



ACP-2023-003

Temporary Danger Area for Protector T&E Flying at RAF Waddington

Summary of Stakeholder Engagement – Version 1.1

Roles

Action	Role	Date
Produce	Airspace Change Team UAS CDC	15 Aug 23
Review	DAATM	15 Aug 23
Approve	Change Sponsor RAF AIR Cap	15 Aug 23

Drafting and Publication History

Issue	Date	Change Summary
1.0	15 Aug 23	Initial issue
1.1	21 Aug 23	Addition of Appendix C which contains a copy of the Engagement Letter, which had been left out of V1.0 in error.

Contents

Introduction	3
Executive summary	3
How this document is laid out	4
Section 1	
Stakeholder identification	5
Engagement methods	5
Engagement chronology	5
Section 2	
Proposed TDA Design	6
Summary of Stakeholder Feedback & Impact on Proposal	8
Final TDA Design	12
Section 3	
Next Steps	13
Appendices	
A. Register of Stakeholders	A-1
B. Raw Engagement Records	B-1
C. Engagement Letter V1.0	C-1

Introduction

This document forms part of the airspace change process (ACP) as outlined in the Civil Aviation Authority (CAA) policy letter for Danger Areas (DAs) and Temporary Danger Areas (TDAs). This is a scaled-down version of the process outlined in the Civil Aviation Publication (CAP) 1616. ACP-2023-003 has been commenced in order to implement segregated airspace in the form of a TDA in the vicinity of Royal Air Force (RAF) Waddington. The ACP sponsor is the Ministry of Defence (MOD).

ACP-2019-18 was commenced in 2019 to 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. The ACP was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

ACP-2023-003 seeks to establish temporary segregated airspace in the vicinity of RAF Waddington for a period of 3 weeks prior to the implementation (if successful) of the airspace through ACP-2019-18.

The purpose of this document is to demonstrate that the Change Sponsor has followed the scaled-down version of the CAP 1616 process as outlined in the CAA policy letter for DAs and TDAs. The Change Sponsor has engaged with a range of potential stakeholders to seek their views on the change proposal and collect feedback as to the proposed TDA design. It is important to assure stakeholders that they are included in the change process and that they have influenced the design. The stakeholder feedback has been analysed and summarised in this document to describe how the feedback has been incorporated into the finalised design.

Executive Summary

The Change Sponsor conducted stakeholder analysis to ensure they effectively engaged with all potential stakeholders over the TDA design at RAF Waddington.

Stakeholders were engaged in writing and included:

- Local General Aviation (including aerodrome operators)
- Commercial aerodrome operators
- National Air Traffic Management Advisory Committee members
- Local and selected National Authorities and Organisations
- Selected Members for Parliament

There was limited feedback received but this was anticipated since this proposal aims to introduce the lower volume of airspace associated with ACP-2019-18 3 weeks early and the stakeholders contacted had been involved with the formal consultation of that permanent ACP already.

Full details of engagement can be found later in this document at Section 2.

As a result of the engagement, no changes were made to the size and shape of the proposed TDA.

How this document is laid out

Section 1

We engaged with a representative group of aviation and non-aviation stakeholders.

This section summarises:

- How we identified stakeholders;
- How we engaged with stakeholders;
- The engagement chronology.

Section 2

This section describes:

- The initial TDA design sent out for comment by the Change Sponsor;
- A summary of the feedback and how/if the proposal was adjusted;
- The final TDA design for submission to the CAA.

Section 3

Next steps in the airspace change proposal.

Appendices containing list of stakeholders contacted, raw engagement communication and draft letters of agreement.

Section 1

1. How we identified Stakeholders.

1.1 Since the ACP is following the scaled-down version of the airspace change process, only a targeted engagement was required. This would normally comprise of aviation stakeholders only. However, in agreement with the CAA, the Change Sponsor felt that engagement should be extended to the complete list of stakeholders (aviation and non-aviation) that had been engaged with during ACP-2019-18. It was felt that by otherwise restricting engagement to aviation stakeholders for this ACP, there was the potential to create stakeholder confusion/enquiries in light of the earlier consultation conducted for ACP-2019–18. Respondents to ACP-2019-18's formal consultation phase were also included.

1.2 The list of stakeholders can be found in Appendix A.

2. Engagement method.

2.1 The Change Sponsor elected to conduct engagement via written communication only. An initial email introducing the ACP was sent, along with a link to the CAA ACP Portal where the engagement letter was uploaded. The engagement letter contained details of our initial TDA design and an explanation about how we would like to engage with stakeholders for feedback on our proposal. The email and letter included details on how to leave feedback using our direct email address. Written communication was conducted once feedback was received.

2.2 Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor chose to do this after discussion with the CAA. In this instance the Change Sponsor opted for a reduced engagement duration of just over 3 weeks. The Change Sponsor elected to do this for the following reasons:

- The TDA airspace design is made up of the low airspace design from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
- The low airspace design has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

3. Engagement chronology.

3.1 The table below details the engagement activity undertaken.

Date	Action / Stakeholders Contacted	Notes
10 Jul 23	Engagement material sent by email to 231 identified stakeholders as listed in Appendix A.	Feedback requested by 1 Aug 23, allowing 3 week engagement period. Accompanied by Feedback Response Form
24 Jul 23	Engagement material sent to additional 76 stakeholders who had responded to the Stage 3 consultation for ACP-2019-18 and who had not otherwise been sent an email on 10 Jul 23. This late mailing was due to clerical error by the Change Sponsor. The stakeholders are listed at Appendix A.	Feedback requested by 8 Aug 23, but an extended deadline of 14 Aug 23 was presented, allowing a 3 week engagement period. Accompanied by Feedback Response Form.
10 Jul – 15 Aug 23	Responding to stakeholder feedback	Responses received by 17 organisations or individuals.

Section 2

4. Proposed TDA Design

4.1 The proposed airspace was presented in the engagement material (see Appendix B). It is exactly the same in terms of location and dimensions as the low airspace design proposed and presented during the Stage 3 formal consultation for ACP-2019-18.

4.2 The TDA for this ACP is a cylinder of 5 nm radius and has vertical dimensions of surface to Flight Level (FL)105. The 5 nm radius circle is centred on RAF Waddington's Aerodrome Reference Point¹ (ARP).

4.3 Figure 1 illustrates the lateral dimensions of the TDA and Figure 2 illustrates a cross-section of the TDA from a north/south perspective. Figure 3 illustrates a cross-section from a west/east perspective.

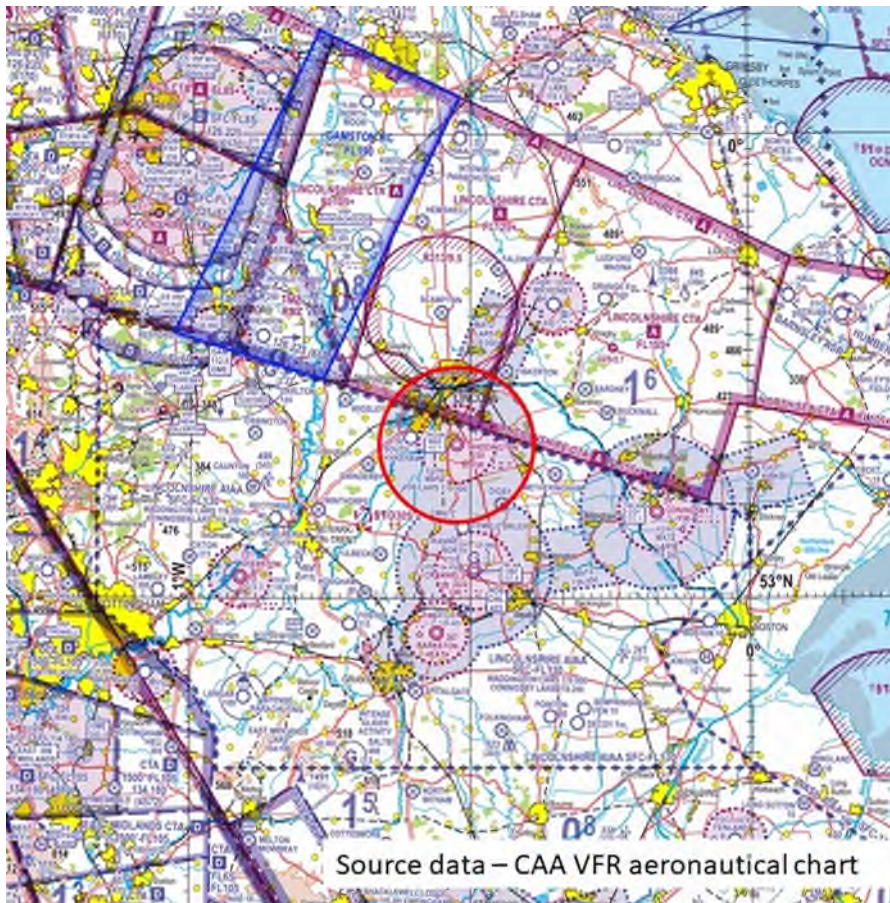


Figure 1 - Proposed TDA Design

¹ RAF Waddington's airfield reference point is the midpoint of RW02/20 (530958N 0003126W)

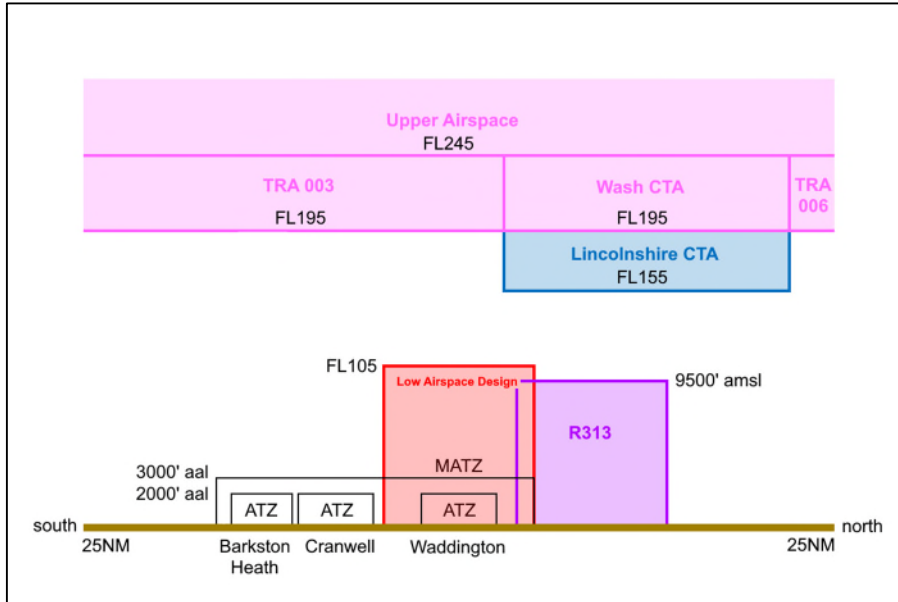


Figure 2 – Proposed TDA N/S Cross-section

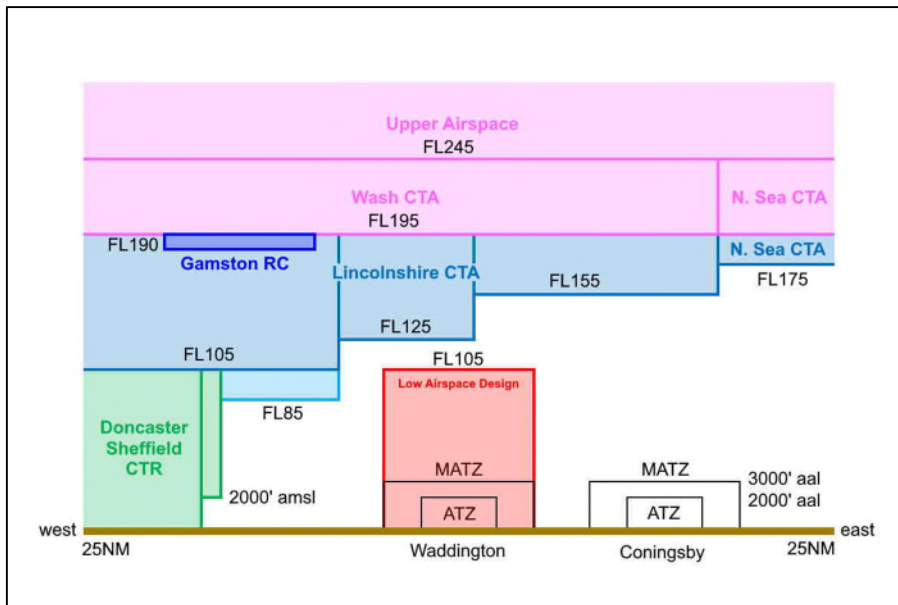


Figure 3 – Proposed TDA W/E Cross-section

5. Summary of Stakeholder Feedback & Impact on TDA Proposal

5.1 The stakeholder feedback has been analysed and summarised in this document to describe how or if the feedback has impacted the TDA design or management.

5.2 Engagement material was sent out to 307 aviation and non-aviation stakeholders as listed in Appendix A. Responses from 17 stakeholders were received. The record of engagement communication is presented in Appendix B.

5.3 A summary of feedback received by stakeholder is in Table 1 below.

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Stakeholder	Proposed changes to airspace design	Stakeholder comment	Change Sponsor comment:	Final Design Impact
BGA	Nil	Assessed low impact for gliders at the time of year proposed TDA will be implemented (if successful).	Nil	Nil
		Increased risk created by aircraft rerouting and overflight of glider sites.	Whilst this feedback is also directed at ACP-2019-18, any impact during the activation of the proposed TDA will be minimised by notification by NOTAM and the provision of a Danger Area Crossing Service (DACS).	Nil
		Concerns over increase in restricted airspace taking into consideration continued existence of EG R313.	Outlined that ACP-2023-036 is in train in first steps to facilitate more flexible activation of EG R313 until its future use for RAFAT is decided. During the period of this TDA MOD is not expecting to use EG R313 for RAFAT flying display training as RAFAT has applied for a Restricted Airspace (Temporary) (RA(T)) at Waddington for flying display training with effect Oct 23.	Nil
██████████	Nil	Request for aircraft specification information (conspicuity, system redundancy) and specifically whether procedures will be put in place to ground all UK flight during Protector activity. Concerns about safety of activity, loss of link procedures, in particular Protector's ability to remain in segregated airspace.	Provided broad response to technical specification request and loss of link procedures and no requirement to ground UK flight. Referred to engagement material regarding MAA regulatory oversight of activity.	Nil
██████████	Nil	Proposal as expected.	Nil	Nil

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[REDACTED]	Nil	Query over statement on CAA ACP Portal under Potentially affected area banner “This area may change as the proposal is developed.”	Explained that the phrase appears to be a stock entry on CAA ACP Portal.	Nil
		Concern over current RAFAT activity.	Outside scope of this ACP.	Nil
		Basing location for Protector – why not choose remote location.	Referred to consultation material for ACP-2019-18 where basing decision is explained.	Nil
		Request for LARS service to be available during all hours of TDA activation.	Waddington ATC is only required to provide a LARS during published hours of LARS availability. Outside these hours and during Protector activity a DACS will be made available.	Nil
[REDACTED]	Nil	Request to remove from stakeholder list.	Removed.	Nil
Doncaster Airport	Nil	Request to remove from stakeholder list.	Removed.	Nil
North-Kesteven DC	Nil	No observations on proposal.	Nil	Nil
Retford-Gamston Airport	Nil	Requested clarification on DACS provision and control authority as proposed new departure profiles may need transit of TDA.	Responded to advise that Waddington ATC will be control authority and provide DACS. Email forwarded to Waddington ATC for further comment/action.	Nil
Navenby PC	Nil	No objection to proposal.	Nil	Nil
Peterborough CC	Nil	Planning Department responded that unable to assist.	Nil	Nil
North Hykeham Town Council	Nil	Planning Department stated no objection to proposal.	Nil	Nil
Lincs-Northants Area Environment Agency	Nil	Request for point of contact	Unable to provide point of contact but provided clarity on why they had been contacted and of other similar organisations.	Nil
[REDACTED]	Nil	Nil return.	Nil	Nil
[REDACTED]	Nil	No objection to proposal.	Nil	Nil
[REDACTED]	Nil	No objection to proposal.	Nil	Nil

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DAATM/MOD	Nil	Overall impact to MOD deemed to be minimal.	Nil	Nil
		Cranwell had nothing further to add in addition to that stated under ACP-2019-18 (LOA required).	LOA drafted for ACP-2019-18 and will be in place to cover TDA activity.	Nil
		Waddington noted MOD intention not to activate EG R313 and Waddington TDA (and ACP-2019-18 low airspace design) simultaneously.	Change Sponsor unaware of this intention to have been formally agreed. Was not included in any engagement material for TDA or consultation material for ACP-2019-18. Presume the intent is an internal Waddington agreement. Fed back to DAATM.	Nil
NATS	Nil	No impact on NATS NERL plc and no further comment on the MOD's application for dispensation with respect to the CAA Safety Buffer Policy.	Nil	Nil

Table 1 - Summary of Feedback received by Stakeholder

6. Final TDA Design

6.1 The engagement responses did not provide any suggestions that led to amendment to the proposed TDA design and no comments requiring a change to the notification procedures or airspace management that had been presented in the engagement letter. Therefore, the final dimensions remain as proposed in the engagement material and as presented at the beginning of this section.

Section 3

7. Next Steps

7.1 This document will be submitted to the CAA as evidence to support the scaled down process for TDA submissions.

7.2 The following timeline is anticipated:

Event as per CAP 1616	Planned Date
Stage 5 - Decide	8 Sep 23
Stage 6 - Implement	9 Nov 23

Appendix A - Register of Stakeholders

A.1 Stakeholders were broken down into the groups below. Those highlighted in green represent a stakeholder who submitted a response to the engagement material for this TDA.

Contact Group Name: NATMAC			
Ser	Organisation	Representative	Email Contact
N1	Airlines UK	No details from CAA list 6 Jul 23	No details from CAA list 6 Jul 23
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]

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N14	British Business and General Aviation Association (BBGA)	[REDACTED]	[REDACTED]
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]

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N34	NATS	[REDACTED]	[REDACTED]
N35	Navy Command HQ	[REDACTED]	[REDACTED]
N36	PPL/IR (Europe)	Group Mailbox	representation@pplir.org
N37	PPL/IR (Europe)	[REDACTED]	[REDACTED]
N38	UK Airprox Board (UKAB)	[REDACTED]	[REDACTED]
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]

Waddington Local Aviation Stakeholders		
Ser	Name/ Organisation	Representative
S1	40 Acre Farm Aeroclub	[REDACTED]
S2	Aubourn Strip Waddington MATZ	[REDACTED]
S3	Auborn Peacocks, Waddington MATZ	[REDACTED]
S4	Boston Aero Club	[REDACTED]
S5	Bristow Helicopters, Humberside	[REDACTED]
S6	Buckminster Gliding Club	[REDACTED]
S7	Castle Bytham	[REDACTED]
S8	Caunton airstrip	[REDACTED]
S9	Conington	info@aerolease.co.uk
S10	Darlington	[REDACTED]
S11	Derbyshire Soaring Club -	airspace@derbyshiresoaringclub.org.uk
S12	Doncaster ATC	[REDACTED]
S13	Doncaster Sheffield Airport, Radar Controllers @ Liverpool -	[REDACTED]
S14	East Mid Liason 2	[REDACTED]
S15	East Midland Liaison 1	[REDACTED]
S16	Frank Morgan Flying School	[REDACTED]

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S17	Headon Microlight	[REDACTED]
S18	Hibaldstow	info@skydiving.co.uk
S19	Hougham Airfield	[REDACTED]
S20	Hucknall	merlinflyingclub@aol.com
S21	Humberstone ATC	[REDACTED]
S22	Lambley airstrip	[REDACTED]
S23	Langar	info@skydivelangar.co.uk;info@bpslangar.co.uk
S24	Leeds Bradford Airport -	[REDACTED]
S25	Leicester Aero Club	[REDACTED]
S26	Leicester Aero Club 2	[REDACTED]
S27	Leicester Airport	[REDACTED];info@leicesterairport.com
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	[REDACTED]
S33	Netherthorpe	info@sheffieldaeroclub.net
S34	New York airstrip	[REDACTED]
S35	North Coates	[REDACTED]
S36	Nottingham	info@trumanaviation.co.uk
S37	Peterborough And Spalding Gliding Club	enquiries@psgc.co.uk;whiteadnil@aol.com
S38	Rectory Farm	sherwoodsailplane@btinternet.com
S39	Retford Airport (Gamston)	manager@retfordairport.co.uk;info@gamstonflying-school.co.uk
S40	Robin Hood And Don	[REDACTED]
S41	Skegness Airfield	[REDACTED]
S42	Strubby Airfield	admin@strubbyairfield.co.uk [REDACTED]
S43	Sturgate	info@lincolnaeroclub.co.uk
S44	Sywell	[REDACTED]
S45	Temple Bruer Airfield	[REDACTED]
S46	Trent Valley Gliding Club	[REDACTED]
S47	Wickenby	[REDACTED]
S48	Wilsford	[REDACTED]
S49	Witham Valley airstrips 1	[REDACTED]

Non-aviation Stakeholders		
Ser	Local Authority	Email
W01	Lincolnshire Wolds Area of Outstanding Natural Beauty	aonb@lincswolds.org.uk
W02	Natural England	enquiries@naturalengland.org.uk
W03	Environment Agency	enquiries@environment-agency.gov.uk
W04	County Land and Business Association	mail@cla.org.uk
W05	Campaign to Protect Rural England (CPRE)	info@cpre.org.uk
W06	Bassetlaw District Council	customer.services@bassetlaw.gov.uk
W07	Bolsover District Council	enquiries@bolsover.gov.uk
W08	Boston Borough Council	info@boston.gov.uk
W09	City of Lincoln Council	customer.services@lincoln.gov.uk
W10	Derbyshire County Council	ONLINE FORM sent
W11	Doncaster Metropolitan Borough council	ONLINE FORM sent
W12	East Lindsey District Council	customerservices@e-lindsey.gov.uk
W13	Gedling District Council	enquiries@gedling.gov.uk
W14	Leicestershire County Council	████████████████████ informationgovernance@leics.gov.uk
W15	Lincolnshire County Council	csc_socialcare@lincolnshire.gov.uk
W16	Mansfield District Council	mdc@mansfield.gov.uk
W17	Newark and Sherwood District Council	customerservices@newark-sherwooddc.gov.uk
W18	North East Lincolnshire County Council	customerservice@northlincs.gov.uk
W19	North Kesteven District Council	ONLINE FORM sent ████████████████████
W20	North Lincolnshire Council	customerservice@northlincs.gov.uk
W21	Nottinghamshire County Council	ONLINE FORM sent

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W22	Rushcliffe District Council	customerservices@rushcliffe.gov.uk
W23	Rutland County Council	enquiries@rutland.gov.uk
W24	Sheffield City Council	ONLINE FORM sent
W25	South Holland District Council	info@sholland.gov.uk
W26	South Kesteven District Council	customerservices@southkesteven.gov.uk
W27	West Lindsey District Council	ONLINE FORM sent
W28	Cambridgeshire County Council	citizenship@cambridgeshire.gov.uk
W30	East Northamptonshire District Council	media@northnorthants.gov.uk
W31	East Riding of Yorkshire Council	ONLINE FORM sent
W32	Fenland District Council	info@fenland.gov.uk
W33	Hambleton District Council	info@hambleton.gov.uk
W34	Harrogate District Council	customerservices@harrogate.gov.uk
W35	Huntingdonshire District Council	mail@huntingdonshire.gov.uk
W36	Leeds City Council	enquiries@leeds.gov.uk
W37	Melton Borough Council	ONLINE FORM sent
W38	North Yorkshire County Council	ONLINE FORM sent
W39	Northamptonshire County Council	media@northnorthants.gov.uk
W40	Peterborough City Council	ONLINE FORM sent
W41	Richmondshire District Council	enquiries@richmondshire.gov.uk
W42	Ryedale District Council	ONLINE FORM sent
W43	Selby District Council	info@selby.gov.uk
W44	York City Council	ONLINE FORM sent
W45	Aubourn Parish Council	aubournhaddingtonpc@outlook.com
W46	Bassingham Parish Council	clerk@yourbassingham.co.uk

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W47	Birchwood Parish Council	cllre.strengiel@lincolnshire.gov.uk
W48	Boultham Parish Council	enquiries@holycrosslincoln.co.uk
W49	Bracebridge Heath Parish Council	clerk@bracebridgeheath-pc.gov.uk
W50	Branston and Mere Parish Council	clerk@branstonpc.co.uk
W51	Branston Parish Council	clerk@branstonpc.co.uk
W52	Canwick Parish Council	canwickpc@gmail.com
W53	Cherry Willingham Parish Council	cwparishcouncil@gmail.com
W54	Coleby Parish Council	colebyparishclerk@googlemail.com
W55	Doddington Whisby Parish Council	clerkdoddingtonwhisby@gmail.com
W56	Dunston Parish Council	dunstonparishclerk@gmail.com
W57	Harmston Parish Council	clerk@harmston.info
W58	Heighington Parish Council	heighingtonpc@gmail.com
W59	Metheringham Parish Council	parishclerk@metheringham-pc.gov.uk
W60	Navenby & Boothby Graffoe Parish Council	countryside_access@lincolnshire.gov.uk
W61	Navenby Parish Council	office@navenbypc.org.uk
W62	Nocton Heath Parish Council	clerk@noctonparishcouncil.gov.uk
W63	Nocton Parish Council	clerk@noctonparishcouncil.gov.uk
W64	North Hykeham Parish Council	townclerk@northhykehamtowncouncil.gov.uk
W65	Potter Hanworth Parish Council	potterhanworthparishclerk@gmail.com
W66	Skellingthorpe Parish Council	parish.clerk@skellingthorpe.org.uk
W67	South Hykeham Parish Council	southhykehampc@gmail.com
W68	Thorpe on the Hill Parish Council	tothparish@gmail.com
W69	Thurlby Parish Council	thurlbyclerk@hotmail.com
W70	Waddington Parish Council	waddingtonpc.clerk@outlook.com

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W71	Washingborough Parish Council	washingboroughpc@gmail.com
W72	Wellingore Parish Council	wellingoreclerk@live.co.uk
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	lincolnshire-pcc@lincs.police.uk
W78	Lincolnshire Resilience Forum	Lincsep@lincoln.fire-uk.org
W79	Lord Lieutenant of Lincolnshire	lieutenancy@lincolnshire.gov.uk
W80	Senior Partner Waddington Surgery	[REDACTED]
W81	The Resident Crown Court Judge of Lincoln	lincoln.generaloffice.lincoln.crowncourt@justice.gov.uk
W91	[REDACTED] MP – Louth and Horncastle	[REDACTED]
W92	[REDACTED] MP – Grantham and Stamford	[REDACTED]
W93	Rt Hon Sir [REDACTED] MP – South Holland and The Deepings	[REDACTED]
W94	[REDACTED] MP – Sleaford and North Hykeham	[REDACTED]
W95	[REDACTED] MP – Gainsborough	[REDACTED]
W96	[REDACTED] MP – Lincoln	[REDACTED]
W97	[REDACTED] MP – Boston and Skegness	[REDACTED]
W98	[REDACTED] http://waddingtonwave.co.uk	[REDACTED]

RAFAT Additional Stakeholders		
Serial	Name/Organisation	Representative
RA1	Bagby Airfield	admin@flyingfoxaviation.co.uk
RA2	Bourn - rural flying club	rfebourn@btconnect.com
RA3	Burn Gliding Club	safety@burnglidingclub.co.uk
RA5	Chatteris	[REDACTED];office@ukskydiving.com; [REDACTED]

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RA7	Elvington	museum@yorkshireairmuseum.org
RA8	Fenland	info@fenland-flying-school.co.uk
RA9	Full Sutton	fullsuttonairfield@gmail.com;learntofly@fullsuttonairfield.co.uk
RA12	Leeds Bradford Airport	aviation.development@lba.co.uk
RA13	Leeds East (ex-RAF Church Fenton)	[REDACTED]
RA18	Peterborough Sibson	skydive@ukparachuting.co.uk; [REDACTED]
RA20	Sandtoft	e-plane@live.co.uk
RA21	Shacklewell Farm	[REDACTED]
RA22	Sherburn-in-Elmet	flightdesk@sherburnaeroclub.com
RA23	Syerston (644 VGS)	[REDACTED]
RA24	UK Skydiving (aka North London Skydiving)	office@ukskydiving.com
RA25	Virgin balloon Flights	customerservice@virginballoonflights.co.uk
RA26	Welland GC	info@wellandglidingclub.com
RA27	Wolds GC	office@wolds-gliding.org
RA28	York Gliding Centre	enquiry@ygc.co.uk
RA29	Yorkshire Gliding Club (aka Sutton Bank soaring Club)	office@yorkglidingcentre.co.uk

Respondents to ACP-2019-18 Consultation

CS 1	[REDACTED]
CS 2	[REDACTED]
CS 3	[REDACTED]
CS 4	[REDACTED]
CS 5	[REDACTED]
CS 6	[REDACTED]
CS 7	[REDACTED]
CS 8	[REDACTED]
CS 9	[REDACTED]
CS 10	[REDACTED]
CS 11	[REDACTED]
CS 12	[REDACTED]
CS 13	[REDACTED]
CS 14	[REDACTED]
CS 15	[REDACTED]
CS 16	[REDACTED]
CS 17	[REDACTED]
CS 18	[REDACTED]
CS 19	[REDACTED]
CS 20	[REDACTED]
CS 21	[REDACTED]
CS 22	[REDACTED]
CS 23	[REDACTED]
CS 24	[REDACTED]
CS 25	[REDACTED]
CS 26	[REDACTED]

CS 27		
CS 28		
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CS 76		
CS 77		
CS 80		
CS 81		

Requested Removal From Engagement			
ID	Organisation	email address	Date removed
S2	Aubourn Strip Waddington MATZ	[REDACTED]	10 Jul 23
S12/13	Doncaster Sheffield Airport,	[REDACTED]	10 Aug 23

Appendix B – Raw Engagement Records

B.1 These records have been arranged with the Change Sponsor's notification emails first followed by stakeholder records in the order as shown in Table 1 in the main body of this document.

(To be inserted in PDF)

Archived: 10 August 2023 13:23:38

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

Sent: 10 July 2023 17:05:00

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

Bcc:

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Attachments:

[ACP-2023-003 Feedback form.docx](#) ;

Dear NATMAC member,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.*

Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](#)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor has opted for a reduced engagement duration of just over 3 weeks, commencing on 10 Jul 2023. Stakeholders are requested to return any feedback by Tuesday 1 Aug 2023. The Change Sponsor has elected to do this for the following reasons:

- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;

- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

ACP-2023-003 Response Form

Name	
Representing	
Address (including postcode if possible)	
Feedback:	

Archived: 10 August 2023 13:26:07

From: [REDACTED]

Sent: 10 July 2023 17:07:00

To: [UASCDC-ACP](#)

Bcc: [REDACTED]

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Attachments:

[ACP-2023-003 Feedback form.docx](#) ;

Dear aviation stakeholder,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.*

Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

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- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
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- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



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



Please consider the environment before printing this email.

ACP-2023-003 Response Form

Name	
Representing	
Address (including postcode if possible)	
Feedback:	

Archived: 10 August 2023 13:27:55

From: [REDACTED]

Sent: 10 July 2023 17:09:00

To: [UASCDC-ACP](#)

Bcc: [REDACTED]

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Response requested: No

Sensitivity: Normal

Attachments:

[ACP-2023-003 Feedback form.docx](#) ;

Dear aviation stakeholder,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.*

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[Airspace change proposal public view \(caa.co.uk\)](#)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

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- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



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



Please consider the environment before printing this email.

ACP-2023-003 Response Form

Name	
Representing	
Address (including postcode if possible)	
Feedback:	

Archived: 10 August 2023 13:31:39

From: [REDACTED]

Sent: 10 July 2023 17:16:00

To: [UASCDC-ACP](#)

Bcc: [REDACTED]

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Dear aviation stakeholder,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.* **Bearing this in mind, you may feel you have no further interest in this airspace change engagement. If so, please feel free to ignore it, but the Change Sponsor felt it was important to include you for completeness.**

Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](#)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

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- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time

limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

ACP-2023-003 Response Form

Name	
Representing	
Address (including postcode if possible)	
Feedback:	

Archived: 10 August 2023 13:29:39

From: [REDACTED]

Sent: 10 July 2023 17:14:00

To: [UASCDC-ACP](#)

Bcc: [REDACTED]

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Dear local authority stakeholder,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.*

Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor has opted for a reduced engagement duration of just over 3 weeks, commencing on 10 Jul 2023. Stakeholders are requested to return any feedback by Tuesday 1 Aug 2023. The Change Sponsor has elected to do this for the following reasons:

- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

ACP-2023-003 Response Form

Name	
Representing	
Address (including postcode if possible)	
Feedback:	

Archived: 10 August 2023 13:33:19

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

Sent: 10 July 2023 17:49:00

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

Bcc: [REDACTED]

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

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.

You were a stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18.

This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.* **Bearing this in mind, you may feel you have no further interest in this airspace change engagement. If so, please feel free to ignore it, but the Change Sponsor felt it was important to include you for completeness.**

Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](#)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor has opted for a reduced engagement duration of just over 3 weeks, commencing on 10 Jul 2023. Stakeholders are requested to return any feedback by Tuesday 1 Aug 2023. The Change Sponsor has elected to do this for the following reasons:

- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



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.

ACP-2023-003 Response Form

Name	
Representing	
Address (including postcode if possible)	
Feedback:	

Archived: 10 August 2023 13:35:58

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

Sent: 25 July 2023 16:18:00

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

Bcc:

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Attachments:

[ACP-2023-003 Feedback form.docx](#) ;

Dear sir or madam,

You may recall responding late last year to the formal consultation associated with the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18, which is approaching its final stages and if successful 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 it will provide additional protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington whilst conducting flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change **does not involve any additional requirements for RAFAT**, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.*

Owing to a clerical error this email specifically aimed at you (as a formal respondent to ACP-2019-18) did not go out as scheduled 2 weeks ago. Apologies if this temporary proposal has come to your notice by other means and caused you any concern. The MOD is interested in your feedback and invite you to consider providing it as described below.

Full details of this **temporary airspace change for Protector** are included in the engagement letter which has been uploaded to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor opted for a reduced engagement duration of just over 3 weeks for the following reasons:

- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5. This is the consultation to which you provided feedback late last year;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Acknowledging the administrative error on the Change Sponsor's part and in order to meet the timescales for the CAP1616 process, I would be grateful if you could provide feedback by Tuesday 8 Aug 2023. However, if you are unable to do this, the Change Sponsor will accept responses from you up until Tuesday 15 Aug 2023. Please note that whilst the Change Sponsor will consider any later responses and relevant content, it cannot guarantee that they will be included in the final submission which is now anticipated no later than 18 Aug 2023.

The engagement letter at the link above contains an earlier deadline for responses. This does not apply to you – I would be grateful for your responses in line with the paragraph above in this email.

Final reminder – your feedback presented during the formal consultation for ACP-2019-18 was fully documented and categorised in the submission for the permanent airspace. Feedback requested today is solely for the temporary change for airspace to support Protector activity. It does not include any provision for RAFAT.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

If you wish to send a nil return that would be most helpful. Also if you would like to be removed from future notifications on this change please advise by return email.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

ACP-2023-003 Response Form

Name	
Representing	
Address (including postcode if possible)	
Feedback:	

Archived: 10 August 2023 12:40:12

From: [UAS CDC-ACP](#)

Sent: 10 August 2023 12:39:00

To: [REDACTED]

Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Dear [REDACTED],

I am just completing some last-minute housekeeping before submission for ACP-2023-003 (the 3-week TDA at RAF Waddington for Protector's limited use) and noted that I said I would get back to you after my leave. Having reviewed your email I can advise that all comments do indeed get passed to the CAA. I am about to compile an engagement summary and all raw email data is attached for the CAA's scrutiny.

Finally, the MOD assures you that it is aware of the impact that segregated airspace has on other airspace users and as ever will endeavour to minimise its use to operational and training necessities and maximise access via a DACS.

[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: 14 July 2023 11:56

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

Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

[REDACTED]

Thanks. That's helpful insight.

Kind regards

[REDACTED]

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

Sent: Friday, July 14, 2023 11:39 AM

To: [REDACTED]

Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Dear [REDACTED],

Thank you for your comments, all received and understood. I am departing on leave today for a week but wanted to provide a bit of clarity ref EG R313's status. It was in fact deactivated by NOTAM some months back and ACP-2023-036 is in train (see link below) to make it like most other restricted / segregated airspace in that it will only be activated for the hours of intended use (as opposed to the current AIP entry for Mon-Fri...). Its future use is, of course, still uncertain for RAFAT use, so the team is planning to use mainly Waddington and, therefore, both 5nm radius cylinders should rarely see simultaneous activation. The MOD is aware of how impactful simultaneous use would be.

[Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk)

I will get in touch once back from leave to address any other of your comments, as required.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: 0 [REDACTED]
Email: UASCDC-ACP@qinetiq.com



Please consider the environment before printing this email.

From: [REDACTED] >
Sent: 11 July 2023 09:52
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Thanks.
Please find attached a response from the British Gliding Association.
Kind regards
[REDACTED]

From: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Sent: Monday, July 10, 2023 5:05 PM
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Dear NATMAC member,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.*

Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change

Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor has opted for a reduced engagement duration of just over 3 weeks, commencing on 10 Jul 2023. Stakeholders are requested to return any feedback by Tuesday 1 Aug 2023. The Change Sponsor has elected to do this for the following reasons:

- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Email: UASCDC-ACP@qinetiq.com



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ACP-2023-003 Response Form

Name	██████████
Representing	British Gliding Association
Address (including postcode if possible)	██████████ ██████████ ██████████ ██████████

Feedback:

The proposed RA(T) at the time of year proposed is unlikely to have any significant impact on transit gliding traffic. From April to October, there would be a significant impact to transit gliding traffic, as described previously in the ACP regarding Waddington's proposed permanent airspace change.

However, the inevitable rerouting of traffic in the surrounding class G airspace, which is a feature of the proposed permanent airspace change, is likely to increase the overflight risk at nearby gliding sites.

We note that the permanent danger area overhead Scampton (see below) remains established. We repeat our concern that via this ACP and the proposed permanent change overhead Waddington, the MOD will double the amount of restricted airspace now allocated for its Waddington based activities.



This 5nm x 10nm x 10,000' block of restricted airspace presents a significant airspace barrier, is disproportionate to MOD needs, will negatively impact tax paying owners of aircraft that operate in the area, and must be resolved before any permanent airspace change is established at Waddington.

Please ensure these comments are passed to the ACP CAA case officer.

Archived: 11 August 2023 12:20:59

From: [REDACTED]

Sent: 11 August 2023 12:13:07

To: [UASCDC-ACP](#)

Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Thanks

That sounds wonderful

We shall all have to hope the robot does not break it's control link won't we else the airspace itself will also be meaningless just as it was above Goodwood all under the watchful eye of the CAA

[REDACTED]

M: [REDACTED]

On Aug 11, 2023 12:04, UASCDC-ACP <UASCDC-ACP@qinetiq.com> wrote:

Dear [REDACTED],

Apologies I was referring to the transponder in response to your query "Will your large scale UAV show up on airborne electronic conspicuity systems commonly carried in / by most aircraft such as pilot aware" and I assumed that PilotAware could receive Mode S transponder messages. It is also equipped with ADS-B and is fitted with TCAS II for collision avoidance.

I hope that helps, but if you have any comments about the airspace change proposal itself I would be glad to receive them.

[REDACTED]

ATM Specialist and ACP Manager

Defence UAS Capability Development Centre

Mobile: [REDACTED]

Email: UASCDC-ACP@qinetiq.com

[REDACTED]



Please consider the environment before printing this email.

From: [REDACTED] >

Sent: 11 August 2023 11:54

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

Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Meaningless Because

Having a transponder fitted does not prevent a link failure and does not prevent the aircraft flying uncontrolled into another aircraft or more dangerously into CAS

A transponder simply shows where the aircraft is and what height it is at

It does not allow it's operator to control it in any way

The operator of the large unmanned drone at Goodwood which lost its link and climbed directly into commercial controlled Gatwick airspace said exactly the same

<https://www.gov.uk/government/news/aaib-report-alauda-airspeeder-mk-ii-loss-of-control-resulting-in-a-fly-away-and-eventual-crash>

You must all be pretty sure of your satellite links and the robot itself to experiment with this machine live over and in UK airspace

[REDACTED]

M: [REDACTED]

On Aug 11, 2023 11:41, UASCDC-ACP <UASCDC-ACP@qinetiq.com> wrote:

Dear [REDACTED]

Thank you for your email. In layman's terms should the air vehicle suffer a loss of link (and it cannot be resumed) it will follow a pre-programmed route to enable it to land at a pre-selected location using its automatic landing capability. That route will be such that it will not leave the segregated airspace being proposed within this ACP. The system has more than one satellite link, providing redundancy should one fail.

I would be interested to understand why you say that my statement "Protector will be fitted with a transponder and will squawk throughout its flight." is meaningless.

[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: 11 August 2023 11:28

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

Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Thanks

I'd be interested to know what "procedures would be in place should the unmanned machine suffer a loss of link to ensure it does not leave it's segregated airspace "

Having a transponder fitted is meaningless

If the machine suffered a loss of link it will crash

[REDACTED]

Chartered Designer

M: [REDACTED]

On Aug 10, 2023 14:03, UASCDC-ACP <UASCDC-ACP@qinetiq.com> wrote:

Dear sir,

Thank you for your email. I can offer the following in response:

- The engagement material provided brief information on the safety measures in place to manage the airspace proposed. In addition it is useful to stress that UK military aviation is regulated by the Military Aviation Authority (MAA) and accordingly the Protector programme is subject to the MAA Regulatory Publications (MRP);
- A system safety case will be in place prior to the flight of Protector;
- There will be no requirement to “ground all UK flights” and procedures will be in place should the aircraft suffer a loss of link to ensure it does not leave its segregated airspace;
- Protector will be fitted with a transponder and will squawk throughout its flight.

Regards,

[Redacted]

ATM Specialist and ACP Manager

Defence UAS Capability Development Centre

Email: UASCDC-ACP@qinetiq.com

[Redacted]



Please consider the environment before printing this email.

From: [Redacted]
Sent: 10 July 2023 17:40
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sir, Madam, Miss, Ms, Mr, Maam

Will your large scale UAV show up on airborne electronic conspicuity systems commonly carried in / by most aircraft such

as pilot aware

What if any/ how many back up systems does the RAF have available when it's UAV escapes it's control

Will the RAF ground all UK flights while it's uav experiments are carried out


M: 

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Archived: 10 August 2023 14:10:04

From: [UASCDC-ACP](#)

Sent: 10 August 2023 14:09:00

To: [REDACTED]

Subject: RE: UC Wadington

Sensitivity: Normal

Dear [REDACTED]

Thank you for your email and feedback form. I have not heard from [REDACTED] for info.

All well here. It was good to hear from you.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
[REDACTED].om



 *Please consider the environment before printing this email.*

From: [REDACTED]

Sent: 10 July 2023 18:23

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

Cc: [REDACTED]

Subject: Wadington

ACP-2023-003 Response Form

Name	[REDACTED]
Representing	Pointon and Boston
Address (including postcode if possible)	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
<p>Feedback:</p> <p>Good afternoon Ali,</p> <p>The proposals are as expected as far as I can see. I have forwarded you email to [REDACTED] the fling instructor at Boston. He may choose to comment directly.</p> <p>Very best regards, [REDACTED]</p>	

Archived: 10 August 2023 13:15:24

From: [UAS CDC-ACP](#)

Sent: 10 August 2023 13:14:00

To: [REDACTED]

Subject: RE: UC ACP-2023-003 Feedback [REDACTED]

Sensitivity: Normal

Dear [REDACTED]

I am just completing some last-minute housekeeping before submission for ACP-2023-003 (the 3-week TDA at RAF Waddington for Protector's limited use) and noted that I said I would get back to you after my leave.

I covered the point you made reference the CAA's stock entry in all ACPs about changes to potential design as the ACP develops. I note you were content with this.

All previous feedback associated with the permanent airspace change have been presented to the CAA as will be with this short duration change. With regard to your feedback about RAFAT activity, I am not able to comment within this process as this ACP is only associated with Protector. RAFAT has secured the airspace it is currently using under a different process with the CAA.

Regarding your further comments:

- As explained in the consultation material for ACP-2019-18 RAF Waddington is the hub of the UK ISTAR capability and the main operating base for airborne intelligence aircraft and systems. For that reason it was selected as the main operating base for Protector RG Mk1. That said, the detect and avoid capability will be delivered at some stage after Protector has entered service which will greatly reduce its reliance on segregated airspace;
- Waddington ATC is only required to provide a LARS during published hours of LARS availability. Outside these hours and during Protector activity a DACS will be made available. If the ACP is successful a contact number for "complaints" will be made available on the activation NOTAM and should you find that you are unable to rouse a response on the published frequency in order to request a DACS you are encouraged to report the event. Waddington ATC should be resourced to provide this service.

Finally, the MOD assures you that it is aware of the impact that segregated airspace has on other airspace users and as ever will endeavour to minimise its use to operational and training necessities and maximise access via a DACS.

Many thanks for taking the time to send your feedback.

[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: 14 July 2023 12:49

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

Subject: Re: UC ACP-2023-003 Feedback [REDACTED]

Thank you [REDACTED] for your clarification of this point.

Enjoy your holiday.

Regards

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

Sent: Friday, July 14, 2023 11:44:35 AM

To: [REDACTED]

Subject: RE: UC ACP-2023-003 Feedback [REDACTED]

Dear [REDACTED]

I understand this is the stock entry in all ACPs that are introducing a change to airspace (Level 1 and 2 ACPS at least).

The MOD has no intention of changing the airspace proposed in the engagement material UNLESS something was raised during engagement that we could implement to the benefit of other airspace users whilst maintaining the operational and safety aims. I hope that clarifies matters for you on this point at least.

I am just departing on a week's leave and will respond in full regarding your other points on my return.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

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

The logo for UAS CDC, featuring the letters 'UAS CDC' in a bold, white, sans-serif font on a dark purple rectangular background.

 *Please consider the environment before printing this email.*

From: [REDACTED]

Sent: 11 July 2023 09:15

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

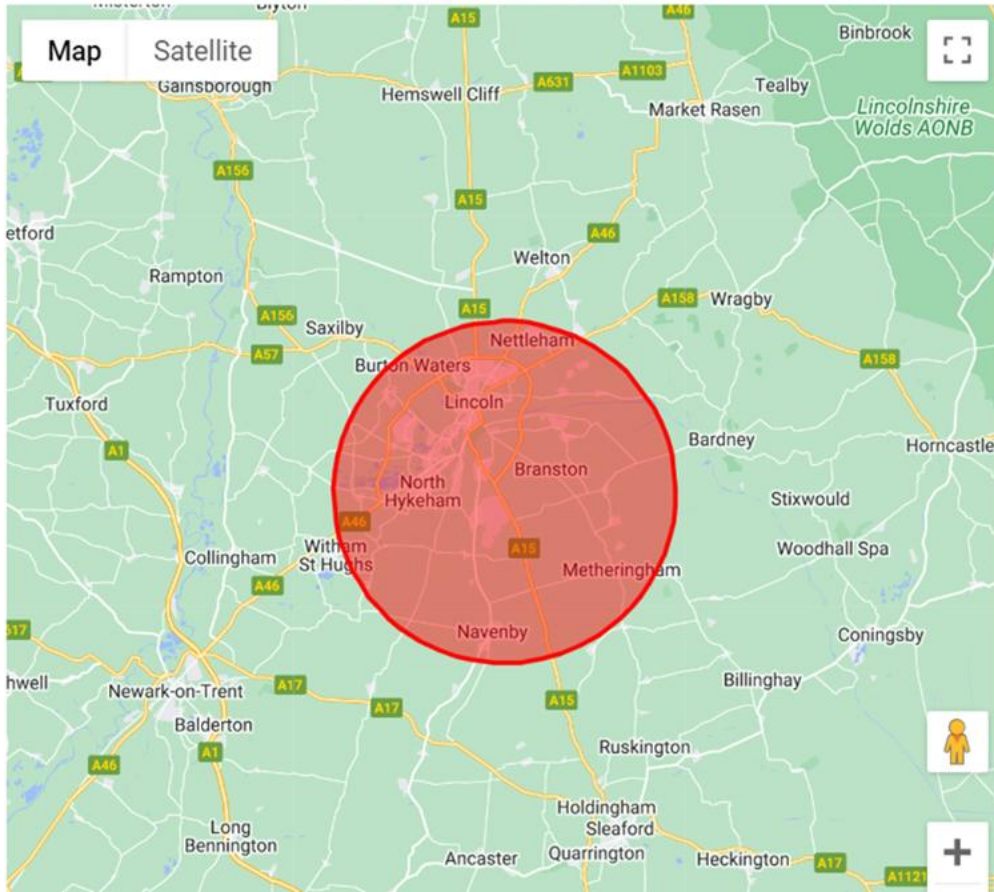
Subject: Re: UC ACP-2023-003 Feedback [REDACTED]

Good Morning [REDACTED]

Apologies, it was a typo on my side, the 'page 5' reference was for a previous point (cut/paste error when compiling response), however, the point is mentioned in the CAA website introduction, on the link in your e-mail.

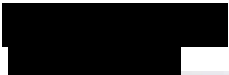
↶ Potentially affected area

This is the area which may be affected by this airspace change depending on its development. This area may change as the proposal is developed.



Hope this clears things up, apologies again !

regards



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

Sent: 10 July 2023 19:31

To: [Redacted]

Subject: RE: UC ACP-2023-003 Feedback [Redacted]

Dear Mr [Redacted]

I have received your feedback form and note your comments. I am unsure as to where on page 5 the document states "This area may change as the proposal is developed". I was horrified to think I had made a mistake but am not able to find the statement on the copy

uploaded to the portal at [Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk) and entitled [ACP-2023-003 TDA Engagement Letter V1.0](#).

Are you able to assist and point me to the correct document?

[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: 10 July 2023 18:50
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: ACP-2023-003 Feedback [REDACTED]

Please find attached completed feedback form.

Regards

[REDACTED]

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ACP-2023-003 Response Form

Name	[REDACTED]
Representing	self
Address (including postcode if possible)	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
Feedback:	
<p>Living within the proposed Danger Area and owning an aeroplane based immediately outside the 5NM radius, I have already expressed my concerns and questioned the need for either and both of the flying activity at, and being planned, for RAF Waddington. My points remain steadfast.</p> <p>Page 5 of the CAA document TDA For Protector T&E Flying at RAF Waddington, shows the area which may be affected by the airspace change, stating "...This area may change as the proposal is developed."</p> <p>What may change, why and what will cause this to be a possibility ?</p> <p>RAFAT operations at Waddington, thus far, have shown that 'stakeholder' concerns about opposing fast-jet aerobatic manoeuvre at low level (opposition passes by Red Arrow jets), which were also highlighted by the MoD seem to have been brushed aside, as they are now occurring, regularly, as well as high energy manoeuvres above my village, well below 500'.</p> <p>Regarding RPAS</p> <p>Page 2 of the MoD's AIRSPACE CHANGE PROPOSAL – ACP-2023-003 voices their concerns of it being operated in Class G and, therefore, needing 'segregated airspace', concerns that could be nullified if the system's operations were conducted from a more remote, coastal location base, base, of which the MoD have a number – thus eliminating the concerns of Class G airspace operations for all airspace users.</p> <p>It is rather farcical that, given the ability of the system to be flown many thousands of miles away from the point of 'operation/control', the MoD has chosen to locate it within a busy airspace environment, without Controlled Airspace, operating over a highly populated area.</p> <p>Page 5 of the AIRSPACE CHANGE PROPOSAL – ACP-2023-003 states that "Waddington ATC will be manned at all times during Protector operations within the proposed TDA". This MUST be qualified and confirmed that a full LARS service for GA be operated during these times.</p>	

I and many other GA pilots have experienced no response when calling Waddington ATC requesting a LARS service, only to subsequently hear ATC calls to and from military aircraft and the HeliMed operating into or out of Waddington. RAF Waddington ATC was very obviously 'manned', yet no response was offered to any of the calling GA traffic.

If ATC is 'manned' during RPAS operations, it MUST offer and provide a full LARS service for GA traffic.

Archived: 10 August 2023 14:06:39

From: [REDACTED]

Sent: 10 July 2023 17:55:00

To: [REDACTED]

Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Hi [REDACTED]

Absolutely – consider yourself removed. Apologies if you asked previously. I try to be super-efficient but often fail!

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

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



From: [REDACTED]

Sent: 10 July 2023 17:31

To: [REDACTED]

Subject: Re: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Hello [REDACTED]

Thanks for this.

However may I ask you to remove me as stakeholder as I am no longer at the airstrip in Lincoln.

Kind regards

[REDACTED]

Sent from

[REDACTED]

On 10 Jul 2023, at 17:08, [REDACTED] wrote:

Dear aviation stakeholder,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known

as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.*

Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor has opted for a reduced engagement duration of just over 3 weeks, commencing on 10 Jul 2023. Stakeholders are requested to return any feedback by Tuesday 1 Aug 2023. The Change Sponsor has elected to do this for the following reasons:

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- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.

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



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Archived: 10 August 2023 14:17:46

From: [UASCDC-ACP](#)

Sent: 10 August 2023 14:13:00

To: [REDACTED]

Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Dear Mr [REDACTED]

Catching up with some admin, so just confirming that I have removed you from our stakeholder lists.

[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: 11 July 2023 08:28

To: [REDACTED]

Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Hi [REDACTED]

Unfortunately, as Doncaster Radar is no longer open, I have no active stakeholder engagement with this project.

May I be removed from the distribution list.

Thanks,

[REDACTED]

[REDACTED]

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@lpLairport

Liverpool John Lennon Airport

From: [REDACTED]

Sent: Monday, July 10, 2023 5:07 PM

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

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Dear aviation stakeholder,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.*

Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/air-traffic/air-traffic-publications/air-traffic-publications-public-view)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor has opted for a reduced engagement duration of just over 3 weeks, commencing on 10 Jul 2023. Stakeholders are requested to return any feedback by Tuesday 1 Aug 2023. The Change Sponsor has elected to do this for the following reasons:

- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



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



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Liverpool Airport Limited is registered in England and Wales with registered number 02116704. Registered office; Venus Building, 1 Old Park Lane, TRAFFORDCITY, Manchester, M41 7HA.

Archived: 10 August 2023 14:19:09

From: [REDACTED]

Sent: 11 July 2023 11:24:58

To: [UASCDC-ACP](#)

Cc: [REDACTED]

Subject: UC ACP-2023-003 - TDA For Protector T&E Flying at RAF Waddington

Sensitivity: Normal

Good Morning,

TDA For Protector T&E Flying at RAF Waddington

Ref: ACP-2023-003

Thank you for consulting North Kesteven District Council (NKDC) on the below matter. On behalf of NKDC, I can confirm we have no observations on the proposal.

Kind regards,

[REDACTED]



[REDACTED]

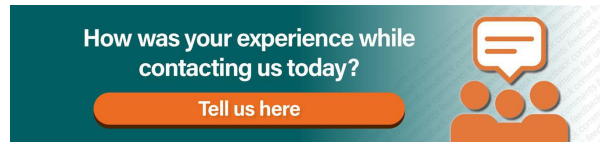
Area Planning Officer

Tel: [REDACTED]

Email: [REDACTED]

www.n-kesteven.gov.uk

Kesteven Street, Sleaford, NG34 7EF



From: [REDACTED]

Sent: Monday, July 10, 2023 5:15 PM

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

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

CAUTION:External email, think before you click!

Dear local authority stakeholder,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

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Email responses should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Email: UASCDC-ACP@qinetiq.com



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Archived: 10 August 2023 14:25:08

From: [UASCDC-ACP](#)

Sent: 10 August 2023 14:24:00

To: [REDACTED]

Subject: RE: UC Proposed TDA Feedback Form

Sensitivity: Normal

Dear Mr [REDACTED]

Thank you for your email which I have passed to Waddington ATC for attention. Waddington ATC will be the control authority for the danger area and will be providing the DACS, so it should be managed through them. I will ask them for comment.

[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: 11 July 2023 14:16

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

Subject: Proposed TDA Feedback Form

Good afternoon,

See attached the ACP-2023-003 Response Form for Retford Gamston AD.

Kind regards,

[REDACTED]

Senior Flight Operations

Retford (Gamston) Airport

Phone: [REDACTED]

Ollerton Road

Retford

DN22 0QL



ACP-2023-003 Response Form

Name	██████████
Representing	Retford Gamston Aerodrome
Address (including postcode if possible)	Retford Gamston Airport Ollerton Road Retford DN22 0QL
<p>Feedback: For IFR departures routing via OTBED or ROGAG a standing agreement is likely to come into force around September time with ourselves and the Scottish Control (Prestwick) East Sector. Aircraft will likely go on a direct track to these waypoints upon departure going directly through the proposed TDA. Aircraft will normally contact Scottish directly after departure however King Airs (and potentially the jets) may be unable to climb above the TDA when active and will need to obtain a Danger Area Crossing service. Is this service going to be coordinated with Scottish or Waddington? Scottish will issue us a squawk code for the aircraft before departure and I presume Waddington will have an assigned code for a Danger Area Crossing Service?</p>	

Archived: 10 August 2023 14:39:08

From: [REDACTED]

Sent: 12 July 2023 10:48:56

To: [UASCDC-ACP](#)

Subject: NPC - UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Dear [REDACTED]

Further to your letter below – please be advised that Navenby Parish Council have no objections to your proposal.

Regards

[REDACTED]

[REDACTED]

Parish Clerk
Navenby Parish Council
Parish Office
The Venue
Grantham Road
Navenby
LN5 0JJ

[REDACTED]

office@navenbypc.org.uk

Parish Clerk – [REDACTED]

Chairman – [REDACTED]

OFFICE OPENING TIMES: Tuesday – Friday 10.00 – 12 noon.

From: [REDACTED]

Sent: Monday, July 10, 2023 5:15 PM

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

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Dear local authority stakeholder,

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The Airspace Change Manager at UASCDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Email: UASCDC-ACP@qinetiq.com



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Archived: 10 August 2023 14:39:58

From: [REDACTED]

Sent: 12 July 2023 16:45:25

To: [UASCDC-ACP](#)

Subject: Re: General Enquiry online form - response received

Sensitivity: Normal

Good Afternoon,

Thank you for your email. Unfortunately, the planning department are unable to assist with your query as this is not a planning matter.

I do apologise.

Kind Regards

[REDACTED]

Technical Services (Planning)

Planning and Building Control

Place and Economy

Peterborough City Council

Sand Martin House

Bittern Way

Fletton Quays

Peterborough

PE2 8TY

Telephone (Planning Services): [REDACTED]

Email: Planningcontrol@peterborough.gov.uk

To find out more about Peterborough City Council please go to: www.peterborough.gov.uk

Please consider the environment before printing this email

From: Peterborough Direct <ask@peterborough.gov.uk>

Sent: 12 July 2023 10:38

To: Plng Control Enquiries <planningcontrol@peterborough.gov.uk>

Cc: uascdc-acp@qinetiq.com <uascdc-acp@qinetiq.com>

Subject: Fw: General Enquiry online form - response received

Good day,

This email arrived in our inbox and seemed relevant to your department.

Please respond directly to the customer.

The customer has been copied into this email for their reference.

Kind Regards

[REDACTED]

Customer Services



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From: PCC Online Forms <online-forms@peterborough.gov.uk>

Sent: 10 July 2023 17:42

To: Peterborough Direct <ask@peterborough.gov.uk>

Subject: General Enquiry online form - response received

Form submitted date/time: 7/10/2023 4:42:50 PM

Enquiry Details

Which service?: **Planning**

Have you tried phoning the call centre before completing this form?: **No**

Account number (if known):

Have you contacted us about this enquiry before?: **No**

Details of your enquiry: **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. You were a stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023. The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously. Bearing this in mind, you may feel you have no further interest in this airspace change engagement. If so, please feel free to ignore it, but the Change Sponsor felt it was important to include you for completeness. Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link: [Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk) The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses. Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor has opted for a reduced engagement duration of just over 3 weeks, commencing on 10 Jul 2023. Stakeholders are requested to return any feedback by Tuesday 1 Aug 2023. The Change Sponsor has elected to do this for the following reasons: • The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders; • This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal**

submission at Stage 5; • The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023; • The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders. Email responses should be sent to: The Airspace Change Manager at UASCDC-ACP@qinetiq.com The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.

Contact details

Full name: [REDACTED]

Address: **MOD Boscombe down SP40JF**

Postcode: **SP40JF**

Email: uascdc-acp@qinetiq.com

Telephone:

Form submission details end

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Archived: 10 August 2023 14:41:11

From: [REDACTED]

Sent: 24 July 2023 11:06:17

To: [UASCDC-ACP](#)

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Good morning

The Planning Committee at North Hykeham Town Council considered this proposal at their Committee meeting last week and they had no objections to the proposal.

Kind regards

[REDACTED]

[REDACTED]

Deputy Clerk



North Hykeham Town Council, Civic Offices, Fen Lane, North Hykeham, Lincoln, LN6 8UZ

[REDACTED]

www.northhykehamtowncouncil.gov.uk

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If this message has reached you in error please notify the sender immediately and delete it without review.

Archived: 10 August 2023 14:42:45

From: [REDACTED]

Sent: 25 July 2023 16:32:00

To:

Subject: RE: UC 230728/CMC09 - UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Dear [REDACTED]

Thank you for your email. In fact I do not have any further details to provide. We have sent the same information to all county and parish councils local to RAF Waddington as well as official organisations such as the Lincolnshire Wolds Area of Outstanding Natural Beauty, Natural England, County Land and Business Association and Campaign to Protect Rural England (CPRE). We have not received comment from your organisation before, so if you would like to be removed from our stakeholder list please advise.

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: Lincs & Northants, Customer Enquiries <LNenquiries@environment-agency.gov.uk>

Sent: 25 July 2023 13:17

To: [REDACTED]

Subject: FW: 230728/CMC09 - UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Good afternoon [REDACTED]

Thank you for sending the engagement letter.

In order for me to direct your email to the right person/team, do you have a named contact/team at the EA?

I look forward to hearing from you.

Kind regards,

[REDACTED]

[REDACTED]

Customers and Engagement Team
Lincolnshire and Northamptonshire Area
Environment Agency

✉ LNenquiries@environment-agency.gov.uk



29704 (Internal)



From: Enquiries, Unit <enquiries@environment-agency.gov.uk>

Sent: 24 July 2023 17:14

To: [REDACTED]

Cc: Lincs & Northants, Customer Enquiries <LNenquiries@environment-agency.gov.uk>

Subject: 230728/CMC09 - UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Good afternoon,

I have passed your e-mail to the local customer team who will deal with your request.

The Freedom of Information Act and Environmental Information Regulations state that a public authority must respond to requests for information within 20 working days.

You can find more information about our service commitment by clicking on the link below:

<https://www.gov.uk/government/publications/environment-agency-customer-service-commitment>

You can contact our customer team directly on the contact details below, or call the National Customer Contact Centre on 03708 506506 who will transfer you to the area team.

Please quote your enquiry reference 230728/CMC09 in any correspondence with us regarding this matter.

Customers & engagement team

Environment Agency

Lincolnshire and Northamptonshire Area - Email address LNenquiries@environment-agency.gov.uk

Kind regards

[REDACTED] ([She/Her](#))

Customer Services Advisor

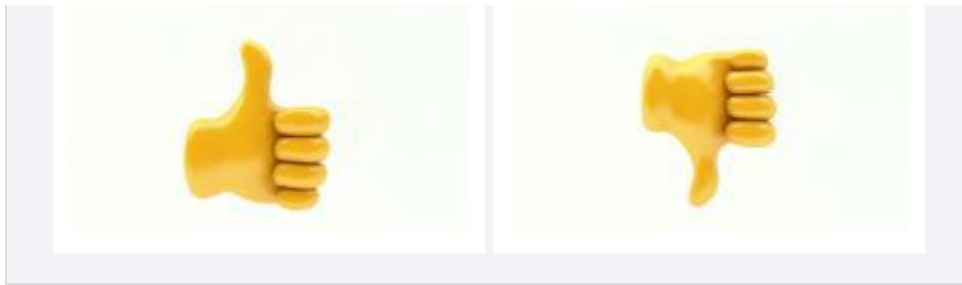
Environment Agency: Contact Centre Services - Part of Operations, Regulation, Monitoring & Customer

Phone: [REDACTED]

Working hours: Monday to Thursday 12:00 – 18:00

Please accept my thanks for your email in advance – it is estimated that each UK adult sending one less ‘thank you’ email a day would save more than 16,400 tonnes of carbon a year. Equivalent to over 81,152 flights to Madrid or taking 3,334 diesel cars off the road.

How did we do today?



From: [REDACTED]
Sent: 10 July 2023 17:15
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Subject: 230728/CMC09 - UC ACP-2023-003 Stakeholder Engagement Letter V1.0

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

Dear local authority stakeholder,

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ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Email: UASCDC-ACP@qinetiq.com



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Archived: 10 August 2023 14:43:45

From: [REDACTED]

Sent: 25 July 2023 17:29:46

To: [UASCDC-ACP](#)

Subject: TDA for ACP-2019-18

Sensitivity: Normal

Archived: 10 August 2023 14:43:45

Re Email notifying of TDA for Predator. Nil return.

[REDACTED]

Sent from my iPhone

Archived: 10 August 2023 14:45:22

From: [REDACTED]

Sent: 25 July 2023 17:30:49

To: [UASCDC-ACP](#)

Subject: RAF Waddington Air Space. Feedback.

Sensitivity: Normal

Attachments:

[ACP-2023-003 Feedback form\[20576\].docx](#) ;

Feedback form attached.

Sent from [Mail](#) for Windows



Virus-free. www.avg.com

ACP-2023-003 Response Form

Name	[REDACTED]
Representing	Home owner
Address (including postcode if possible)	[REDACTED] [REDACTED] [REDACTED]
Feedback: I do not have any objections to these proposals at all.	

Archived: 10 August 2023 14:46:56

From: [REDACTED]

Sent: 25 July 2023 18:14:42

To: [UASCDC-ACP](#)

Subject: Waddington air space ammendments

Sensitivity: Normal

Dear sirs
I have no objections to any of the proposed amendments to airspace usage over RAF Waddington be they for drones or for the Red Arrows.

Yours

[REDACTED]

Sent from [Outlook for Android](#)

Archived: 10 August 2023 12:29:45

From: [UASCDC-ACP](#)

Sent: 10 August 2023 12:29:00

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: ACP-2023-003 MOD Response

Sensitivity: Normal

[REDACTED]

Many thanks to [REDACTED] for forwarding the MOD feedback to the ACP-2023-003 engagement material. I am pleased to note that the MOD assesses the proposed airspace to have minimal impact. With regard to the Waddington comment "Waddington noted that the intention is for EG R313 never to be activated at the same time as the temporary airspace, or the permanent airspace to be delivered through ACP2019-018." and am unclear upon what the comment is based. It is difficult to make that assertion and whilst it is unlikely that RAFAT will activate the Scampton and Waddington airspace structures at the same time, I do not believe that the material for either ACP2019-18 or ACP-2023-003 has indicated that to be the case. I am wondering if it is something that OC Ops at Waddington has picked up elsewhere. That said we are aware that RAFAT has applied for a RA(T) at RAF Waddington over the same period which MOD must manage internally and its non-simultaneous use was covered in the ACP-2023-003 engagement material.

The other comments on the feedback form are certainly sensible and will be managed by MOD LOAs (which are in draft form) or internally by RAF Waddington.

[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: 27 July 2023 13:44
To: UASCDC-ACP <UASCDC-ACP@qinetiq.com>
Cc: [REDACTED]
Subject: ACP-2023-003 MOD Response

Good afternoon ACP team,

Please find attached the MOD response to ACP-2023-003 engagement.

Kind regards,

[REDACTED] | Defence Airspace and Air Traffic Management |
Aviation House | 1E Beehive Ringroad | Crawley | West Sussex | RH6 0YR | Civilian Telephone: +44 (0) 1293 768709 | Skype: +44

MOD Net: [REDACTED] | E-Mail: [REDACTED]

ACP-2023-003 Response Form

Name	[REDACTED]
Representing	DAATM for MOD
Address (including post code if possible)	Aviation House 1E Beehive Ringroad Crawley RH6 0YR
<p>Feedback:</p> <p>This is the MOD stakeholder response to the engagement letter for ACP-2023-003.</p> <p>Cranwell do not foresee there being any impact outside what has already been stated for ACP-2019-018. A LOA or other locally agreed procedures will be required to ensure the impact to Cranwell traffic is minimised when the airspace is active and to allow an understanding of how Protector will operate – these have already been drafted for ACP-2019-018.</p> <p>Waddington noted that the intention is for EG R313 never to be activated at the same time as the temporary airspace, or the permanent airspace to be delivered through ACP2019-018.</p> <p>ISTAR elements based at RAF Waddington requested that deconfliction be managed locally to ensure minimal disruption to their operational schedule when the TDA is due to be active.</p> <p>The impact of the TDA is deemed to be minimal by MOD stakeholders.</p>	

Archived: 10 August 2023 15:35:12

From: [UAS CDC-ACP](#)

Sent: 10 August 2023 15:34:00

To: [REDACTED]
Cc: [REDACTED]
Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Sensitivity: Normal

Thank you [REDACTED] – this is very clear and can be added to support the request for dispensation for ACP-2023-003.

Regards,

[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: 10 August 2023 14:58
To: UAS CDC-ACP <UAS CDC-ACP@qinetiq.com>
Cc: [REDACTED]
Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Hi [REDACTED]

With respect to ACP-2023-003, NATS has previously indicated that the TDA associated with this ACP has **no impact** on NATS NERL plc. The separate discussions associated with ACP-2019-18 are not relevant to this ACP (ACP-2023-003). NATS does not require to undertake any further safety analysis with respect to ACP-2023-003. NATS has no further comment to make regarding ACP-2023-003 with respect to the CAA's Buffer Policy

Regards

[REDACTED]



[REDACTED]
Manager NATS Operational Policy
E: [REDACTED]
M: [REDACTED]



NATS Internal

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

Sent: 10 August 2023 10:52

To: [REDACTED]

Cc: [REDACTED]

Subject: [EXTERNAL] RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Dear [REDACTED]

With reference to the feedback presented in your email dated 2 Aug 2023 (below) to the ACP-2023-003 engagement material and following our telephone conversation today are you able to amplify NATS's position with regard to the associated request for dispensation from the CAA Safety Buffer Policy which will be presented as attached to the TDA submission? For information this is an abridged version of the request submitted with ACP-2019-18 as it only covers the LOW airspace design (aka *the cylinder*)

Does NATS have any comments to add to the dispensation request and the mitigations presented by MOD? In addition can you confirm that NATS has no further safety assurance work to complete in association with Protector activity within the proposed airspace?

Thank you for your time as ever.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

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



From: [REDACTED]
Sent: 02 August 2023 08:11
To: UAS CDC-ACP <UAS CDC-ACP@qinetiq.com>
Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Hi [REDACTED]

ACP-2023-003 Response Form

Name	[REDACTED]
Representing	NATS NERL plc
Address (including postcode if possible)	NATS Corporate & Technical Centre 4000 Parkway Whiteley Fareham Hampshire

Feedback:

NATS NERL plc has reviewed ACP-2023-003 and has concluded that it will have no impact on its operation.

Regards

[Redacted]



[Redacted]

Manager NATS Operational Policy

E: [Redacted]

M: [Redacted]



From: UAS CDC-ACP <UAS CDC-ACP@qinetiq.com>
Sent: 01 August 2023 15:58
To: [REDACTED]
Subject: [EXTERNAL] RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

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Hi [REDACTED]

I cannot open the attachment as it is blocked by QQ. Can you send it without the NATS Sharepoint attribution please?

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Mobile: [REDACTED]
[REDACTED]qinetiq.com



From: [REDACTED]
Sent: 01 August 2023 13:39
To: UAS CDC-ACP <UAS CDC-ACP@qinetiq.com>
Cc: [REDACTED]
Subject: RE: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Good Afternoon,

Attached is the NATS NERL plc feedback to ACP-2023-003

Regards

[REDACTED]



[REDACTED]
Manager NATS Operational Policy
E: [REDACTED]
M: [REDACTED]



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

Sent: 10 July 2023 17:05

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

Subject: UC ACP-2023-003 Stakeholder Engagement Letter V1.0

Your attachments have been security checked by Mimecast Attachment Protection. Details of potentially unsafe files have been attached.

Dear NATMAC member,

You are a key stakeholder in the Civil Airspace Publication (CAP) 1616 process for ACP-2019-18. This airspace change was commenced in 2019 to 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. The airspace change was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

The Change Sponsor is the MOD and is writing to you again with details of a temporary airspace change in the form of a Temporary Danger Area (TDA), which proposes to implement the low airspace design associated with ACP-2019-18 three weeks early (i.e. with effect 9 Nov 2023) to enable the MOD to conduct of a small number of time-critical proving flights. *This temporary change does not involve any additional requirements for RAFAT, which has requested a different type of temporary airspace from late Oct 2023. Whilst the airspace structures are identical, they will not be activated simultaneously.*

Full details of the temporary airspace change for Protector are included in the engagement letter which has been uploaded today to the CAA ACP Portal at this link:

[Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view)

The letter explains the rationale behind the proposal and contains details of the proposed TDA. Should you wish to comment please do so by email. A Response Form is included at the back of the letter and is attached here in Word format which you might find useful for your feedback. Comments are welcome in any written form, directly in an email if you prefer. The address at the top of the attached letter will periodically be monitored for hard copy responses.

Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor has opted for a reduced engagement duration of just over 3 weeks, commencing on 10 Jul 2023. Stakeholders are requested to return any feedback by Tuesday 1 Aug 2023. The Change Sponsor has elected to do this for the following reasons:

- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;
- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Email responses should be sent to:

The Airspace Change Manager at UAS CDC-ACP@qinetiq.com

The Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.



ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

Email: UAS CDC-ACP@qinetiq.com



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Archived: 10 August 2023 14:37:15

From: [REDACTED]

Sent: 12 July 2023 09:54:24

To: [REDACTED]

Subject: RE: UC DAAIS for TDA at Waddington this autumn (ACP-2023-003)

Response requested: Yes

Sensitivity: Normal

Hi [REDACTED]

Just to confirm, London FIS are happy to cover the short term TDA, this doesn't provide any assurance for future airspace changes or changes at or around Waddington.

Cheers

[REDACTED]

NATS Internal

From: [REDACTED]

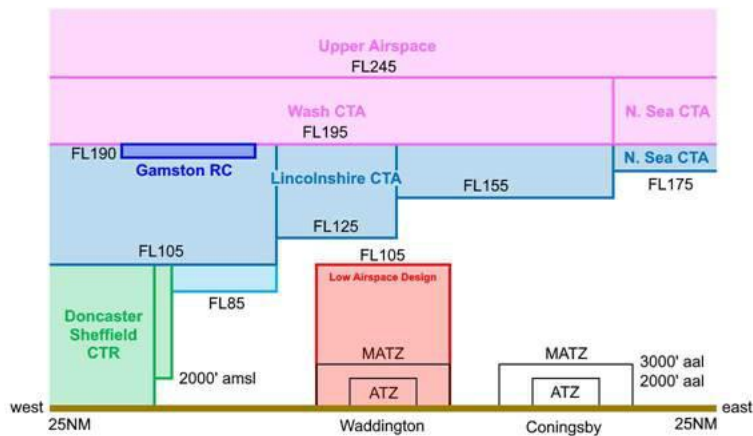
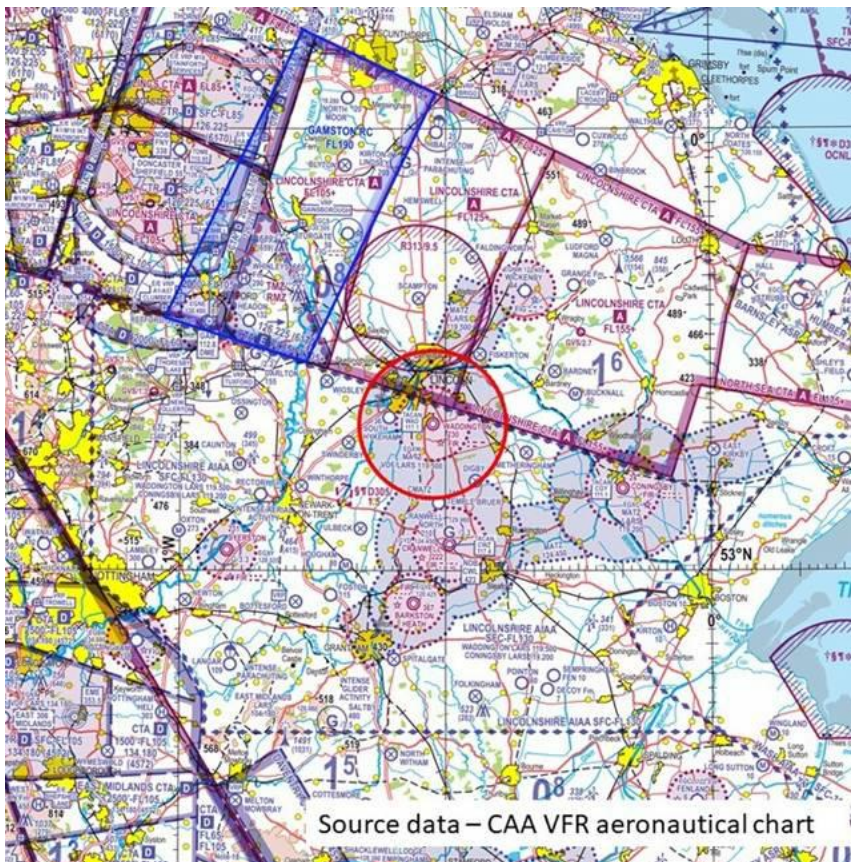
Sent: 10 July 2023 19:18

To: [REDACTED]

Subject: [EXTERNAL] RE: UC DAAIS for TDA at Waddington this autumn (ACP-2023-003)

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Thank you [REDACTED] the dates will be 9 – 29 Nov 2023 inclusive. Then permanent airspace under ACP-2019-18 should be implemented on 30th November so it's just covering the 3 weeks before. If successful it'll look like this:



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 July 2023 11:59
To: [REDACTED]
Subject: RE: UC DAAIS for TDA at Waddington this autumn (ACP-2023-003)

Hi [REDACTED]

All good here thanks.

Yes, we are happy to provide the DAAIS for that. What dates are you looking at?

Cheers

[REDACTED]

NATS Internal

From: [REDACTED]
Sent: 10 July 2023 07:13
To: [REDACTED]
Cc: FIS <fis@nats.co.uk>
Subject: [EXTERNAL] UC DAAIS for TDA at Waddington this autumn (ACP-2023-003)

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Dear [REDACTED]

Hope all is well at London Information.

Another day, another ACP!!!

I am engaging on a temp ACP for the Waddington area and would like to be able to state that "Waddington Radar to provide a DAAIS and DACS on the Waddington LARS frequency of 119.5MHz and **London Information will provide a DAAIS on 124.6MHz.**"

The airspace will be NOTAM'd so I presume that you would be happy to provide the DAAIS should anyone ask.

[REDACTED]

ATM Specialist and ACP Manager
Defence UAS Capability Development Centre

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



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Appendix C – Engagement Letter V1.0



Ministry
of Defence

Headquarters Air Command

Room 1W27, Spitfire Block
Royal Air Force
High Wycombe
Buckinghamshire
HP14 4UE

10 July 2023

AIRSPACE CHANGE PROPOSAL – ACP-2023-003**Introduction**

This document forms part of the airspace change process as defined in Civil Airspace Publication (CAP)1616. ACP-2019-18² was commenced in 2019 to 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. The ACP was subsequently amended to include protection for the RAF Aerobatic Team (RAFAT), otherwise known as the Red Arrows, over RAF Waddington to conduct flying display activity from late 2023. If ACP-2019-18 is successful, the permanent airspace proposed will be implemented on 30 Nov 2023.

ACP-2023-003 is a new airspace change, the purpose of which is to establish temporary segregated airspace in the form of a Temporary Danger Area (TDA) also in the vicinity of RAF Waddington for a period of 3 weeks prior to the implementation (if successful) of the airspace through ACP-2019-18.

The aim of this letter is to inform all stakeholders of the proposed introduction of the TDA at RAF Waddington and to ensure that everyone has a full understanding of what, if any, effect it may have on them and to provide them with the opportunity to provide feedback. This letter forms part of the ACP engagement activity and is being sent to you as an identified stakeholder for comment. The Change Sponsor is the Ministry of Defence (MOD).

TDA Requirement

This TDA proposal aims to introduce the lower volume of airspace associated with ACP-2019-18 3 weeks early, to enable the MOD to conduct of a small number of time-critical proving flights.

The fundamental requirement is to demonstrate and confirm that the automatic take-off and landing capability³ (ATLC) patterns at RAF Waddington are suitable for in-service operations prior to the commencement of the full Test and Evaluation (T&E) flying schedule post 30 Nov 2023. For this reason this initial activity has been brought forward by 3 weeks with the intention of completing 3 flights spread across the 3 week period.

² Details of this ACP, including all supporting documents can be found on the CAA's online airspace change portal [here](#)

³ Protector features an automatic takeoff and landing capability (ATLC) that allows the aircraft to be launched and recovered without any operator interaction



Protector has a 79ft wingspan and is 38ft long. It is powered by a single TPE 331-10 turbo-prop engine and will be certified to fly in UK airspace. The aircraft will be operated by fully qualified and instrument-rated RAF pilots.

Statement of Need

The formal Statement of Need is provided on the CAA ACP portal as follows:

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.

Regulatory Requirement and Safety Assessment

It may be useful to describe why specifically segregated airspace is being requested for the Protector activity at RAF Waddington.

UK military aviation is regulated by the Military Aviation Authority (MAA). Accordingly, the Protector programme is subject to the MAA Regulatory Publications (MRP). Of particular relevance to the operation of Protector in UK airspace is MAA Regulatory Article (RA) 2320 – MAA regulation for operation of military RPAS. The RA states the criteria for beyond visual line of sight (BVLOS⁴) RPAS operation such that within UK airspace, 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 flown using a Layered Safety Approach that specifically requires flight in segregated airspace.

Protector will be fitted with a limited DAA capability only and, since RAF Waddington and the proposed TDA sits entirely within Class G airspace, flight in segregated airspace is required. Establishment of a TDA will permit Protector to perform its planned activities in a safe environment, maintain regulatory compliance, and provide protection of other airspace users of any associated and identified hazardous activities.

⁴ The MAA Master Glossary defines BVLOS as the operation of a Remotely Piloted Aircraft beyond a distance where the Remote Pilot is able to respond to or avoid other airspace users by visual means.

Establishment of the Proposed TDA

The establishment of the TDA will provide the required volume of segregated airspace to support confirmation of the ATLC profiles for runways 02/20 at RAF Waddington. Protector will remain within the TDA at all times. The airspace is described below and is exactly the same dimensions as the lower volume of airspace proposed under ACP-2019-18. This design (known as the low airspace design) was presented during the Stage 3 formal consultation for ACP-2019-18, comment was received and it was presented within the formal submission.

The airspace is a cylinder of 5 nm radius and has vertical dimensions of surface to Flight Level (FL)105⁵. The 5 nm radius circle is centred on RAF Waddington's Aerodrome Reference Point⁶ (ARP).

Figure 1 illustrates the lateral dimensions of the TDA at RAF Waddington and Figure 2 illustrates a cross-section of the TDA from a north/south perspective. Figure 3 illustrates a cross-section from a west/east perspective.

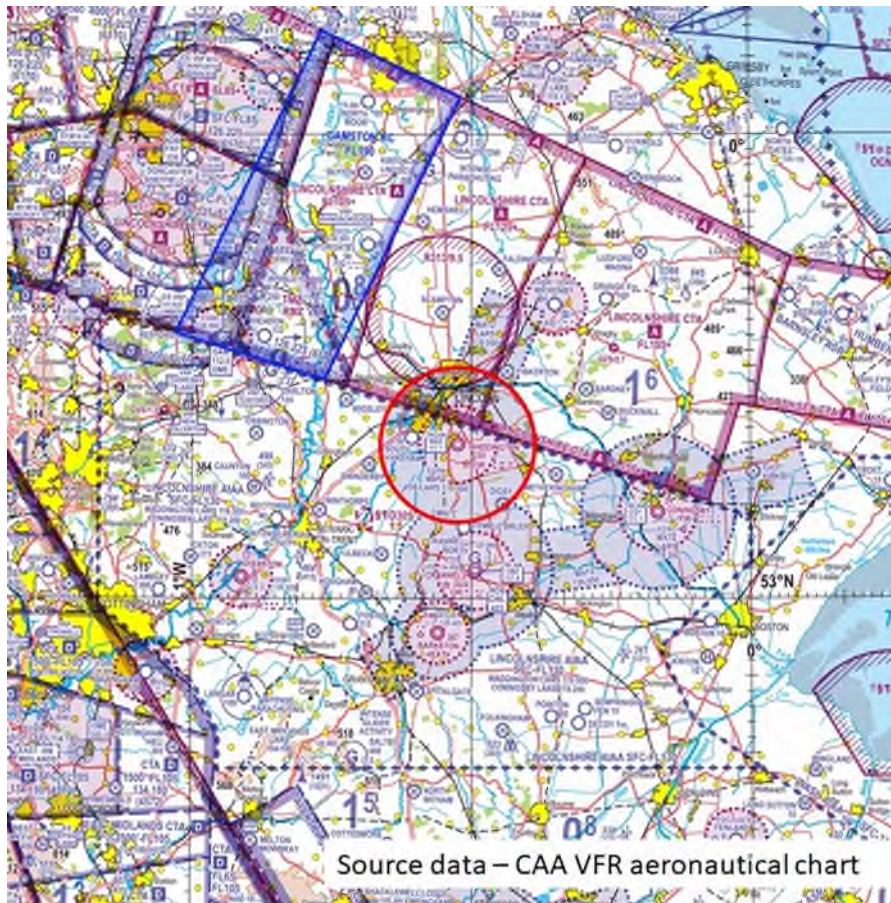


Figure 4 - RAF Waddington TDA Design

⁵ A Flight Level (FL) is used to ensure that all aircraft are flying to a common datum to ensure height separation is maintained (1 Flight Level = approximately 100 ft, eg FL 125 = approximately 12,500 ft).

⁶ RAF Waddington's airfield reference point is the midpoint of RW02/20 (530958N 0003126W)

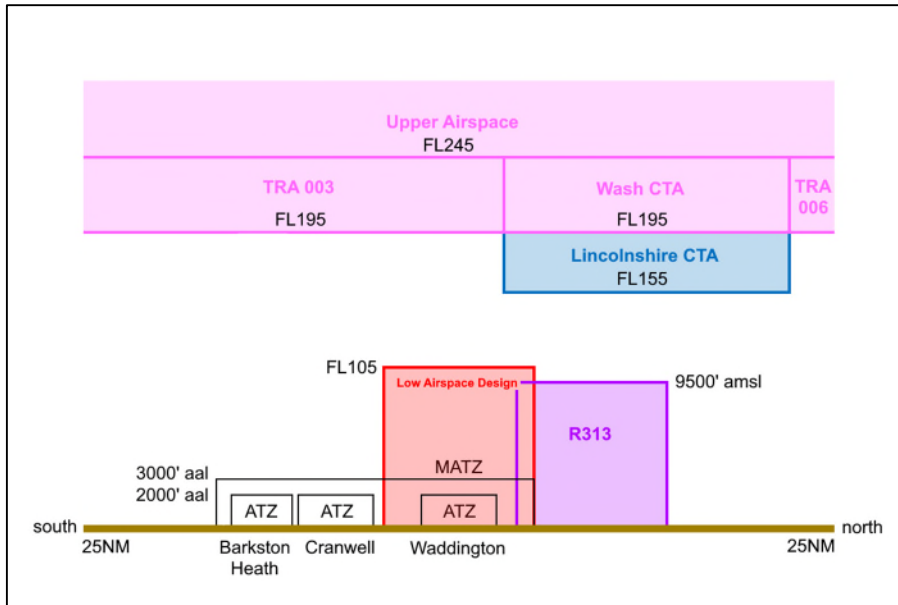


Figure 5 - RAF Waddington N/S TDA Cross-section

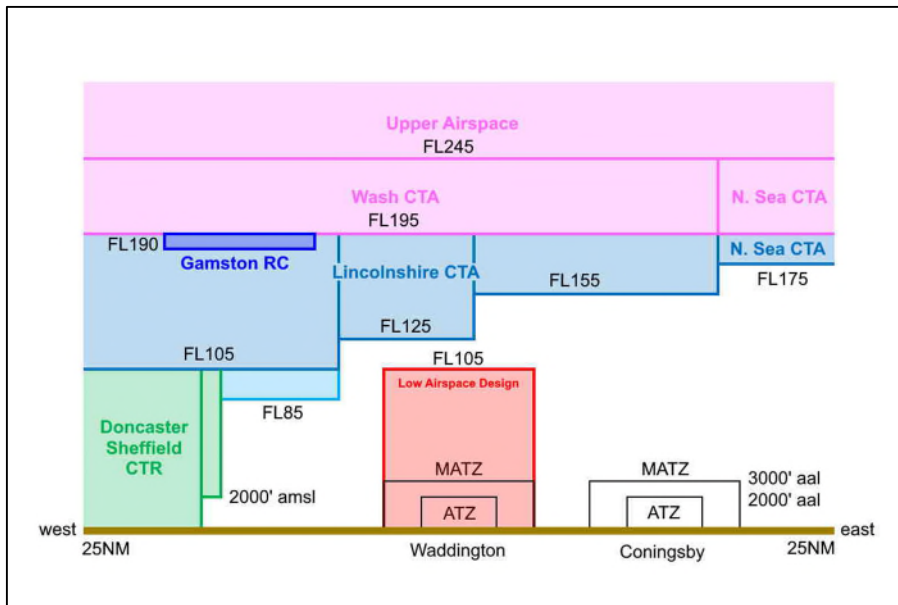


Figure 6 - RAF Waddington TDA W/E Cross-section

Measures to Minimise the Impact on other Airspace Users

General

The proposed TDA will not be permanently active; it will only be activated when Protector flying is due to take place. Procedures will be implemented to ensure that the airspace is activated and notified when it is to be used. This will involve appropriate NOTAM action being taken at least 24hrs in advance. To ensure minimum disruption to other airspace users a Danger Area Crossing Service (DACS) will be offered within the TDA. This means that, even if the airspace has been notified as being active, it may be possible for both civil and military aircraft to transit through it under a clearance from Waddington ATC.

Waddington ATC will be manned at all times during Protector operations within the proposed TDA. Protector will be equipped with a transponder and will squawk as directed by ATC. Protector will be equipped with a transponder and will squawk as directed by ATC. Information on the current status of the airspace will be available including a DACS from Waddington ATC, with both UHF and VHF frequencies available. In addition a Danger Area Activity Information Service (DAAIS) is also likely to be available from London Information. Full details of how to obtain information on the status of the TDA will be provided in the activation NOTAM.

Utilisation

The precise flying schedule has not yet been fully agreed, although it is envisaged that Protector flying will take place Monday – Friday during daylight hours. The MOD is anticipating conducting 3 flights in total, spread across the 3 week period. Flights are likely to be 1 – 2 hrs duration.

Key features of this proposal

Many stakeholders will be familiar with the permanent airspace change in progress for Protector's operations at RAF Waddington. The following insert provides some key facts that the MOD would like to emphasise.

TDA activation dates

9 – 29 November 2023 (inclusive)

TDA dimensions

Lateral - 5nm radius circle centred on RAF Waddington's aerodrome reference point

Vertical - Surface to FL105

Purpose of TDA

To provide segregated airspace for Protector activity only. The airspace will be used solely to prove a specific capability which is critical for further test and evaluation.

Deconfliction from RAFAT activity

RAFAT has applied for segregated airspace separately to conduct winter display training activity; whilst this is an identical volume of airspace, Protector and RAFAT will not operate concurrently.

EG R313

Permanent restricted airspace (known as EG R313) is located over RAF Scampton and until recently was used by RAFAT throughout the year for aerobatic display practices. The future use of EG R313 for RAFAT is uncertain and, whilst the restricted airspace remains in place, the MOD has commenced ACP-2023-036 to formalise activation procedures for EG R313 in the UK AIP; by the time the TDA is in place all activations of EG R313 will be by NOTAM⁷ only.

How to Provide Feedback

The MOD welcomes comments and feedback from all interested parties. All comments received regarding this proposal will be taken into consideration before a final design is submitted to the CAA. All the details of this airspace change proposal are available on the CAA's Airspace Change Portal. The ACP identification number is ACP-2023-003. Feedback on the proposed change and what is important to you should be sent to:

The Airspace Change Manager at UASCDC-ACP@qinetiq.com

A feedback form is provided on the next page. Alternatively, a Word document is attached to the email containing this material for your use.

Whilst the engagement length for temporary airspace changes is typically 6 weeks, this can be scalable and the Change Sponsor has chosen to do this after discussion with the CAA. In this instance the Change Sponsor has opted for a reduced engagement duration of just over 3 weeks, commencing on 10 Jul 2023. Stakeholders are requested to return any feedback by Tuesday 1 Aug 2023. The Change Sponsor has elected to do this for the following reasons:

- The TDA airspace design is made up of Option 1 LOW from ACP-2019-18, which is a familiar structure to all previously identified stakeholders;

⁷ A **Notice to Aviation (NOTAM)**, is a notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations. In this instance it is a flexible means of switching on and off the airspace concerned.

- This option has been through a 12-week consultation with all identified stakeholders for ACP-2019-18 and their feedback is now part of the formal submission at Stage 5;
- The TDA will in effect introduce airspace that will come into place (pending successful decision for ACP-2019-18) permanently 3 weeks later on 30 Nov 2023;
- The MOD is minimising the volume of airspace proposed whilst achieving the MOD's objective and at the same time limiting the impact on stakeholders.

Responses regarding the proposed TDA submission must be received by Tuesday 1 Aug 2023.

Late responses may be considered for inclusion in the final submission (anticipated no later than 11 Aug 2023) but the Change Sponsor cannot guarantee this.

ACP-2023-003 Response Form

Name	
Representing	
Address (including postcode if possible)	
Feedback:	