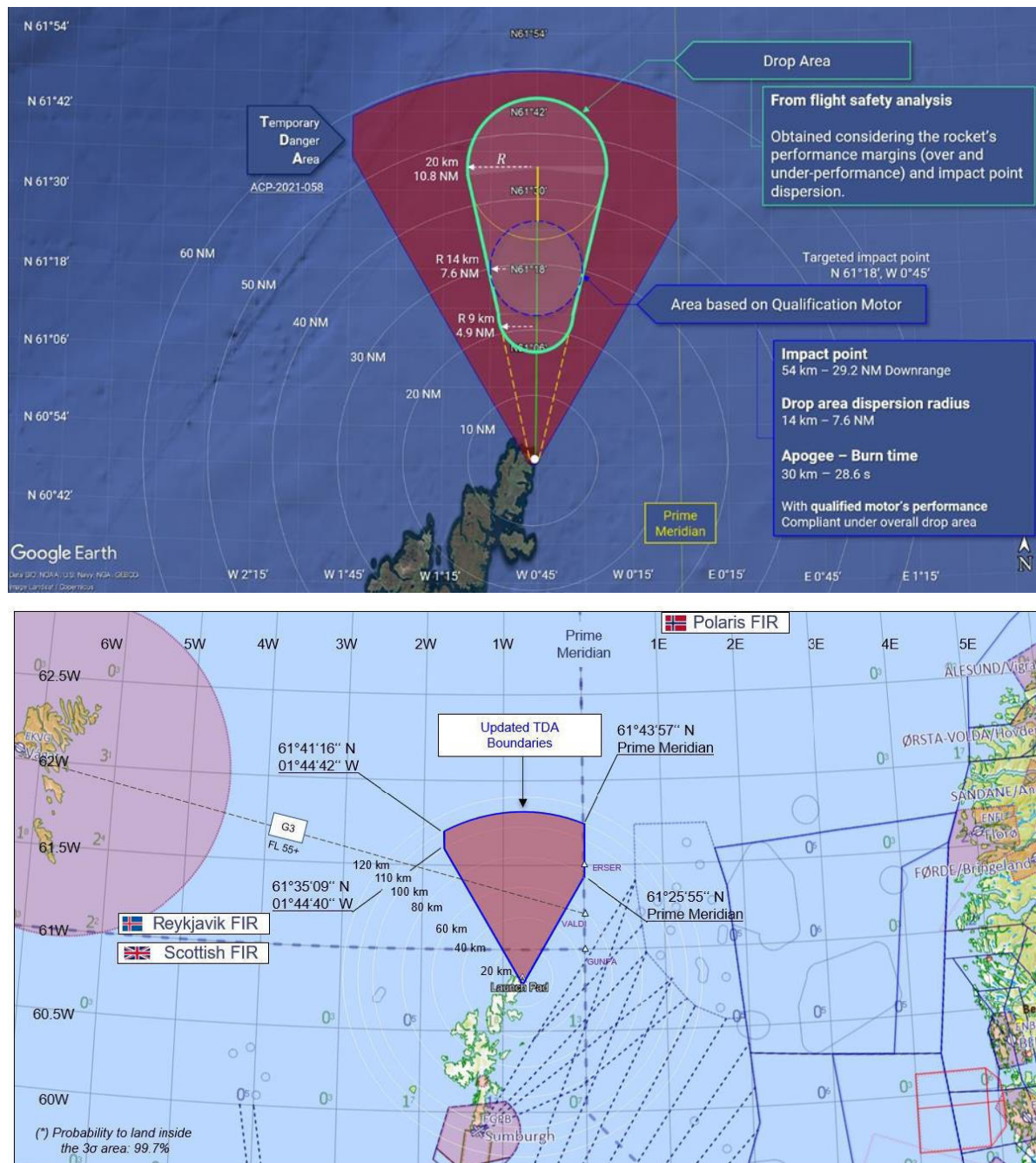


Figure 6-2 TDA shape - updated

6.3.1 FPL BUFFER ZONE

No changes from previous submission [RD-01].

6.3.2 MODULARITY

No changes from previous submission [RD-01].

6.3.3 ACTIVATION PROCEDURES

No changes from previous submission [RD-01].

6.3.4 ACTIVATION TIME

The launch of a rocket can highly depend on weather conditions on site, and it is not rare that a launch is postponed. As a consequence, Hylmpulse cannot provide an exact date of launch when submitting this application, rather than targeting the launch day to mid of October 2023.

Hylmpulse intends to complete one single launch within the 90 days notification period. Exact planned launch dates will be confirmed with a minimum of ten days' notice by NOTAM and will include details of the planned fallback dates that will be required to account for unsuitable weather or other factor that prevents or delays the planned launch. The NOTAM will be activated for 7 days in a row to allow flexibility for a scrap launch.

The launch window has been selected based on the analysis of traffic conducted by Eurocontrol (Sec. 7.2.2) and negotiations with Isavia and ICETRA. In particular, ICETRA could agree only on 0700 – 1000 UTC (see Annex G).

6.4 POSITION OF HYIMPULSE

Hylmpulse understands the concerns of aviation stakeholders related to the de-routing of the high level traffic during the peak traffic of the day. After negotiations with Icelandic authorities, Hylmpulse agrees on a launch window in the morning, 0700-1000 UTC.

7 ENVIRONMENTAL REQUIREMENTS

No changes from previous submission [RD-01].

7.1 LAUNCH PROFILE

The sounding rocket SR75 is to be launched for its first suborbital flight from the Saxa Vord spaceport. The launch site is located at 60°49'04"N – 0°45'40"W (Unst). After the boost phase the SR75 will coast to the apogee (ca. 30 km) where the nose cone will be jettisoned. The booster will be recovered with parachutes. The drop zone of the nose cone is expected to be 2 km uprange of the booster's one. A summary of the flight phase is provided in Figure 7-1.

The airspace change requested in this application is covering a single launch of SR75 under the ANO regulation. The flight mission is limited to about 370 seconds from the moment of liftoff to the moment of splashdown.

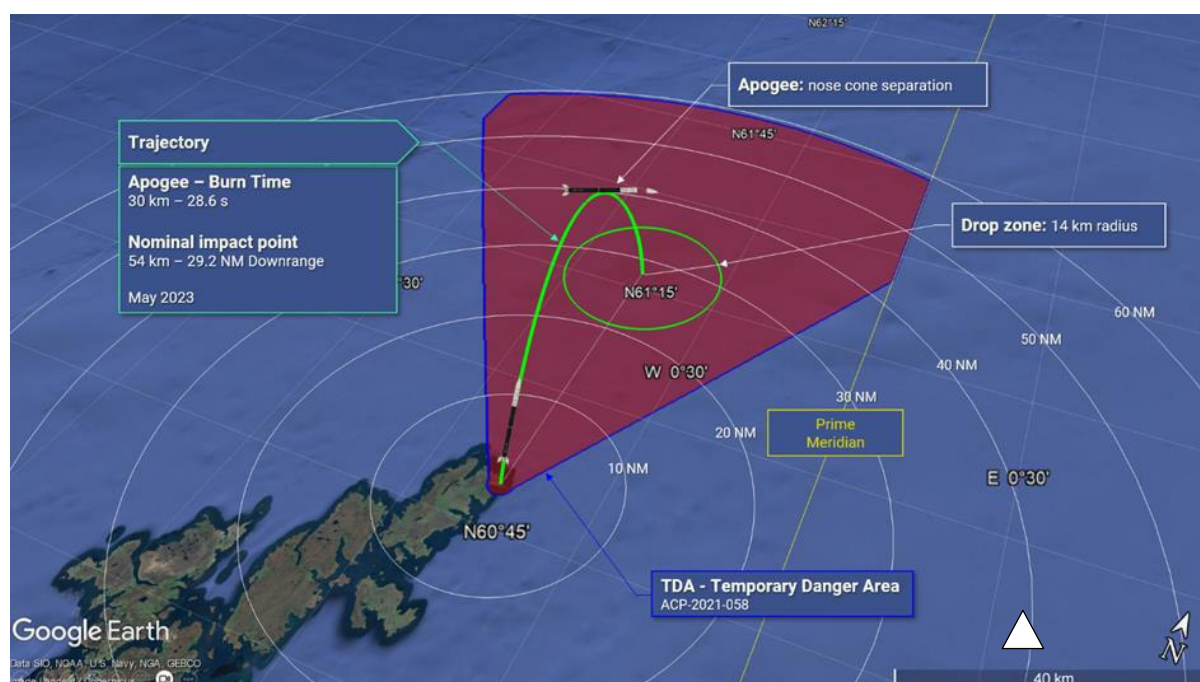


Figure 7-1 Nominal trajectory and main events

7.2 NOISE IMPACT DUE TO DE-ROUTED AIR TRAFFIC

No changes from previous submission [RD-01].

7.2.1 LOW LEVEL TRAFFIC

No changes from previous submission [RD-01].

7.2.2 HIGH LEVEL TRAFFIC

No changes from previous submission [RD-01].

7.3 NOISE IMPACT DUE TO LAUNCH OPERATIONS

No changes from previous submission [RD-01].

8 CONCLUSIONS

HyImpulse applied for an airspace change ([ACP-2021-058](#)) to cover a single launch activity of its sounding rocket SR75.

Changes from the previous submission [RD-01] were identified in this version.

There are no changes to the environmental assessment for noise disturbance as well as to the air traffic analysis.

All concerns and changes raised during the stakeholder engagement phase have been cleared.

The TDA proposed at the end of the consultation is to be activated only once during its notice time of 90 days at the earliest in October 2023. The TDA contains modularity,

so that the zone close to the launch pad is activated 6-4h prior to launch due to the loading operations on the rocket. The full TDA will be only activated about 2h before flight to reduce the impact on the high-level traffic. The TDA will extend from surface to unlimited. An FPL Buffer Zone (FBZ) is activated within a margin of 5 nm from the TDA boundary only in the Scottish FIR. Search and Rescue (SAR) operations on the low-levels are prioritized in the TDA until the loading operations on the rocket are completed. A suitable launch window having a minor impact on the air traffic was selected based on the feedback from Isavia, ICETRA and Eurocontrol, and it is currently set to 0700-1000 UTC.

ANNEX A. STAKEHOLDER ENGAGEMENT EMAILS

No changes from previous submission [RD-01].

ANNEX B. STAKEHOLDER RESPONSE FORM

No changes from previous submission [RD-01].

ANNEX C. TDA DESCRIPTION – FIRST CONTACT

No changes from previous submission [RD-01].

ANNEX D. TDA – COORDINATES

No changes from previous submission [RD-01].

ANNEX E. FBZ – COORDINATES

No changes from previous submission [RD-01].

ANNEX F. STAKEHOLDER RESPONSE

Additional responses to the previous submission [RD-01] are reported hereby. The responses support the status of the items listed in Table 3.

[REDACTED]

From: [REDACTED]
Sent: Mittwoch, 7. September 2022 15:25
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: HyImpulse 2022 Launch - Process Walk Through

Follow Up Flag: Follow up
Flag Status: Completed

Good Afternoon [REDACTED]

I remain slightly unclear as to why you have been told you need an LoA with NATS to be in place before the UK CAA can approve the ACP. I have raised this with UK CAA as:

1. There is no legal requirement we know of for the Launch Operator to have an LoA with the ANSP. (The legal requirement is on the Ranger Operator – Saxa Vord in this case.)
2. Until the UK CAA has approved the ACP, the details of the Danger Area are not fixed, so we would be signing an LoA regarding an airspace block which is unknown and potentially changeable. That is not something we wish to do, and we have informed CAA of this.

However, we are happy to continue with the multi-way LoA (HyImpulse, Saxa Vord, NATS, Isavia, [plus CAA and ICETRA if necessary]) as we believe that represents an efficient way to avoid any confusion. We could share a draft with CAA to demonstrate progress and commitment if necessary but as [REDACTED] will not be back from leave until Monday I would be surprised if we could have every last detail complete by 16 September.

In terms of the launch timing, we are happy to carry on with working out the details on the basis of the 3 hour window 0700-1000 UTC as the regulators are happy with that. While Eurocontrol may have a view as to what they believe would be the most (or least) efficient launch window from a network perspective, that decision rests solely with the national regulator(s), so if CAA and ICETRA say 3 hours is OK, Eurocontrol can't overrule them.

We would agree that targeting launch in the first requested hour would be the best idea as it 1) gives you the most contingency for short delays and 2) allows for early release of the airspace if the launch takes place on schedule.

I'll get in touch with [REDACTED] when she returns from leave on Monday. Would you be available for a short Teams call on Tuesday 13th or Wednesday 14th if necessary?

Kind Regards

[REDACTED]

From: [REDACTED]
Sent: 07 September 2022 07:43
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL] RE: HyImpulse 2022 Launch - Process Walk Through

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.

Good morning [REDACTED]

Now that I am back from leave, I could sort out some important points with ICETRA and Eurocontrol. Here is a recap:

- I was informed that Eurocontrol proposed a launch window of 1h in the last meeting. I discussed this matter thoroughly with [REDACTED] last week and HyImpulse got written confirmation to go for 3h because of
 - First launch (as a reference I used the Artemis I from NASA which has been scrapped already two times in a row in their own airspace. They have a launch window of 2h and they are experienced – just the technology is new, as in our case)
 - Safety of operations with short daylight time in December – February. (3h would allow to perform part of the loading and recovery operations in dim light or at sunrise)
- HyImpulse also agreed with Eurocontrol to target the launch for the first requested hour and to free the airspace as soon as operations have been safely concluded, for the interest of the aviation stakeholders
- ICETRA approved yesterday the launch window of 3h as 0700-1000 UTC

Our current deadline to provide this LoA to the CAA is September 16th. Would you give me a quick update about the status of the LoA and if there is a chance that we could meet this deadline? I will then reconsider with the CAA whether we need to shift the deadline to the next month or if we are good with the current deadline.

Thank you in advance for your feedback!

Best regards,

[REDACTED]
Space Licensing and System Engineer

HyImpulse Technologies GmbH
Wilhelm-Maybach-Straße 5
74196 Neuenstadt am Kocher
Germany

E-Mail: [REDACTED]
Phone: [REDACTED]
Web: www.hyimpulse.de

*HyImpulse Technologies GmbH, registered in Hardthausen, is represented by Dr. Mario Kobald and Dr. Christian Schmierer
Commercial register HRB 764976 at Amtsgericht Stuttgart, VAT number according to §27a VAT Act: DE 318131043*

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From: [REDACTED]

Sent: Montag, 22. August 2022 11:23

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

Subject: RE: HyImpulse 2022 Launch - Process Walk Through

Dear All

Please see attached the updated Timeline document following last Friday's meeting.

As was to be expected, holding the meeting in the middle of August meant that we couldn't discuss every point in detail due to people being on leave. Please see the yellow and green highlights for updates and outstanding questions.

Kind Regards

[REDACTED]

-----Original Appointment-----

From: [REDACTED]

Sent: 27 July 2022 11:34

To: [REDACTED]

[REDACTED]

[REDACTED]

Subject: Hylmpulse 2022 Launch - Process Walk Through

When: 19 August 2022 11:00-12:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

Where: Microsoft Teams Meeting

Dear All

We agreed at our last meeting that we would try and do a "walk through" of the processes and activities.

Would Friday 19th August work for you?

(Recent experience suggests that 1 hour should be sufficient.)

Kind Regards

[REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: Montag, 12. Dezember 2022 10:20
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [EXTERNAL]:Private Draft LoA HyImpulse Multi-Party v 4

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning [REDACTED]

The team and I have been through and reviewed the LoA. From our perspective we don't believe there is a requirement for 78 Sqn to be party to this now. I have consulted our Air Defence team as well as Scottish sector subject matter experts and they have concluded that a NOTAM, from our perspective, is enough information for our operations. We have adequate communication lines to Saxa Vord if we should need to speak to the range control for any aspects. The LoA covers the events associated with Air security and incidents where aircraft may look to transit the range. If operations should change or you require further stakeholder engagement or a POC for the Mil please feel free to come back to [REDACTED] or myself.

Kind regards,

[REDACTED]
[REDACTED] | Squadron Leader | OC 2 Operations & Assurance
78 Sqn | Swanwick Military, Sopwith Way, SOUTHAMPTON, SO31 7AY | DFTS: 95586 2053 | PSTN: 01489 612053 |
SKYPE: [REDACTED]
E-Mail: [REDACTED]

78 Sqn's mission is to provide air traffic control services and critical supporting functions, to enable the safe provision of UK airpower across the spectrum of operations, within the UK and overseas.



From: [REDACTED]
Sent: 08 December 2022 14:15
To: [REDACTED]
Cc: [REDACTED]
Subject: Fw: [EXTERNAL]:Private Draft LoA HyImpulse Multi-Party v 4

Hi [REDACTED]

Please see attached from [REDACTED] at NATS. This is a draft LoA for the HyImpulse ANO launch scheduled for Spring '23. Could you please have a look through it and let me know if this would be a suitable starting point for a LoA with 78Sqn?

I will let you know once we have date set for our next meeting with NATS and Isavia.

Many thanks,

[REDACTED]

From: [REDACTED]

Sent: 08 November 2022 14:53

To: [REDACTED]
[REDACTED]
[REDACTED]

Subject: [EXTERNAL]:Private Draft LoA HyImpulse Multi-Party v 4

Dear All ([REDACTED] could you please forward to [REDACTED] as necessary)

As discussed this morning, please find attached v4 of the LoA.

I have tried to remove all references to Isavia ANS / Reykjavik FIR, except for a couple which explicitly say they are not in scope.

I've included the Timeline document as a new Annex C. We'll need to agree how to deal with the various references to organisations which are not party to the LoA.

Could you please let me have any comments by Friday 19th November?

Kind Regards

[REDACTED]

NATS

[REDACTED]

Manager, ATM Portfolio - Design & Benefits

M: [REDACTED]

E: [REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: Freitag, 9. September 2022 15:37
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: [Follow up #2 - TDA Change] - Temporary airspace change in the UK - Shetland Islands

Follow Up Flag: Follow up
Flag Status: Flagged

[REDACTED]

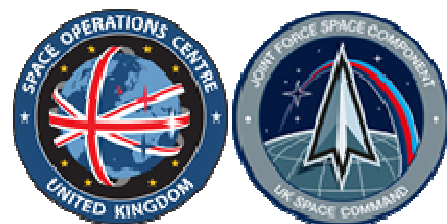
Those 2 documents will be fine.,
I don't want to circumvent any DAATM roles, requirements and formal cascade protocols but with the data you mention is included, these 2 documents will certainly allow us early sight of useful and pertinent mission detail.

Both [REDACTED] and [REDACTED] are only temporarily away and will be back in the loop soon.

Kind regards,

[REDACTED]

 [REDACTED] | Warrant Officer (RAF) | Principle Air & Space Operations Manager (PASOM) | **WO**
UK SpOC | UK Space Operations Centre (UK SpOC) | RAF High Wycombe | Naphill | Bucks | HP14 4UE | Tel
Mil: [REDACTED] | **Tel Civ:** [REDACTED] | **SSS: 9298 5221 4531/4071**
| Email:(MODNet) [REDACTED]



From: [REDACTED]
Sent: 08 September 2022 17:01
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: [Follow up #2 - TDA Change] - Temporary airspace change in the UK - Shetland Islands

Dear [REDACTED]

Thank you for getting back to us.

We would like to understand which kind of information we could provide the UK SpOC for our planned launch. Quoting the feedback received from DAATM in March:

As your proposal deals with rocket launching, as well as liaison through the Defence Space Agency, from an operational perspective, engagement with the UK Space Operations Centre (UK SpOC) will need to be undertaken for the following reasons. The UK SpOC is responsible for monitoring and reporting of all UK space launch activities. The UK SpOC require information on numerous elements of a launch and subsequent activity, including but not limited to; notification of upcoming launches, launch area, drop and abort zones, mission profiles, tracking data, frequencies and understanding go/no go criteria. This information will be used to enable the UK SpOC to Detect, Track, Characterise and Report (DTCR) UK space launches.

We do have a flight safety analysis for our launch, which includes nominal mission profile, launch area, splashdown area. We also have a countdown sequence drafted for our launch. The documents have been provided to the CAA UK as part of our licence application undergoing the Air Navigation Order.

Would these two documents be sufficient to start with or would the UK SpOC require further information from our side?

Thank you in advance for your response.

Best regards,

[REDACTED]
Space Licensing and System Engineer

HyImpulse Technologies GmbH
Wilhelm-Maybach-Straße 5
74196 Neuenstadt am Kocher
Germany

E-Mail: [REDACTED]
Phone: [REDACTED]
Web: www.hyimpulse.de

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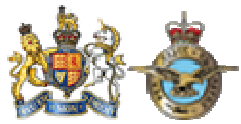
From: [REDACTED]
Sent: Donnerstag, 8. September 2022 17:23
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: [Follow up #2 - TDA Change] - Temporary airspace change in the UK - Shetland Islands

Good afternoon [REDACTED]

More than happy to act as the initial POC for the SpOC and will ensure others will be in contact IDC. Please forward or send me the relevant details and we will action and reply as required.

Kind regards,

[REDACTED]



[REDACTED] | Warrant Officer (RAF) | Principle Air & Space Operations Manager (PASOM) | **WO**
UK SpOC | UK Space Operations Centre (UK SpOC) | RAF High Wycombe | Naphill | Bucks | HP14 4UE | Tel
Mil: [REDACTED] | Tel Civ: [REDACTED] | SSS: 9298 5221 4531/4071
| Email:(MODNet) [REDACTED]



From: [REDACTED]
Sent: 08 September 2022 11:53
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: [Follow up #2 - TDA Change] - Temporary airspace change in the UK - Shetland Islands

[REDACTED]

Thank you for your email. The POC at 78Sqn that I use is [REDACTED], if he has not been involved in the conversations with Saxvord then he will be able to work out who has.

[REDACTED]

Sent to you as [REDACTED] have OOO responses on. Please can you make contact with [REDACTED] to discuss the forthcoming launch, so UK SpOC is then aware of the details?

Best regards,

[REDACTED]

[REDACTED] | SO2 Airspace Plans | Defence Airspace and Air Traffic Management | ~~Aviation House | 1E~~
~~Beehive Ringroad~~ | Crawley | West Sussex | RH6 0YR | Mobile Telephone: [REDACTED] | Skype: [REDACTED]
[REDACTED] E-Mail: [REDACTED]

From: [REDACTED]
Sent: 07 September 2022 08:09

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: [Follow up #2 - TDA Change] - Temporary airspace change in the UK - Shetland Islands

Good morning [REDACTED]

I hope you are doing well and that you had a nice summer leave.

I was wondering if you have some information for us from the UK SpOC. I haven't been contacted by them yet.

HyImpulse is currently targeting the deadline of September 16th with the CAA. By that date we should prove at least that we got in contact with UK SpOC and the 78Sqn regarding the points suggested by DAATM in your email from March.

Would you let me know if the PoCs at SpOC could contact me by, let's say, Wednesday next week (Sept 14th)? Otherwise I would renegotiate another deadline with the CAA.

For the 78Sqn I believe that SaxaVord already contacted them to establish an agreement about comms and procedures, but just in case would you have a PoC there for me to inquire about the status of this agreement?

Thank you in advance for your help. I appreciate your time on this.

Best regards,

[REDACTED]

Space Licensing and System Engineer

HyImpulse Technologies GmbH
Wilhelm-Maybach-Straße 5
74196 Neuenstadt am Kocher
Germany

E-Mail: [REDACTED]
Phone: [REDACTED]
Web: www.hyimpulse.de

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From: [REDACTED]

Sent: Freitag, 22. Juli 2022 14:43

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: RE: [Follow up #2 - TDA Change] - Temporary airspace change in the UK - Shetland Islands

[REDACTED]

I will pass it on to the UK SpOC.

Best regards,

[REDACTED]
[REDACTED] | SO2 Airspace Plans | Defence Airspace and Air Traffic Management | Aviation House | 1E
Beehive Ringroad - Crawley - West Sussex - RH6 0YR | Mobile Telephone: [REDACTED] | Skype: [REDACTED]
[REDACTED] E-Mail: [REDACTED]

From: [REDACTED]

Sent: 22 July 2022 13:42

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: RE: [Follow up #2 - TDA Change] - Temporary airspace change in the UK - Shetland Islands

Hi [REDACTED]

Just a quick follow up from my side.

Since I will be ooo from July 28th to August 26th, could you pass the colleagues at UK SpOC the contact of [REDACTED]
[REDACTED] in CC) to initiate the conversation during my absence?

Thank you in advance!

Best regards,

[REDACTED]
Space Licensing and System Engineer

Hylmpulse Technologies GmbH
Wilhelm-Maybach-Straße 5
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E-Mail: [REDACTED]

Phone: [REDACTED]

Web: www.hyimpulse.de

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From: [REDACTED]

Sent: Freitag, 8. Juli 2022 17:13

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: RE: [Follow up #2 - TDA Change] - Temporary airspace change in the UK - Shetland Islands

ANNEX G. LAUNCH WINDOW

[REDACTED]

From: [REDACTED] - SGS <[REDACTED]>
Sent: Dienstag, 6. September 2022 18:30
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Temporary airspace change in the UK - Shetland Islands

Follow Up Flag: Follow up
Flag Status: Flagged

Dear [REDACTED]

ICETRA agrees with the proposed time window 0700-1000 UTC for your first launch.

Með kveðju / Best regards,
[REDACTED]
Eftirlitsmaður / Inspector ANS



Icelandic Transport Authority
Ármúli 2, 108 Reykjavík Iceland
Sími / Phone [REDACTED]
www.samgongustofa.is / www.icetra.is

Verndum umhverfið, prentum sem minnst
[Fyrirvari við tölvupóst - email disclaimer](#)

From: [REDACTED]
Sent: 06.09.2022 15:01
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Temporary airspace change in the UK - Shetland Islands

Dear [REDACTED]

I haven't heard back from ICETRA in the past week so I would like to follow up with you regarding this matter, as we are approaching our deadline for signing the LoA with Isavia (Sept 16).

Based on our consultation with Eurocontrol (see below), HyImpulse would like to receive confirmation from ICETRA that the proposed time window 0700-1000 UTC is accepted for our launch. Please kindly note that HyImpulse cannot proceed to sign the LoA with the second Icelandic stakeholder, Isavia, if we can't prove written confirmation from ICETRA.

Again, I would like to remind all parties that HyImpulse has always cooperated to understand the view of all stakeholders involved and to adapt to the launch window accordingly, provided that our operations can be conducted safely. The implications of requesting 3h for our first launch have also been thoroughly understood.

I am looking forward to your response.

Best regards,

[REDACTED]

Space Licensing and System Engineer

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Wilhelm-Maybach-Straße 5
74196 Neuenstadt am Kocher
Germany

E-Mail: [REDACTED]
Phone: [REDACTED]
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From: [REDACTED]
Sent: Dienstag, 30. August 2022 13:08
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: Temporary airspace change in the UK - Shetland Islands

Dear [REDACTED]

I would like to remind people that as Hylmpulse have to recover the rocket from the sea. The daylight hours at that time of year give a very short window for the launch.
As Hylmpulse have agreed to release back the Airspace ASAP after a successful launch this is acceptable to NMOC .
Especially as this is a first launch .

Best Regards

[REDACTED]

From: [REDACTED]
Sent: 30 August 2022 12:19
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: Temporary airspace change in the UK - Shetland Islands

Dear [REDACTED]

I acknowledge that there was the discussion of 1h limitation introduced by Eurocontrol in the last meeting.

After consulting with [REDACTED] from Eurocontrol (in CC), both parties understand the implications involved in requesting 3h. Based on our conversation, Hylmpulse would still like to request 3h because this is our first launch (as a good

example: Artemis I from NASA was also scrapped yesterday morning and they had 2h launch window in their own airspace). However, to agree with the terms of Eurocontrol, HyImpulse is committed to free the airspace as soon as possible once the operations are concluded safely.

■ would you like to add further considerations on this point?

I am sure that all parties involved have assessed and understood the implications of such request thoroughly.

Best regards,

■

Space Licensing and System Engineer

HyImpulse Technologies GmbH
Wilhelm-Maybach-Straße 5
74196 Neuenstadt am Kocher
Germany

E-Mail: ■
Phone: ■
Web: www.hyimpulse.de

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From: ■
Sent: Dienstag, 30. August 2022 12:11
To: ■
Cc: ■
■
Subject: RE: Temporary airspace change in the UK - Shetland Islands

Hi ■

after discussion with the Eurocontrol NM, it became clear that three hours launch window is not an option to them. And it is correct that the traffic flow is less in the area in the afternoon. The NM suggested HyImpuls to mention 1 hour launch window to be evaluated.

So this matter needs further negotiation between Hyimpuls, UK CAA, ICETRA and Network Manager before signing MOU.

Með kveðju / Best regards,
■
Eftirlitsmaður / Inspector ANS



From: [REDACTED]
Sent: 30.08.2022 10:03
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Temporary airspace change in the UK - Shetland Islands

Dear [REDACTED],

I hope you are doing well and that you had a nice summer!

I had time to discuss with Eurocontrol about the launch window and we are happy to re-confirm that HyImpulse accepts the suggestion of ICETRA for **07:00-10:00 UTC**. We are in the process to confirm the 90 days activation time with the CAA UK.

Would you please reply to this email to acknowledge the selected window 07:00-10:00 UTC? We would use ICETRA's reply as confirmation to sign the LoA with Isavia.

Thank you in advance for your time.

Best regards,

[REDACTED]
Space Licensing and System Engineer

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Phone: [REDACTED]
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From: [REDACTED]
Sent: Freitag, 1. Juli 2022 12:00
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Temporary airspace change in the UK - Shetland Islands

Hi [REDACTED]

Icetra understands the concerns of HyImpulse of increased cost and noise considerations. But we must as well consider the cost and effect of other airspace users and IATA has raised concerns on increased cost to operators and passengers due longer routes and delays.

Considering the suggested launch window between 0700-2000 is not in line with the suggestions from the ANSP, and to mitigate the effect on other airspace users, Icetra would like to suggest window in the morning from 05:00-10:00 UTC (or 07:00-10:00 UTC), or in the evening 19:00-23:00 UTC.

Með kveðiu / Best regards.

Eftirlitsmaður / Inspector ANS



Icelandic Transport Authority

Ármúli 2, 108 Reykjavík Iceland

Sími / Phone

www.samgongustofa.is / www.icetra.is

Verndum umhverfið, prentum sem minnst

[Fyrirvari við tölvupóst - email disclaimer](#)

From: [REDACTED]

Sent: 15.06.2022 07:23

To: [REDACTED]
[REDACTED]

Cc: [REDACTED]

Subject: RE: Temporary airspace change in the UK - Shetland Islands

Dear [REDACTED]

Thank you for your quick response!

We understand the need of the airspace users crossing the Reykjavik FIR, as we reported in our public report available at <https://airspacechange.caa.co.uk/documents/download/4469>.

However, HyImpulse would benefit from a launch window allocated between 0700 – 2000 because of several other factors explained in Paragraph 6.4 of the document (frequency of launch, safety of operations, cost of operations, noise disturbance). To provide more flexibility for both HyImpulse and the airspace users we suggested the use of a modular DA, to be activated only 2-3 hours prior to the launch time to minimize the impact on the air traffic.

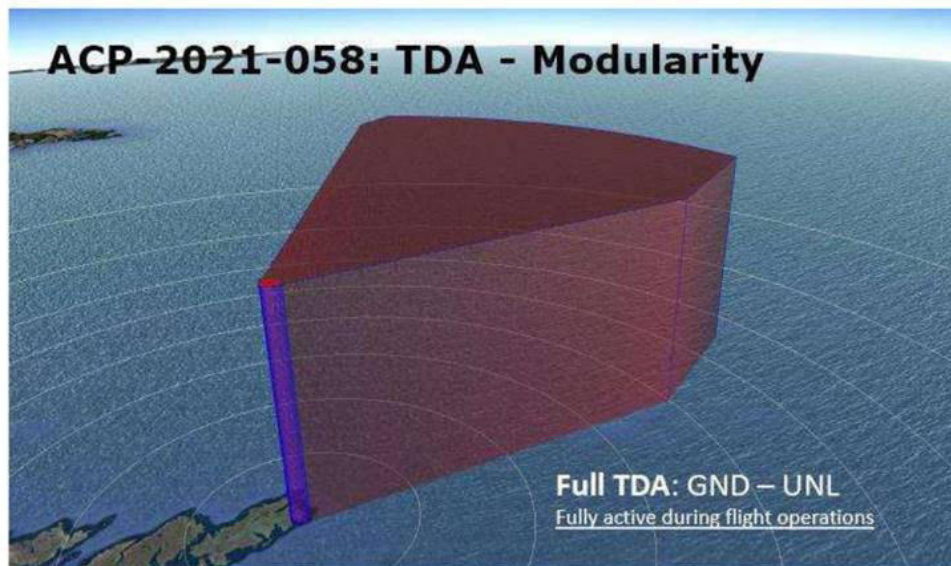


Figure 6-5 TDA (GND – UNL): flight

We are also basing our assessment on the air traffic analysis of Eurocontrol (par. 7.2.2 of the document above). Eurocontrol reports that the traffic re-routed to bypass the TDA is generating on average only 2.3 NM of the route extension per flight (Figure 7-6).

Based upon the information above and that HyImpulse is planning one single launch activity between September-October 2022, we would like to understand with ICETRA whether a launch window covering the time 0700 – 2000 could be acceptable. If we don't reach an agreement with ICETRA it would not be possible for us to draft the LoA with Isavia and proceed with the operations.

I thank you in advance for your time.

Best regards,

Space Licensing and System Engineer

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Germany

E-Mail: [REDACTED]
Phone: [REDACTED]
Web: www.hyimpulse.de

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From: [REDACTED]
Sent: Dienstag, 14. Juni 2022 22:58
To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Temporary airspace change in the UK - Shetland Islands

Dear [REDACTED]

apologies on unanswered email.

I'm now in contact with [REDACTED] regarding alignment between the states for the publication of NOTAM for danger areas for the HyImpuls launch.

We consider it most important that coordination with the ANSP is successful to ensure safety and minimise the negative effect on other airspace users.

Launch window between 10pm and 8am appears to serve that purpose.

We need to know if any jettison will happen within the economic zone of Iceland (200 NM from coastline).

Please advise if there are other issues than the publication of DA outstanding.

Með kveðju / Best regards,

[REDACTED]
Eftirlitsmaður / Inspector ANS



Ármúli 2 - 100 Reykjavík - Iceland

Sími / Phone [REDACTED]

www.samgongustofa.is - www.icetra.is

Verndum umhverfið, þrennum sem minnst

[Fyrirvari við tölvupóst - email disclaimer](#)

From: [REDACTED]

Sent: 13.06.2022 07:50

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

Subject: RE: Temporary airspace change in the UK - Shetland Islands

Dear [REDACTED]

I am getting in contact with you following from a conversation with [REDACTED] (Isavia). We haven't received any reply from ICETRA in the past months and we would like to follow up with you regarding this topic.

In fact, HyImpulse is seeking from feedback from ICETRA in order to initiate the discussion with Isavia regarding the notification of the temporary DA in the Reykjavik FIR mentioned below in my email.

I am looking forward to receiving your feedback. Please don't hesitate to ask if you'd require further information from our side.

Best regards,

[REDACTED]

Space Licensing and System Engineer

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From: [REDACTED]
Sent: Montag, 4. April 2022 21:27
To: [REDACTED]
Cc: [REDACTED]
Subject: Temporary airspace change in the UK - Shetland Islands

To the kind attention of ICETRA:

HyImpulse is applying for a temporary airspace change in the UK to establish a Temporary Danger Area during notified periods to enable the safe testing and demonstration of its sounding rocket, SR75. You can find more information about HyImpulse's aim, why we requested an airspace change, and the documentation used for the stakeholder engagement at this [link](#). The full stakeholder engagement report will be available on the website starting from April 15th.

The process required us to engage with potential stakeholders in the area who might be affected by this proposal. In the past months we had a constructive engagement with Isavia on this matter. Isavia provided us with an air traffic analysis for the proposed DA and suggested a launch window between 10.00pm – 8.00 am to minimize the impact on the air traffic. Additionally, Isavia suggested HyImpulse to inform ICETRA, which we are doing with this email.

Please do not hesitate to contact us in case you require further information from our side. We will keep you updated on the process of the DA application managed by the CAA UK.

Best regards,

[REDACTED]
Space Licensing and System Engineer

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