



# MINUTES OF ASSESSMENT MEETING FOR acp-2023-047 Enabling T&E Activity of Protector in UK Airspace Spring/Summer 2024

12 Sep 2023

All present

Present	Appointment	Representing
	Airspace Account Manager	CAA
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Engagement & Consultation)	CAA
	Airspace Regulator (Environment)	CAA
	Hd Airspace Integration DLOD & Capability	
	Acceptance (Protector)	MOD
	SO2 Airspace	DAATM
	ACP ATM Team	MOD
	ACP ATM Team	MOD

## Airspace Change Assessment Meeting Opening Statement

CAA noted that the Statement of Need and Assessment Meeting agenda were received in advance of the Assessment Meeting and confirmed that the documents were published by the Change Sponsor on the Airspace Change Portal.

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

CAA requested the Change Sponsor ensures a redacted version of the minutes, together with the finalised presentation, are uploaded to the airspace portal within two weeks of this meeting.

	ACTION
<b>Item 1 – Introduction</b>  All attendees were introduced.	
<b>Item 2 –Statement of Need (discussion and review)</b>  The MOD introduced the Statement of Need (SON) as published on the CAA ACP portal as follows: <ul style="list-style-type: none"><li>The RAF will commence flight of Protector in the UK late in 2023, when it will initially be flown under a Military Permit to Fly (MPTF). The airspace integration safety argument (AISA) for in-service 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 Test &amp; Evaluation (T&amp;E) activity is required without flight in classes A and C</li></ul>	

<p>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.</p> <p>Since publication, the requirement had changed in that it is anticipated Protector will be permitted to conduct flight outside of airspace approved via ACP-2019-18, by crossing Class A airspace and transit through Class C airspace (via Temporary Reserved Areas (TRA)) for T&amp;E activity. Approval will be led by the MAA, with an application to the CAA for acceptance of the associated Safety Argument. Access to EG D323 will be via these means, but a requirement remains for segregated airspace to enter/exit a nominated diversion airfield via Class G airspace (in the event that the MOB is made unavailable). A revised SON was proposed and agreed; this will be uploaded to the airspace portal as below:</p> <ul style="list-style-type: none"> <li>• The RAF will commence flight of Protector in the UK late in 2023, when it will initially be flown under a military permit to fly (MPTF). The airspace integration safety argument (AISA) for in-service 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. <b>Access to a nominated diversion airfield is required during this evidence-gathering T&amp;E activity, where flight outside classes A and C airspace will be necessary.</b></li> </ul> <p><b>Action:</b> Change Sponsor to upload the revised SON to the airspace portal.</p>	<p><b>Change Sponsor</b></p>
<p><b>Item 3 – Issues or opportunities arising from proposed change</b></p> <p>The MOD outlined the following items for background information and further discussion:</p> <ul style="list-style-type: none"> <li>• Requirement is to ensure access to a diversion airfield for the duration of T&amp;E activity;</li> <li>• Anticipated timeline May – Aug 2024;</li> <li>• 2 planned flights into diversion airfield, use thereafter is on an as required basis for real-time diversions only;</li> <li>• Managed within the limits of imposed Airspace Control Measures and Aircraft Limitations as described in a military permit to fly (MPTF);</li> <li>• Deconfliction of use of airspace to be managed by MOD between Protector and diversion airfield routine activities;</li> <li>• Initial planning has identified Leuchars Diversion Airfield (LDA), or RAF Marham as preferred locations (pending decision on future of surveillance radar at LDA). The Change Sponsor confirmed that only one airfield would be subject to the ACP and a decision was expected within 2 weeks of this meeting. The Change Sponsor also confirmed that limited T&amp;E activity would take place in the new permanent segregated airspace only, as proposed under ACP-2019-18, until this airspace is in place.</li> </ul> <p>The following Opportunities were presented for further discussion:</p> <ul style="list-style-type: none"> <li>• This will be a Trial airspace design for ACP-2023-022;</li> <li>• If LDA is selected as the diversion airfield, the design will be sympathetic to the NATS ScTMA proposal in anticipation of ACP-2023-022;</li> <li>• Combat Air has aspirations to fly RPAS from LDA in support of Ex Storm Warrior summer 2024. The Ex would take place for one week, comprising 2 serials. A combined ACP was under consideration by the Change Sponsor as best use of time and a chart was provided depicting the</li> </ul>	

<p>desired structure at slide 9 of the presentation. The CAA suggested airspace for Ex Storm Warrior should be conducted under a separate proposal, unless the airspace structure could be the same, as it appeared the Ex airspace would be considered a temporary danger area (TDA), whereas ACP-2023-047 is a Trial.</p> <p>The CAA noted that the charts provided at slides 9 and 10 did not depict the Non-Secondary Surveillance Radar (SSR) Glider Area 1 and suggested the gliding community would be a key stakeholder to consider if LDA were the selected location.</p>	
<p><b>Item 4 – Process requirements</b></p> <p><b>Trial</b></p> <p>The CAA stated that a mature draft of the CAP 1616 requirements for trials was available internally and approval to provide an advance copy to the Change Sponsor would be sought. The key feature highlighted by the CAA was the requirement for a single overarching trial objective, with sub-objectives permitted if required. The CAA also confirmed use of a Trial to inform the permanent ACP-2023-022 would be a suitable approach.</p> <p><b>Action:</b> CAA to seek approval to provide the Change Sponsor with details of the draft amendments to CAP 1616 applicable to a trial ACP.</p> <p><b>Stakeholder engagement</b></p> <p>The CAA Airspace Regulator (E&amp;C) outlined considerations regarding the stakeholder engagement as follows:</p> <ul style="list-style-type: none"> <li>• A Trial ACP must comprise of targeted engagement, with all aviation stakeholders, that is airspace users, airports and ANSPs. The CAA asks that members of the National Air Traffic Management Advisory Committee (NATMAC) are engaged. Rationale for any exclusions must be provided within the sponsor's engagement summary report;</li> <li>• Engagement material should address safety and operational viability;</li> <li>• There is no specified trial engagement period. Engagement timescale must be appropriate and proportionate, Evidence of engagement is to be maintained and submitted to the CAA;</li> <li>• Once engagement is concluded, the MOD is to produce an Engagement Summary Report depicting the results of the engagement activity (including stakeholders list, means of engagement, responses received and how feedback influenced the final proposal);</li> <li>• The MOD must provide information on how the wider stakeholder audience will be advised of the airspace trial, if approved; this may be informed by the Noise Assessment;</li> <li>• The MOD will need to explain how it intends to monitor, collate, and report any complaints to the CAA once the airspace has been implemented;</li> <li>• The Report is to be uploaded to the ACP portal under Stage 4.</li> </ul> <p><b>Noise Impact Statement</b></p> <p>The CAA Airspace Regulator (Environmental) summarised requirements for the Noise Impact statement as follows:</p> <ul style="list-style-type: none"> <li>• Only consequential impacts need be considered for a military ACP;</li> <li>• For trials of 90 days or less, the requirements for noise assessment are the same as for those for temporary airspace changes (CAP 1616, Appendix B, paras B83 to B85;</li> <li>• For trials longer than 90 days (but less than 12 months) and affecting traffic below 7000 feet, CAP 1616, Appendix B, paras B86 to B89 apply;</li> </ul>	<p><b>CAA</b></p>

<ul style="list-style-type: none"> <li>• For trials longer than 90 days, an illustration of noise from day and night flights should be prepared and shared with stakeholders, together with an idea of frequency and altitude of flights; use of operational diagrams was recommended;</li> <li>• Should the Change Sponsor wish to scope out quantitative data, rationale is to be submitted iaw CAP 1616, Appendix B, para B26 (e.g. will not demonstrate a change to output where flights are diverted);</li> <li>• It must be stated if data is available/unavailable for the applicable Class G airspace.</li> <li>• The Change Sponsor should discuss with the CAA what is proportionate for the noise impact statement when the location for the diversion airfield is known.</li> <li>• A qualitative statement is reasonable for airspace to the East of LDA if data is unavailable.</li> </ul> <p><b>Safety Assessment</b> A safety assessment should be included, outlining how the airspace will be managed and contain specific justification as to why a trial is required.</p>	
<p><b>Item 5 – Provisional timescales</b></p> <p>The MOD provided the following timescales for consideration*:</p> <p>Based on AIP publication 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</p> <p>There was some discussion regarding whether the airspace would be promulgated via an AIC or AIP. DAATM SO2 Airspace informed the meeting that NATS indicated a major publication was necessary to enable a system update to airspace above FL 195.</p> <p><b>Action:</b> The CAA will investigate method of publication for trials airspace and obtain clarification.</p> <p><i>* The timeline agreed may become subject to change by the CAA. As outlined in CAP 2541 it is not the CAA's intent to conduct a re-prioritisation of all ACPs currently in progress, but only to prioritise when we believe this is required. Such prioritisation will be conducted on a case-by-case basis and in accordance with the principles outlined in CAP 2541. Should it be considered necessary to reprioritise an ACP a member of the Airspace Regulation team will contact the sponsor directly.</i></p>	<p><b>CAA</b></p>
<p><b>Item 6 – Next steps</b></p> <p>A draft copy of the minutes of this meeting should be sent to the CAA by 19 Sep 2023 for return of comment. A complete version was to be agreed and presented to the CAA, whilst a redacted version was to be placed on the portal by 26 Sep 2023.</p> <p><b>Action:</b> Change Sponsor to provide draft minutes to CAA for internal review by 19 Sep 2023.</p>	<p><b>Change Sponsor</b></p>

<b>Item 7 – Any Other Business</b>  Nil.	
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**ACTIONS ARISING FROM TDA FOR PROTECTOR T&E FLYING AT RAF WADDINGTON  
ASSESSMENT MEETING**

<b>Subject</b>	<b>Name</b>	<b>Action</b>	<b>Deadline</b>
Statement of Need	Change Sponsor	Upload the revised SON to the airspace portal.	
CAP 1616 Update	CAA Technical Regulator	Seek approval to provide the Change Sponsor with details of the draft amendments to CAP 1616 applicable to a trial ACP.	
Timescales	CAA Technical Regulator	Investigate method of publication for trials airspace and obtain clarification.	
Minutes	Change Sponsor	Change Sponsor to provide draft minutes to CAA for internal review by 19 Sep 2023.	

MOD  
ACP Sponsor