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Date 22 Jun 23

ACP-2023-036 EG R313 ACTIVATION TIMES CHANGE

1. The MOD has submitted a Statement of Need to change the activation times of EG R313 Scampton to be via NOTAM only, moving away from the current static activation times. This letter contains the supporting evidence that MOD have fulfilled the requirements of the CAA Policy Statement¹ relevant to the change.

2. Statement of Need:

For the immediate future, the RAF Aerobatic Team (RAFAT) are not able to use EG R313 for display practise purposes; however, the UK AIP states activation times as Mon-Fri 0830-1700, or by NOTAM. The proposal is that the UK AIP ENR 5.1 should be amended to reflect that all activations be made by NOTAM, until such time that the further potential use of the area can be understood.

3. **Airspace Restriction.** EG R313 Scampton is a circle, 5 NM radius, centred at 531828N 0003303W. The lower limit is the surface, with an upper limit of 9500 ft Alt. The closure of the airfield and current ground usage by other Government parties means the 3rd party risk exceeds what is ALARP and Tolerable for display practise use. The MOD proposal is to change the activation times to 'by NOTAM only', to allow maximum flexibility in the use of airspace, whilst retaining the capability for future RAFAT use if and when the ground situation changes. The area is currently only activated when required; however, this is a temporary measure through NOTAM and is not a permanent solution, hence the requirement for the ACP.

4. **Stakeholders and Adjacent Airspace Structures.** The stakeholders approached to discuss the removal were Waddington ATC and RAFAT (originators of the request for change), both are supportive of the change:

a. Waddington ATC have long-standing procedures for the control of EG R313 and RAFAT within the area. The change will not adversely affect how they operate in the short term; in the long term – when the proposed Waddington ACP is implemented – the procedures will need to ensure that there are robust activation protocols in place to clearly define which airspace is active for RAFAT.

b. RAFAT intent is for Waddington to become the primary display practice location once the Aviation Duty Holder has approved it. This decision is required as they cannot rely on Scampton being available and approved for use in the future. If the 3rd party situation was to change and Scampton become available, it is anticipated that it would be used if: Waddington had a high density of higher priority traffic that prevented them from practising there; later in the winter period where sporadic 'offsite' training may be required (maybe 5-6 x 45 min slots per winter training period in total); worst case, the disruption at Waddington as a

¹ CAA Policy Statement [Reduction in Notified Hours or Disestablishment of Airspace Restrictions](#), dated 20 December 2019,

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result of daily activity becomes unbearable and use of R313 may be required to reduce the impact.

5. **AIP Content.** This change will impact UK AIP ENR 5.1 and ENR 6-75. The proposed change to the AIP ENR 5.1 entry for EG R313 can be found below, with the amended text coloured red. The Statutory Instrument numbers have been highlighted blue to show that further change will be required.

EG R313 SCAMPTON A circle, 5 NM radius, centred at 531828N 0003303W	Upper limit: 9500 FT ALT Lower limit: SFC	Contact: Information on activation status may be obtained from Waddington ATC, Tel: 01522-727451/727452, or by radio to Waddington Zone on 119.500 MHz/232.700 MHz. Non-radio aircraft may be able to obtain a pre-flight clearance by telephone. Radio equipped aircraft may request an in-flight clearance on 119.500 MHz/232.700 MHz. SI 2022/1221. SI 2022/1320. Hours: Activated by NOTAM whenever the Red Arrows are carrying out formation aerobatic and display training.
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6. **Activation.** It is proposed that submission of NOTAM the day prior to activation is sufficient to inform airspace users. RAFAT will endeavour to give as much notice as possible if R313 is required, especially if prolonged usage is envisioned.

7. **Proposed Effective AIRAC date.** The proposed implementation date for this change is AIRAC 11/2023 on 2 Nov 23, with a back-up date of AIRAC 12/2023 on 30 Nov 23. Cut-off dates for AIRAC submission are 4 Aug 23 and 1 Sep 23 respectively. If the change can be implemented sooner through a different vehicle, such as an AIC, then the MOD would clearly be content for this.

8. **Legislation/Statutory Instruments.** The Statutory instruments (SI) relating to the affected airspace are: SI 2022/1221; and SI 2022/1320. Amendment of the SIs will need to be coordinated with the implementation date of the AIP change.

9. **Environmental Assessment.** As this change pertains to a Restricted Area that is currently not used, making it active via NOTAM would free up the airspace for other users to utilise and therefore diversify routes through the area. The feedback from MOD stakeholders is that the change makes sense given how little the Restricted Area is used. The MOD believe that it would be disproportionately burdensome to provide any other form of environmental assessment, given that it has no impact on the civil route network and that the change does not necessarily change the likelihood of use of the area, solely the method of activation.

10. If you have any questions or require any clarification of the above, please contact the undersigned.

