

MINUTES OF TDA FOR PROTECTOR T&E FLYING AT RAF WADDINGTON ASSESSMENT MEETING HELD ONLINE ON 14 JUNE 2023

28 Jun 2023

All present

Present	Appointment	Representing
[REDACTED]	Airspace Regulator (Case Officer)	CAA
	Airspace Regulator (Engagement & Consultation)	CAA
	Airspace Regulator (Engagement & Consultation)*	CAA
	Hd Airspace Integration DLOD	
[REDACTED]	& Capability Acceptance (Protector)	MOD
	SO2 Airspace	DAATM
	ACP ATM Team	MOD
	ACP ATM Team	MOD

* attending for training purposes

Temporary Airspace Change Assessment Meeting Opening Statement

CAA noted that the Statement of Need and Assessment Meeting agenda were received in advance of the Assessment Meeting and confirmed that the documents must be published by the Change Sponsor, together with the minutes of the meeting, on the airspace change portal.

CAA explained that the purpose of the Assessment Meeting, as set out in CAP 1616, was for the Change Sponsor to present and discuss their Statement of Need, provide information on how it intended to fulfil the requirements of the airspace change process and present its provisional timescales. Lastly, the Change Sponsor was required to provide information on how it intended to meet the engagement requirements of the process.

	ACTION
<p>Item 1 – Introduction</p> <p>All attendees were introduced.</p>	
<p>Item 2 –Statement of Need (discussion and review)</p> <p>The MOD introduced the Statement of Need as published on the CAA ACP portal as follows:</p> <ul style="list-style-type: none"> The MOD is progressing ACP-2019-18 which supports the integration of a large Remotely Piloted Air System (RPAS) into UK airspace when it is brought into service at RAF Waddington in the early 2020s. In addition it aims to provide a volume of airspace over RAF Waddington within which the RAF Aerobatic Team (RAFAT) can safely conduct flying display training. <i>To ensure that any delay to the ACP timeline does not impact airspace availability, the MOD requires a means to enable essential RPAS and RAFAT activity to take place during the winter of 2023/2024.</i> <p>Since publication, the requirement had changed in that there was now a need to fly both RAFAT and Protector at RAF Waddington before provision of segregated airspace under ACP-2019-18 was delivered. This had been articulated at senior</p>	

MOD levels, such that earlier than previously planned flight for both RAFAT and Protector was required as below:

- RAFAT was aiming to conduct some of its winter display flying schedule over RAF Waddington from late Oct 2023. RAFAT was following a different process to enable this early training to take place and, therefore, could be removed from this temporary ACP.
- A limited number of flying sorties for Protector at RAF Waddington from 9 Nov 2023.

The Statement of Need was discussed and it was agreed that it could be amended to:

- The MOD is progressing ACP-2019-18 which supports the integration of a large Remotely Piloted Air System (RPAS) into UK airspace when it is brought into service at RAF Waddington in the early 2020s. In addition, it aims to provide a volume of airspace over RAF Waddington within which the RAF Aerobatic Team (RAFAT) can safely conduct flying display training. ***A pressing need has emerged to prove that the Protector system can be operated safely from early November 2023, before ACP-2019-18 can deliver the permanent airspace change. This temporary change does not involve any additional requirements for RAFAT, which has requested a RA(T) from late Oct 2023.***

Item 3 – Issues or opportunities arising from proposed change

The MOD outlined the following items for background information and further discussion:

- There would be nominally 3 flights from 9 Nov 2023;
- The activity would be managed within the limits of imposed Airspace Control Measures and Aircraft Limitations as described in a military permit to fly (MPTF);
- The fundamental requirement is to demonstrate that the automatic take-off and landing capability (ATLC) patterns at RAF Waddington are safe and suitable for in-service operations prior to the commencement of the full Test and Evaluation (T&E) flying schedule post 30 Nov 2023;
- Deconfliction of use of airspace between Protector and RAFAT activities is to be managed by the MOD. This was discussed and it was concluded that simultaneous use of the airspace would not be possible for RAFAT and Protector. Rather, airspace bookings could be co-ordinated and, whilst not concurrent, the MOD could activate the airspace for Protector and RAFAT separately on the same day provided the times for both activities were not overlapping.

Opportunities

- Proposed engagement duration of 3 weeks commencing no later than 7 Jul 2023 (through to no later than 28 Jul 2023);
- Already carried out 12-week consultation for ACP-2019-18;
- Minimised volume of airspace required (cylinder only) to achieve objective;
- Minimal impact on stakeholders (especially since RAFAT will already be using the cylinder).

Item 4 – Process requirements

TDA Policy Statement

The CAA had made the Policy Statement “Policy for Permanently Established Danger Areas and Temporary Danger Areas” available to the MOD in advance of the meeting, as it was thought that the requirements might be met by means of a TDA.

Stakeholder engagement

The CAA Airspace Regulator (E&C) outlined considerations regarding the stakeholder engagement as follows:

- Owing to the RA(T) application being pursued by RAFAT, it would be important to make a clear distinction between RAFAT and Protector’s activity in the engagement material (e.g. upfront statement as to the limited nature and requirement for the Protector activity). Upfront clarity on the nature of the activity proposed would also assist stakeholders in distinguishing between the temporary proposal and the permanent ACP-2019–18. The temporary airspace change process requirement is to engage on safety and operational viability;
- Whilst the TDA process requirement is to engage with aviation stakeholders only (ANSPs, airspace users, airports, SAR, NPAS, Air Ambulance, NATMAC members) , in this instance it is recommended that the sponsor considers whether it is appropriate to conduct this engagement with the complete list of stakeholders (aviation and non-aviation) that had been engaged with during ACP-2019-18. It was suggested that restricting engagement to aviation stakeholders for this ACP had the potential to create stakeholder confusion/enquiries in light of the earlier consultation conducted for ACP-2019–18;
- As is usual, MOD engagement will be managed through DAATM;
- Engagement length is typically 6 weeks, but can be scalable with an approved rationale. MOD will present a rationale for comment before commencing engagement;
- Evidence of engagement to be maintained and submitted to the CAA;
- Once engagement is concluded, the MOD is to produce a report summarising the results of the engagement activity (including stakeholders list, means of engagement, responses received and how feedback influenced the final proposal);
- The MOD will need to explain how it intends to monitor, collate, and report any complaints to the CAA once the TDA has been implemented;
- Report uploaded to the ACP portal under Stage 4.

The CAA Airspace Regulator (Environmental) was not able to be at the meeting but did provide the following guidance regarding the information the sponsor will be required to include in their temporary ACP application, iaw CAP1616 para B83:

- Justification for the change, and confirmation of its effective period;
- A qualitative description of changes to traffic patterns, illustrated using operational diagrams overlaid on Ordnance Survey maps or similar;
- Details of the frequency of flights and typical altitudes;
- Typical noise levels at key locations (or noise impacts scoped out with appropriate rationale and evidence in accordance with CAP1616 para B26)

The environmental regulator also confirmed that it would be acceptable for the sponsor to reuse assessment results provided in their permanent ACP application, as long as the proposed designs were considered to be identical, or at least very similar.

<p>There was no requirement for an Options Appraisal.</p> <p>Safety Assessment A safety assessment should be included, outlining how the airspace will be managed. The MOD will make use of the assessment for the relevant airspace in ACP-2019-18 and update anything required.</p>	
<p>Item 5 – Provisional timescales</p> <p>The MOD provided the following timescales for consideration*:</p> <p><i>Based on AIC/SUP publication schedule:</i> Final Submission – 18 Aug 2023 DECIDE – 8 Sep 2023 AIC Submission – 8 Sep 2023 AIC Publication – 19 Oct 2023 Implementation – 9 Nov 2023</p> <p>* The timeline agreed may become subject to change by the CAA. As outlined in CAP 2541 it is not the CAA’s intent to conduct a re-prioritisation of all ACPs currently in progress, but only to prioritise when we believe this is required. Such prioritisation will be conducted on a case-by-case basis and in accordance with the principles outlined in CAP 2541. Should it be considered necessary to reprioritise an ACP a member of the Airspace Regulation team will contact the sponsor directly.</p>	
<p>Item 6 – Next steps</p> <p>A draft copy of the minutes of this meeting should be sent to the CAA by 21 Jun 2023. The minutes of the meeting were to be published and uploaded onto the portal within 2 weeks of this Assessment Meeting. A complete version was to be agreed and presented to the CAA, whilst a redacted version was to be placed on the portal.</p>	MOD
<p>Item 7 – Any Other Business</p> <p>SO2 Airspace, DAATM requested whether any specific action was required regarding the CAA Special Use Area Safety Buffer Policy, since dispensation has already been requested within ACP-2019-18. The CAA Technical Regulator (Case Officer) would consider this and confirm any requirements.</p>	CAA

**ACTIONS ARISING FROM TDA FOR PROTECTOR T&E FLYING AT RAF WADDINGTON
ASSESSMENT MEETING**

Subject	Name	Action	Deadline
Safety Buffer Policy	CAA Technical Regulator	Ascertain whether specific action was required regarding the CAA Special Use Area Safety Buffer Policy, since dispensation has already been requested within ACP-2019-18	



MOD
ACP Sponsor