

QINETIQ



ACP-2021-12

Enabling Sounding Rocket  
Launch from Spaceport - 1

Stage 3 – CONSULT  
CONSULTATION STRATEGY

5 March 2024

28 pages

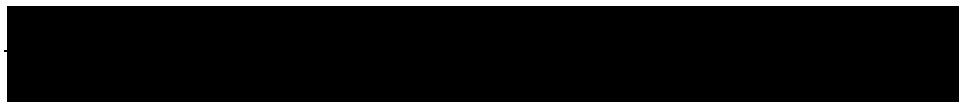
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## Administration Page

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## Executive Summary

This report documents the consultation strategy proposal for Stage 3 of Airspace Change Proposal (ACP)-2021-12, to facilitate the operation of sub-orbital rocket launch from the Spaceport-1 (SP-1) site at Scolpaig, North Uist. This ACP has successfully completed Stage 1 (DEFINE) and Stage 2 (DEVELOP & ASSESS) of the seven stage process defined in Civil Aviation Publication (CAP) 1616; all supporting documentation can be found on the CAA airspace portal. The requirements for Stage 3A are as follows:

- produce a draft Consultation Strategy detailing the scale, nature and timescales of the proposed consultation;
- produce a draft Consultation Document that allows stakeholders – including those with no technical expertise – to understand the potential impact of the proposed changes; and,
- produce an Options Appraisal (Phase II – Full) identifying potential impacts and mapping potentially affected stakeholders.

This document addresses the first requirement: the consultation strategy.

The formal consultation process for the airspace change is separate to that for the planning application for the SP-1 site; both have distinctly different regulator regimes and requirements. It is recognised that a number of the stakeholders will be the same for both processes however, the comments should be kept separate and for this ACP comments and concerns should only focus on the proposed airspace change. Certain documents<sup>1</sup> and evidence associated with the planning process are used in supporting the ACP, these include but are not limited to:

- Environmental Impact Assessment (EIA) by Aquatera Ltd and Western Isles Marine and Environment Ltd on behalf of the SP-1 consortium led by Comhairle nan Eilean Siar (CnES); and,
- Supplementary Environmental Information (SEI) SEI Addendum Report dated January 2023.

This consultation strategy is aimed to reach as many stakeholders as possible and will include:

- the preparation and distribution of a single consultation document that is suitable for all stakeholders to understand and comment upon;
- consult directly with both aviation and non-aviation stakeholders who have already been identified and participated in Stage 1 and Stage 2 of this ACP process;
- consult with the wider local communities through a variety of media;

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<sup>1</sup> These documents are in the public domain and can be found at: <https://cne-siar.gov.uk/home/business/spaceport-1/>



- conduct early local press and media promotional activity;
- facilitate a drop-in event on North Uist;
- Contact members of any stakeholder group who do not respond within the first 3 weeks of the consultation process to remind them of the consultation deadline; and,
- review and analyse consultation responses and complete a consultation feedback report.

The planned key dates and activities are contained in Table 1.

<b>Date</b>	<b>Activity</b>	<b>Remarks</b>
15 Mar 24	CAA CONSULT Gateway	Consultation can only commence following CAA approval at the CONSULT Gateway
20 Mar 24	Commence formal consultation	9½ week period
20 Mar – 24 May 24	FAQ updated on Citizen Space	
10 Apr 24	Sponsor send reminder to stakeholders	
17 Apr 24	Drop in Event	One day event held at Hosta Hall North Uist
7 May 24	Progress Assessment	Evaluation of responses
8 May 24	Sponsor send reminder to stakeholders	
24 May 24	Consultation ends	
27 May 24 – 21 Jun 24	Step 3D – Collect and Review Responses	Based on stakeholder responses the airspace design may need updating – Consultation Report published
8 Aug 24	Formal ACP submission to CAA	Sponsor produces the final airspace proposal report in accordance with CAP 1616

*Table 1: Key dates and activities associated with ACP-2021-12 consultation process*



# 1. Introduction

## 1.1 Background

1.1.1 The report is compiled as part of the ACP process prescribed in CAP 1616 for a permanent airspace change. ACP-2021-12 has been commenced in order to establish segregated airspace to facilitate sub-orbital rocket launch from the Spaceport 1 (SP-1) launch site on the Outer Hebrides as shown in Figure 1, by early 2025.

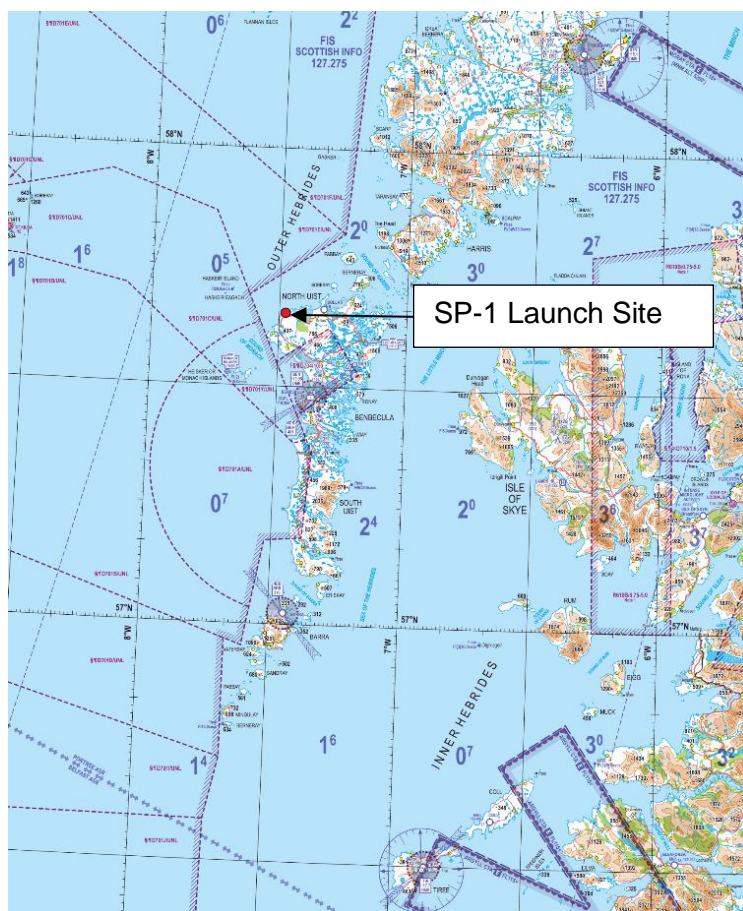


Figure 1: SP-1 Launch site location

1.1.2 The SP 1 project, led by the local council Comhairle nan Eilean Siar (CnES), seeks to develop a vertical launch spaceport at Scolpaig, North Uist. The project is being pursued in support of key local economic development priorities and is strategically aligned with the UK Government's National Space Strategy which seeks to capture a greater share of the growing global space market and create additional jobs in the sector over the next decade. The provision of sub-orbital launch capability is a key component. QinetiQ is the airspace change Sponsor for this proposal, which seeks to secure

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suitable airspace for the safe operation (from launch to splashdown) of sub-orbital sounding rockets operating from the SP-1 launch site at Scolpaig, North Uist.

1.1.3 The main business demand for the SP-1 facility is the operation of sub-orbital sounding rockets. The ACP was de-scoped in September 2022 removing the requirement for orbital small satellite launch rockets. This meant the airspace requirements were significantly reduced and, with the exception of an additional small fillet of segregated airspace around the launch site, existing segregated airspace, namely the D701 complex, could be used as an option.

1.1.4 QinetiQ, as Sponsor, passed the Stage 2 DEVELOP & ASSESS Gateway for ACP-2021-12 on 9th May 2023 and has commenced Stage 3 CONSULT.

## 1.2 Statement of Need (SoN) - Extract

1.2.1 The requirement for an airspace change to support SP-1 sub-orbital rocket launches is captured in the original SoN. To aid understanding, an extract of SoN is included below:

*“Spaceport 1 has been the recipient of local government investment to construct a vertical launch spaceport. Development of the site and future use by operators will generate much needed revenue for local communities. It is envisaged that significant economic return will result from the creation of high quality job opportunities for local residents, direct and indirect financial income and an increase in personnel residing and visiting the area.*

*The location has been carefully selected in order to minimise disruption to the public and airspace users, the latter through the exploitation of the existing Ministry of Defence (MOD) managed Danger Areas known as the Hebrides Range; the EG D701 complex. Using the existing Danger Area complex will enable safe testing of suborbital ‘sounding rockets’. The existing Danger Areas are fully integrated into systems and processes employed by the UK Airspace Management Cell (AMC) and the EUROCONTROL Network Manager enabling harmonised and dynamic planning of the Air Traffic Management (ATM) network. Moreover, it is envisaged that QinetiQ will manage any ‘new’ airspace created under the ACP in exactly the same fashion the Hebrides Range airspace is managed, thereby utilising existing airspace management processes and procedures enabling efficient use of airspace under the Flexible Use of Airspace (FUA) concept. Furthermore, this will facilitate expedient transfer of airspace use from MOD activity to Spaceport operations as well as accommodating short notice changes and, where appropriate, coincident operations.*

*The Spaceport 1 site at Scolpaig currently lies beneath Class G<sup>2</sup> unregulated airspace but is only a few miles from the EG D701 complex. As rocket launch will pose a risk to other airspace users, there is a requirement to safely segregate such activity to minimise risk. This can be achieved through the provision of a small fillet of segregated airspace that provides both adequate protection for the spaceport activities and connects the spaceport with the Hebrides Range Danger Areas.*

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<sup>2</sup> It is noted that although the SP-1 site sits within Class G airspace, the airspace above this, commencing at Flight Level 195 (approximately 19,500 feet), is Class C.





## 2. Consultation Preparation and Engagement to date

### 2.1 Scope and Objectives

2.1.1 The objectives of this consultation strategy must consider the wider government guidance that are underpinned by the Gunning Principles<sup>3</sup>, which set out the legal expectations surrounding formal consultation and related activities. The Gunning Principles for effective consultation are:

- consultation should occur when proposals are at a formative stage;
- the consultation should give sufficient reasons for any proposal to permit intelligent consideration;
- the consultation should allow adequate time for consideration and response; and,
- the product of consultation must be conscientiously taken into account.

### 2.2 CAP 1616 Requirements

2.2.1 CAP 1616 provides the regulatory ACP process and guidance for changing the notified airspace design and where applicable, the planned and permanent redistribution of air traffic.

2.2.2 ACP-2021-12 has successfully completed the first two stages of the ACP process (full details of which can be found on the CAA airspace portal<sup>4</sup>) and is now at Stage 3 of the process, 'CONSULT' (see Figure 2). This is where formal consultation on the proposed airspace change is undertaken. Stages 1 and 2 involved engagement with many potentially affected stakeholders, in particular aviation stakeholders, where their feedback was used to help inform the airspace Design Principles (DPs) and design options. Stage 3 calls for a wider audience to become involved from outside the aviation industry. The formal consultation process for the airspace change is separate to that for the planning application for the SP-1 site; both have distinctly different regulator regimes and requirements. It is recognised that a number of the stakeholders will be the same for both processes however, the comments should be kept separate and for this ACP comments and concerns should only focus on the proposed airspace change. This consultation process forms part of the CAA's regulatory remit and should not be confused with the former planning requirements; this is particularly pertinent to the different environmental requirements set by each regulatory organisation.

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<sup>3</sup> The Gunning Principles set out legal expectations for what constitutes an appropriate consultation, and are named for a court case in the 1980's involving the London Borough of Brent (source: CAP 1616).

<sup>4</sup> [Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view).

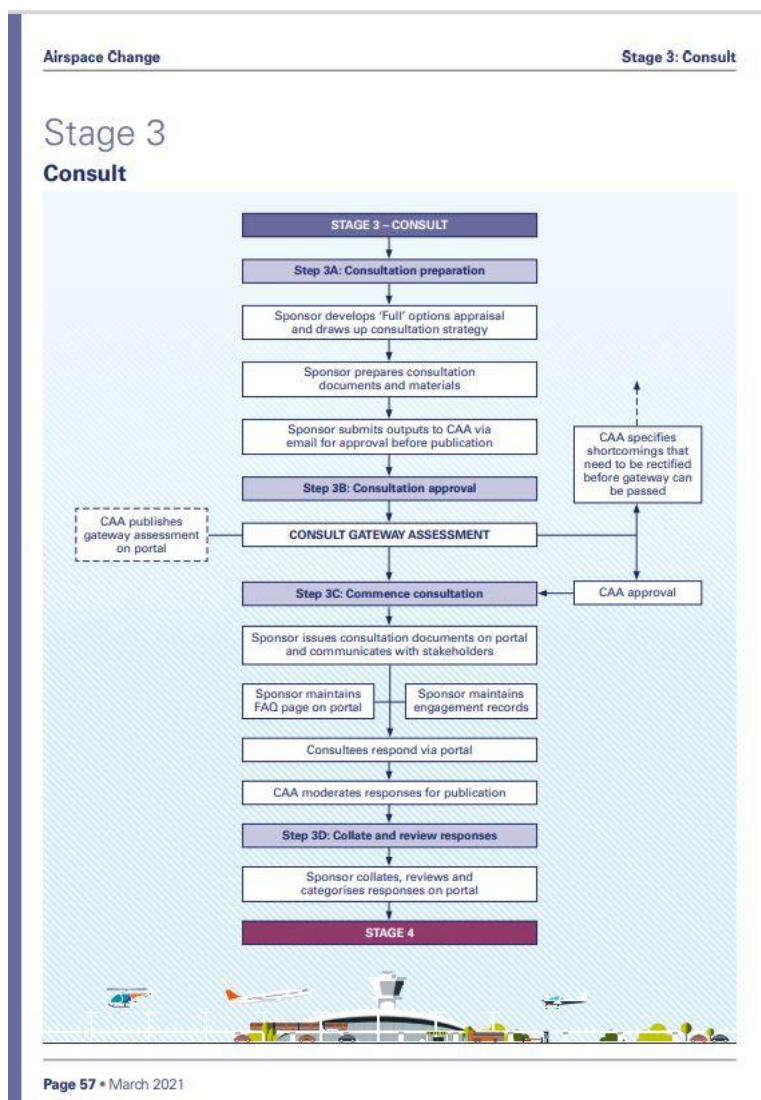


Figure 2: Extract from CAP 1616 fourth<sup>5</sup> edition March 2021 showing the Stage 3 process

2.2.3 During Stage 3 Step 3A, QinetiQ as Sponsor we will be undertaking consultation preparation tasks:

- production of a draft ‘Consultation Strategy’ that includes details on the scale of the consultation (which organisations and individuals will be contacted), the nature of the consultation (how we intend to perform the consultation); and, the timescale for consultation;

<sup>5</sup> It is noted that the fifth edition was effective from the beginning of January 2024 however, as agreed with the CAA, this edition will only apply from Stage 4 onwards.



- production of a draft single 'Consultation Document' that explains the process and helps stakeholders understand the impact the airspace change may have on them; and,
- production of an 'Options Appraisal (Phase II-Full<sup>6</sup>), which will identify potential impacts and potentially affected stakeholders.

2.2.4 This document is the 'Consultation Strategy'.

## 2.3 Previous Engagement

2.3.1 The first formal engagement period during Stage 1 involved sharing the full SoN and draft airspace DPs with a wide range of stakeholders with the main focus being on aviation groups. At this stage the SoN and initial airspace DPs considered the airspace requirements for both sub-orbital sounding rockets and orbital small satellite launch rockets (all vertically launched). Although the planning application for the launch site only considered sub-orbital rocket launch it was initially thought, in the interests of future proofing and the long lead in time to establish a permanent airspace change, to include both orbital and sub-orbital in the airspace change. However, as time progressed and a better understanding of the business demand became apparent, it was evident that the requirement was for sub-orbital launch only. It was also evident that the airspace requirements for the two were distinct with the latter (sub-orbital) far less demanding in terms of airspace volume and specific areas<sup>7</sup>. Key previous engagement activities during Stage 1 are included in Table 2 below:

Stakeholder	Engagement Method	Date Sent	Remarks
NATS	Face to face (F2-F) Meeting PPP	Apr 2019	SP-1 Operations Director presented to NATS explaining use of D701 and potential airspace requirements <sup>8</sup>
	Email	27 Apr 21	Initial ACP contact
	Letter via email	20 May 21	Detailed Response

<sup>6</sup> Options Appraisal Phase I 'Initial', was completed under Stage 2 Step 2B of the ACP process; full details can be found at: [Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view).

<sup>7</sup> Orbital launch necessitates fixed precise trajectories that are predominantly to the North thereby requiring large areas of new segregated airspace, they are also governed by specific launch windows and trajectories. Sub-orbital rockets may be launched using a variety of trajectories, all of which can be contained within existing airspace structures (D701) other than that around the immediate launch site.

<sup>8</sup> This engagement was prior to the ACP process commencing.

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Stakeholder	Engagement Method	Date Sent	Remarks
MOD Defence Airspace & Air Traffic Management (DAATM)	Email exchange PPP	12/16 Nov 20	SP-1 Airspace Requirements
	Email exchange	27 Nov 20	Discussing MOD position
	Various emails	8 Dec 20 – 23 Mar 21	Discussions centred on commercial use of MOD Danger Areas for SP-1
	Letter via email	20 May 21	Email response
Benbecula & Barra Airport – Senior Air Traffic Control Officer (SATCO)	Email & PPP sent detailing basic airspace requirements	9/11 Mar 21	Email exchange various
	Letter via email	20 May 21	Email response
Northern Lighthouse Board (NLB)	Letter via email	20 May 21	Email response
Comhairle nan Eilean Siar	Letter via email	20 May 21	No response
PDG Aviation	Letter via email	20 May 21	No response
Babcock Aviation	Letter via email	20 may 21	Email response (captured Police and air ambulance)
Friends of Scolpaig	Letter via email	7 Sep 21	Stakeholder interest forwarded by North Uist C.Council
	Telephone discussion	8 Sep 21	Email response
Gamma Aviation	Letter via email	20 May 21	No response
2Excel Aviation	Letter via email	20 May 21	Email response
Highlands and Islands Airports Ltd (HIAL) Head Office	Letter via email	20 May 21	No response
Maritime Coastguard Agency (MCA)	Letter via email	20 May 21	Email response (also responded on behalf of Bristow SAR)

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Stakeholder	Engagement Method	Date Sent	Remarks
National Air Traffic Management and Airspace Committee (NATMAC) members	Letter via email	20 May 21	One response, British Microlight Aircraft Association (BMAA) letter
Helicopter operators supporting MCA, police and other emergency services	Letter via email	20 May 21	Email response
Irish Aviation Authority (IAA)	Letter via email	20 May 21	No response
Nature Scotland	Letter via email	24 May 21	No response
Reykjavik ANSP	Letter via email	25 May 21	No response
CnES Planning	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	Declined
Historic Environment Scotland	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	Declined
Marine Scotland Compliance (local fisheries office)	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	No response
Marine Fisheries & Seal Licensing Scotland	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	No response
Meteorological Office	Letter via email	19 Aug 21	Auto response
	WebEx	31 Aug 21	No response
North Uist Community Council	Letter via email	19 Aug 21	Comments received
	WebEx	31 Aug 21	Unable to join
	WebEx	02 Sep 21	Alternative WebEx
	Email exchange	05 Sep 21	Email response following clarification

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Stakeholder	Engagement Method	Date Sent	Remarks
Outer Hebrides IFG	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	No response
Outer Hebrides Natural History Society	Letter via email	7 Sep 21	Stakeholder interest forwarded by North Uist C.Council No response
Royal Society for the Protection of Birds (RSPB)	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	No response
Royal Yachting Association (RYA) Scotland	Letter via email	19 Aug 21	No comment
	WebEx	31 Aug 21	Declined
	Telcon	01 Sep 21	Not Airspace related
Scottish Creel Fishermen's Federation	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	No response
Scottish Fisherman's Federation	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	No response
Scottish Water	Letter via email	19 Aug 21	Standard planning response, not airspace related
Scottish Environment Protection Agency (SEPA)	Letter via email	19 Aug 21	No comment
	WebEx	31 Aug 21	No response
UK Hydrographic Office (UKHO)	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	Declined
Western Isles Fisherman's Association	Letter via email	19 Aug 21	No response
	WebEx	31 Aug 21	No response
UK Airspace Management Cell (AMC UK)	Letter via email	19 Aug 21	Detailed response received

*Table 2: ACP Stage 1 key engagement activities.*



2.3.2 During Stage 2 of the ACP process, the Sponsor reached out to a similar stakeholder list as for Stage 1 (see Table 3) and presented the six airspace design options for solely sub-orbital launch along with the DPs. Stakeholders were requested to provide feedback and conduct an evaluation of the DPs against each option presented option.

Date	Action/Stakeholders Contacted	Notes
11 Oct 22	Engagement material sent to all NATMAC members by email (43)	Feedback response form attached
11 Oct 22	Engagement material sent to 45 <sup>9</sup> other identified stakeholders by email	Feedback response form attached
11 Oct 22	Virtual Teams Meeting held with MOD	Discussed options
18 Oct 22	F-2-f meeting with NATS	Delivered presentation and discussed options
19 Oct 22	UK/Irish ASM meeting attendees	Delivered PPP and discussed options
11 Oct 22 – 9 Nov 22	Formal engagement period	9 responses received of which 6 had no comment on the airspace options
9 Nov 22 – 18 Nov 22	Responding to stakeholder feedback	Sponsor responded to each stakeholder who provided feedback or posed questions
22 Nov 22	Design options report uploaded to CAA airspace portal	
17 Mar 23	Design options report Version 2 uploaded to CAA airspace portal	Amendments made following CAA assessment Gateway

*Table 3: ACP Stage 2 key engagement chronology*

2.3.3 Despite sharing the design options with a wide number of stakeholders (88 in total), only nine responses were received and, from these nine, just three provided feedback, two requested unrelated<sup>10</sup> information and the remainder had no comment. The feedback was limited to the main stakeholders namely, MOD, NATS and HIAL. The feedback included their view on whether the design option met the DPs; this information was used to help inform the DP evaluation and decision to consider three options in Step 2B.

## 2.4 Next Steps

2.4.1 Using the most up-to-date and credible data available, the consultation documents, including the Options Appraisal Phase II (Full), have been developed around the engagement feedback received during Stages 1 and 2 of the ACP process. The consultation documentation has been formed such

<sup>9</sup> Including all those identified in Stage 1.

<sup>10</sup> Unrelated to the airspace design options or DPs. One respondent requested more information on the ACP process and the other wanted to better understand the relationship between the airspace safety volume and ground safety footprint. Details are captured in the Step 2A report at: [Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/air-space-change-proposal-public-view).



that it can be understood by a wide range of audiences and while it is necessary to use certain technical terms to describe the airspace change and issues, these are explained as simply as possible to aid comprehension.

## 3. Consultation Stakeholders

### 3.1 Summary Approach

3.1.1 In creating a comprehensive list of stakeholders the Sponsor has considered all previous 'engagement' stakeholders plus additional representatives who may be impacted by the airspace change or have an interest in or be influenced by the SP-1 activity. It is recognised that there were extensive consultation activities as part of the planning process for the launch site at Scolpaig. It is expected that many of the stakeholders involved in the planning process will be contacted again as part of the ACP process. This way the Sponsor aims to target those 'seldom heard groups' as well as those not directly impacted (positively or negatively) by the airspace change but who nevertheless have an interest. In targeting certain groups the lead point of contact has been identified with the expectation that the information will be cascaded amongst the group such that everyone will have the opportunity to digest the consultation material and provide feedback/questions as appropriate. The consultation feedback questionnaire is contained at Appendix A to this document, an Appendix to the Consultation Document and is available on the CAA Airspace 'Citizen Space' platform.

3.1.2 Critically, the vast majority of the airspace likely to be used by SP-1 rocket launch is over the sea and for this reason a number of maritime organisations are included in the consultation process. It is recognised that despite the small number of dwellings in the immediate area, rocket launch will have an environmental impact in the immediate vicinity and this detail is captured in the Environmental Impact Assessment (EIA) and Supplementary Environmental Information (SEI) developed as part of the planning process, elements of which are used as evidence in this ACP. It should be noted that the EIA and SEI only consider the 'direct' environmental impact caused by rocket launch from the SP-1 site at Scolpaig in accordance with planning and EIA legislation. Capturing the 'indirect' environmental impact is part of the ACP process and requirements of CAP 1616: Not the EIA. The 'indirect' environmental impact focusses on the potential redistribution of air traffic and where this traffic may need to fly additional miles to avoid the rocket hazard area. The latter is captured in detail in the options appraisal phase II (full) report that forms the technical element of the consultation material.

### 3.2 Non-Aviation Stakeholders

3.2.1 **General Public** - In addition to distributing the consultation material via email and having it available on the Citizen Space, CAA airspace portal and Council web-site, the Sponsor and council representatives will be hosting a 'drop in' event at Hosta Hall, North Uist on 17<sup>th</sup> April 2024. Local media and press will also be utilised to promulgate the consultation with focus on encouraging any individual or organisation to submit a response to the consultation.

3.2.2 **Local Area Stakeholders** - Local authorities including council representatives, members of parliament and a number local community' groups are to be contacted during the consultation stage, some of which have been involved in Stage 2 of the process. Additional local area stakeholders have

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been identified by the council, including those involved in the planning process who provided feedback, questions or raised issues and concerns.

**3.2.3 Environmental Organisations** - A number of environmental and conservation organisations have been engaged during Stage 1 and Stage 2 of the process as well as during the planning activity. For completeness, they will be invited to provide further feedback to the formal consultation.

### **3.3 Aviation Stakeholders**

3.3.1 The aviation stakeholders were identified during Stage 1 and 2 of the ACP process and the lists have been updated as described in Section 3, in particular where NATMAC members have since changed.

## **4. Consultation Strategy**

### **4.1 Communication Approach**

4.1.1 It is intended to reach out to all existing stakeholders involved in Stage 1 and Stage 2 of the ACP process and additional stakeholders across the affected area. These additional stakeholders will be identified by using the extensive stakeholder list that was created for the SP-1 launch site planning process. The maximum number of potentially interested parties will be reached through a variety of communication means (email, council web-site with links to both the CAA airspace portal and Citizen Space, social media, TV, radio, council notices and face-to-face at the drop in event).

4.1.2 Local newspapers will feature articles directing readers to the CAA Airspace Portal and Citizen Space platform, how to obtain a hard copy of the questionnaire and how to respond if they have limited or no internet access.

4.1.3 Local radio will also be asked to promote information to direct listeners to the CAA Airspace Portal and Citizen Space platform, how to obtain hard copy of the questionnaire and how to respond if they have limited or no internet access.

4.1.4 The council will arrange for leaflets/flyers to be distributed and displayed in local shops, community buildings with high footfall as appropriate and permitted, explaining how to provide feedback and submission of the questionnaire. Furthermore, details of the drop in event will be advertised in this way.

### **4.2 Consultation Launch**

4.2.1 The consultation will be launched on Wednesday 20<sup>th</sup> March 2024 via the CAA Airspace Portal. Promulgation of the launch will consist of the following activities:

- all stakeholders as listed at Appendix B will be notified via email – a record of communication will be maintained throughout the consultation process; and,

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- a formal press release and public awareness raising will occur from 20<sup>th</sup> March to 24<sup>th</sup> May to local media, utilising local papers/publications, local radio and television, in addition to information on the council web-site and social media. These will contain information about the consultation and will direct interested parties to the CAA Airspace Portal, Citizen Space and public drop in event on North Uist as well as information on how to submit information for those without internet access.

### 4.3 Consultation Period

4.3.1 Consultation will run from launch on Wednesday 20<sup>th</sup> March 2024, completing on Friday 24<sup>th</sup> May 2024. The size of the airspace change is relatively small and all the relevant aviation stakeholders have been fully engaged from the outset of the ACP process. Furthermore, the majority of non-aviation stakeholders have already been engaged during the planning process (although not specifically on the airspace design). Therefore, it is considered proportional to reduce the consultation period from the standard 12 weeks (as per CAP 1616) to 8 weeks as agreed with the CAA. However, recognising that Easter falls within the consultation period it has been decided to extend the consultation to just over 9 weeks.

4.3.2 A number of activities will be held during the consultation period to maintain momentum and encourage feedback thereby maximising exposure to the airspace change; these include:

- **Public Drop in Event Wednesday 17<sup>th</sup> April 2024** – During the SP-1 site planning application process a wide number of stakeholders were engaged and consulted. As many of these stakeholders, especially local participants, are now to be consulted on the airspace change, it is considered that a single drop-in event at Hosta Hall North Uist, is proportionate given the previous engagement and relatively small scale and single focus of the airspace change. The event will be widely publicised using emails, social media and local press and council notices and will be facilitated by the council (SP-1 project lead) with appropriate QinetiQ Subject Matter Experts (SMEs) in attendance. This event will offer an informal opportunity for interested parties to find out more about the airspace change proposal and what it means to them; it will also provide the opportunity to leave formal feedback if required and an opportunity to offer help in submitting a response to the consultation via Citizen Space or the airspace portal<sup>11</sup>.
- **Press/Media Campaign** – This will include press releases and articles to both advertise the drop in event and how to obtain information on the airspace change as well as information on how to respond.
- **Response Reminders** – These will be promoted by email to the stakeholder list at Appendix B.
- **Citizen Space** - To comply with statutory requirements, the ACP 2021-12 Consultation will be presented on the Citizen Space<sup>12</sup> platform from 20<sup>th</sup> March 2024. Appropriate information and documents will be available to the public to maintain transparency and accountability and to offer a facility to obtain feedback. A Feedback Form will be accessible via Citizen Space and

<sup>11</sup> A limited number of hard copy consultation documents will be available at the drop in event.

<sup>12</sup> <https://consultations.airspacechange.co.uk/qinetiq-ltd/spaceport-1-acp-stage-3-consultation>



will be integral to the feedback process; the template Feedback Form is at Appendix A and will also be uploaded to the CAA ACP Portal. Frequently Asked Questions (FAQs) will be developed and uploaded to Citizen Space. This will be a living document and evolve as common queries and themes become apparent from the feedback.

- **Postal Submissions** – Postal submissions can be submitted to the consultation. Furthermore, a paper copy of this Consultation Document including the feedback form will be available on request at the address below. If stakeholders are unable to respond electronically, written responses to the hard copy form at Appendix A may also be submitted to the address below including a stamped addressed envelope if a reply is required. Postal submissions will be uploaded to the CAA ACP Portal alongside any online responses. All stakeholder responses received, regardless of method, will be addressed as part of the ACP Stage 3 process. The consultation postal address will be provided online, within the consultation document and also publicised as part of all press releases. Written survey questionnaires may be sent to the following address:

**For attention of the:  
 SP-1 Airspace Change Manager  
 Comhairle nan Eilean Siar  
 Balivanich Council Offices  
 Isle of Benbecula  
 HS7 5LA**

**4.3.3 Response Management** – Where pertinent, responses that require a reply during the consultation period will be acknowledged and responded to via the same method by which they were received. Categorisation of responses will be in accordance with CAP 1616 Appendix C and uploaded to the CAA ACP Portal.

**4.3.4 Reminders to Stakeholders** – In order to gain maximum feedback, all stakeholders who do not provide a response by early April will be sent a reminder by email and through social media channels; this will be repeated in May before the consultation period closes on 24<sup>th</sup> May 2024.

**4.3.5 Consultation Reassessment** – Progress of the consultation will be reassessed **on 7<sup>th</sup> May 2024**. Evaluation of progress and any consequential adaptations will be established through:

- feedback received from each of the key stakeholder groups;
- evidence of local media publicity;
- attendance numbers at the public drop-in event; and,
- analysis of engagement on Citizen Space.



4.3.6 Should it be considered that stakeholder engagement has been insufficient, or due to unexpected events affecting response submissions, it may be necessary to extend the Consultation Period and conduct additional events. The CAA will be notified and consulted on any significant deviations from the Consultation Strategy stimulated by consultation reassessment.

#### 4.4 Summary of the Key Stages of the Consultation Strategy

Date	Activity	Remarks
15 Mar 24	CAA CONSULT Gateway	Consultation can only commence following CAA approval at the CONSULT Gateway
20 Mar 24	Commence formal consultation	9½ week period
20 Mar – 24 May 24	FAQ updated on Citizen Space	
10 Apr 24	Sponsor send reminder to stakeholders	
17 Apr 24	Drop in Event	One day event held at Hosta Hall North Uist
7 May 24	Progress Assessment	Evaluation of responses
8 May 24	Sponsor send reminder to stakeholders	
24 May 24	Consultation ends	
27 May 24 – 21 Jun 24	Step 3D – Collect and Review Responses	Based on stakeholder responses the airspace design may need updating – Consultation Report published
8 Aug 24	Formal ACP submission to CAA	Sponsor produces the final airspace proposal report in accordance with CAP 1616

*Table 4: Key dates and activities for the consultation strategy*

#### 4.5 Consultation Documentation

4.5.1 The following consultation documentation will be presented for stakeholders to read:

- **Consultation Document.** The main document will be uploaded to the CAA Airspace Portal and 'Citizen Space' platform, this will provide a comprehensive overview of the Stages of the ACP process completed to date with a breakdown of the airspace options, evaluation and how the preferred option was selected. The document will also provide the rationale for the airspace change and what it may mean for different interested parties. This document will use the minimum of technical terms to enable ease of understanding for the non-aviation community.
- **Frequently Asked Questions (FAQ)** – A FAQ section will be facilitated on the government's 'Citizen Space' with the aim of answering aviation-related questions as well as wider general themes received from past engagement periods and any new developments. This is a standalone document that will be continuously updated as necessary throughout the consultation period.
- **Full Options Appraisal** – As part of Stage 3 Step 3A, the Sponsor is required to produce an Airspace Options Appraisal Phase II (Full); this document provides technical detail on the

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airspace options taken forward during Stage 2 and contains evidence and analysis to support the justification behind selection of the preferred airspace solution. This document can be found at: [Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view)

## 5. Post Consultation & Next Steps

### 5.1 Collate and Review Responses

5.1.1 On completion of consultation the Change Sponsor will review all responses and categorise them for analysis. Responses will be categorised into those directly relating to the ACP and those that provide more general feedback. All original responses will be analysed and collated into a consultation report and sent to the CAA with a redacted version uploaded to the CAA ACP Portal (including raw data).

### 5.2 Stage 4 – Update and Submit

5.2.1 The Change Sponsor will consider whether, in light of feedback received during consultation, the airspace design options need significant re-design that would warrant further consultation with stakeholders. Provided additional consultation is not required, the Sponsor will begin to draft the final submission to the CAA as part of ACP Stage 4. The CAA will then complete a full document review and consider the final submission during Stage 5.

5.2.2 It should be noted that should the airspace change be successful and approved for implementation at Stage 5 and Stage 6 of the process, there follows a post implementation review at Stage 7 (circa 12 months after implementation). If it is discovered that the airspace change has not met the objectives it was designed to achieve, or the impacts are not as predicted, then it may be necessary to redesign the airspace. A further period of assessment is followed and if the redesign still does not meet the objectives/expected impacts, the CAA makes the decision whether to retain the original design or to reverse implementation of the design and require a whole new ACP.



## Appendix A – Consultation Feedback Form

This form is a print copy of the online Consultation Feedback Form that will be distributed to stakeholders on request.

### Enabling Sub-orbital Sounding Rocket launch from Scolpaig

#### Overview

The aim of this consultation is to seek stakeholder views on the introduction of a change in designation of airspace in the vicinity of Scolpaig, North Uist.

There is a requirement to launch sub-orbital sounding rockets from Scolpaig into the adjacent MOD Hebrides Range Danger Areas from 2025. Airspace change is necessary to ensure safety of other airspace users, protecting them from the hazards associated with rocket launch operations and to protect SP-1 ground personnel.

The purpose of this consultation is for all stakeholders to respond effectively to the information provided. The questionnaire will assist in gathering and considering opinions and information from relevant stakeholders regarding the potential impact of this Airspace Change Proposal (ACP).

The methodology of this consultation is summarised in the Consultation Strategy, which can be read in conjunction with the Consultation Document and the Full Options Appraisal, which assesses the costs, benefits, and potential environmental impacts of the airspace change.

The consultation period is from 20<sup>th</sup> March 2024 to 24<sup>th</sup> May 2024: Once consultation has ended, all feedback will be considered for the final design proposal. The final design proposal may evolve from that described in the Consultation Document, subject to stakeholder input.

At this stage of the airspace change process nothing is yet finalised. We would therefore like to have your feedback on this proposal (ACP-2021-12). Your feedback is a critical part of the airspace change process and is important to us as it will help inform the final airspace design and associated operating procedures.



1. What is your name? (required)

2. What is your email address (by entering your email address you will receive an acknowledgement email) (required)

3. Please enter your post code (most relevant to your response e.g. home / work / organisation etc) (required)

4. Are you responding as an individual or do you represent an organisation? (Please select one) (required)

Individual

Organisation

5. Name of organisation (if applicable)



6. If you are responding on behalf of an organisation, what is your position/title?

7. Do you support the proposed airspace change proposal? Please range response below (Please select only one) (required)

Strongly support

Support

Neutral

Object

Strongly object

8. If you support this proposal, please provide any alterations that would further improve it for you.





9. If you oppose this proposal, please explain why.

10. While ensuring SP-1 has the necessary airspace to safely enable sub-orbital rocket launch the Sponsor is keen to minimise the impact on other airspace users. Can you suggest any mitigation or alterations that would resolve your opposition whilst achieving this?

11. Are there any other general considerations that you would like the Sponsor to consider in relation to this airspace change proposal?



12. In accordance with the UK Civil Aviation Authority's CAP 1616 (Airspace Design), consultation responses will be published on Citizen Space via the Airspace Change Portal. Responses will be subject to moderation by the Civil Aviation Authority (CAA). If you wish your response to be published anonymously, please indicate below and your personal details (Name, Address & Position) will be redacted and only be seen by the CAA. (Please select only one) **(Required)**

Publish Response

Publish Response Anonymously



## Appendix B – Stakeholder List & Media Contacts

Aviation Stakeholders	Other Stakeholders
<p>2Excel Aviation  Aircraft Owners and Pilots Association (AOPA)  Airfield Operators Group (AOG)  Airlines UK  AirNav Ireland  Airport Operators Association (AOA)  Airspace Change Organising Group (ACOG)  Airspace4All  Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)  Aviation Environment Federation (AEF)  Babcock Aviation  BAe Systems  Benbecula and Barra Airport ATC  Bristow Helicopters  British Airline Pilots Association (BALPA)  British Airways (BA)  British Balloon and Airship Club  British Business and General Aviation Association (BBGA)  British Gliding Association (BGA)  British Hang Gliding and Paragliding Association (BHPA)  British Helicopter Association (BHA)  British Microlight Aircraft Association (BMAA)  British Model Flying Association (BMFA)  British Skydiving  Drone Major  Gama Aviation  General Aviation Alliance (GAA)  General Aviation Safety Council (GASCo)  Guild of Air Traffic Control Officers (GATCO)  Heavy Airlines  Helicopter Club of Great Britain (HCGB)  Highlands and Islands Airports Ltd (HIAL)  HM Maritime Coastguard Agency (MCA)  Honourable Company of Air Pilots (HCAP)  Iprosurv  Isle of Man CAA  Light Aircraft Association (LAA)  LAA Highlands Strut  Loganair  Low Fare Airlines  Military Aviation Authority (MAA)</p>	<p><b>Potentially Impacted:</b>  CnES Planning  CnES Emergency Planning Group  Community Land Outer Hebrides  Fisheries Management Scotland  Friends of Scolpaig  Highlands &amp; Islands Enterprise Innse Gall (HIE)  Historic Environment Scotland  Marine Fisheries &amp; Seal Licensing Scotland  Marine Scotland Compliance (local fisheries office)  Marine Scotland MSLOT  Met Office  National Trust for Scotland Western Isles  Nature Scotland  North Uist Community Council  North Uist Development Company  North Uist Estate  Outer Hebrides IFG  Outer Hebrides Natural History Society  Planning North SEPA  RSPB  RYA  Scottish Creel Fishermen’s Federation  Scottish Fishermen’s Federation  Scottish Government Rural Payments &amp; Inspectorate Division (SGRPID)  Scottish Water  Sealladh Hiort/St Kilda view point centre  Sporsnis  Storas Uibhist  Uist Council of Voluntary Organisations  UKHO  Western Isles Fishermen's Association</p> <p><b>Interested Parties:</b>  Alasdair Allan MSP  All councillors CnES  All Community Councils, Outer Hebrides  Am Paipear  Angus Brendan Macneil MP  Western Isles Constituency Labour Party  Western isles Liberal Democrats</p>



<p>Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)                  NATS                  Navy Command HQ                  Northern Lighthouse Board (NLB)                  PDG Aviation Services                  PPL/IR (Europe)                  Reykjavik ANSP                  SaxaVord Spaceport                  Sollas Fly In Coordinator                  UK Airprox Board (UKAB)                  UK AMC                  UK Irish Airspace Management stakeholder group                  UK Flight Safety Committee (UKFSC)                  UK Irish Airspace Management stakeholder group                  United States Air Force Europe (3rd Air Force- Directorate of Flying (USAFE (3rd AF-DOF))</p>	
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Media Organisations/Contacts:	
<p>BBC – ██████████                  BBC – Inverness news                  BBC – Coinneach                  BBC – naidheachd                  BBC – ██████████                  BBC – ██████████                  BBC – ██████████                  BBC – ██████████                  BBC – ██████████                  BBC – ██████████                  ██████████                  ██████████ – Heb Press                  ██████████ – Stornoway Gazette                  ██████████ – Island news and advertiser                  ██████████ – Isle of Harris</p>	<p>Events/we love Stornoway                  Events                  ██████████ – Guth news                  Hebrides News                  ██████████ – News outlet                  Isles FM – Radio news                  Oban Times                  Press and Journal – News desk                  Stornoway Gazette                  STV – ██████████                  STV – ██████████                  STV – ██████████                  Third Sector Hebrides                  Western Isles Free Press                  Western Isles News Agency Ltd</p>