

ACP-2023-047

Enabling T&E activity of Protector in UK airspace Spring/Summer 2024

Propose: 'Temporary airspace to support Protector T&E flying'

OFFICIAL

ACP Stage 1 DEFINE - Assessment Meeting

1.	Introduction		CAA	
2.	Statement of Need (discussion & review)		All	
3.	Issues or opportunities arising from proposed change		Sponsor	
4.	Proc	Process requirements: CAA		
	i.	Trial		
	ii.	Stakeholder engagement		
	iii.	Noise Impact Assessment		
	iv.	Safety Assessment		
5.	. Provisional Timescales		All	
6.	Next steps		All	
7.	AOB		All	



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1. Introduction



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2. Statement of Need

Current:

The RAF will commence flight of Protector in the UK late in 2023, when it will initially be flown under an military permit to fly (MPTF). The airspace integration safety argument (AISA) for inservice flight will not be in place until delivery of the Release to Service (RTS), anticipated late 2024. Delivery of the RTS is dependent on specific evidence which will be gathered through UK test and evaluation flying which will take place in the segregated airspace of EG D323 scheduled to commence once new permanent segregated airspace is in place as proposed under ACP-2019-18. A means to access EG D323 to conduct this evidence-gathering T&E activity is required without flight in classes A and C airspace until the AISA will be delivered. Temporary segregated airspace is therefore required between the airspace proposed in ACP-2019-18 and EG D323 to allow transit to the operating area.



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2. Statement of Need

Proposed amendment:

The RAF will commence flight of Protector in the UK late in 2023, when it will initially be flown under an military permit to fly (MPTF). The airspace integration safety argument (AISA) for inservice flight will not be in place until delivery of the Release to Service (RTS), anticipated late 2024. Delivery of the RTS is dependent on specific evidence which will be gathered through UK test and evaluation scheduled to commence once new permanent segregated airspace is in place as proposed under ACP-2019-18. Access to a nominated diversion airfield is required during this evidence-gathering T&E activity, where flight outside classes A and C airspace will be necessary.



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3. Issues or opportunities arising from Proposed Change

Issues

- Requirement is to ensure access to a diversion airfield for the duration of T&E activity;
- Anticipated timeline May Aug 2024;
- Anticipate 2 planned flights into diversion airfield, use thereafter is on an as required basis for real-time diversions only;
- Managed within the limits of imposed Airspace Control Measures and Aircraft Limitations as described in a military permit to fly (MPTF);
- Deconfliction of use of airspace to be managed by MOD between Protector and diversion airfield routine activities;
- Initial planning has identified Leuchars Diversion Airfield (LDA), or RAF Marham as preferred locations (pending decision on future of surveillance radar at LDA).



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3. Issues or opportunities arising from Proposed Change

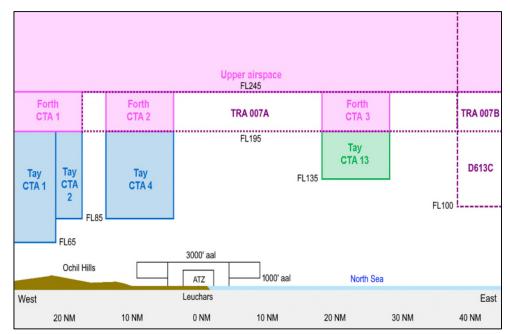
Opportunities

- If LDA, design alongside ScTMA proposal;
- Combat Air has aspirations to fly RPAS from LDA in support of Ex Storm Warrior summer 2024;
- Trial airspace design for ACP-2023-022.



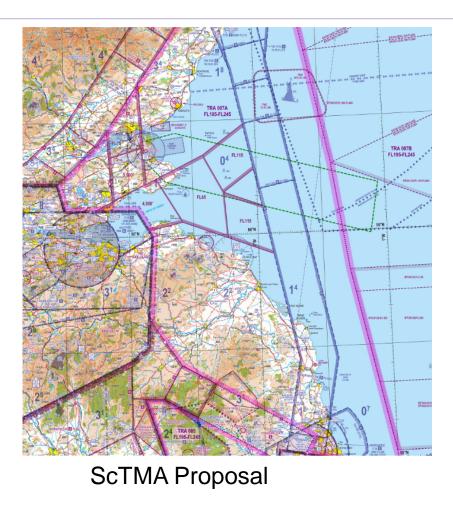
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4. Process requirements

- Trial Plan
- Stakeholder engagement
- Noise Impact Assessment
- Safety Assessment



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5. Provisional process timescales under CAP 1616

Based on AIP schedule:

Final Submission - 12 Jan 2024 DECIDE - **9 Feb 2024** AIP Submitted - 16 Feb 2024 AIP Publication date - 4 Apr 2024 AIP Effective Date - 16 May 2024



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6. Next Steps

Discussion



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7. AOB

Discussion

