

Dear Change Sponsor,

I am writing to you today in relation the Airspace Change Proposal (ACP) titled 'RPAS operations to/from a nominated diversion airfield' (ACP-2023-022). The ACP was approved on the 14th March for submission to AIS for notification-only whilst the assessment and the decision on the ACP continued. I can now confirm that the decision by the CAA is to approve, for implementation only at this stage, the proposed Danger Areas, pending the completion of the following approval conditions:

- **Condition 1:** The proposed airspace structures are approved for implementation only. Approval for activation will only be granted by the CAA on receipt and approval of finalised and signed copies of the required LoAs.
- **Condition 2:** The proposed airspace structures are approved for implementation only. The Sponsor is required to provide confirmation of compliance with SARG Policy 133: Policy for the Establishment and Operation of Special Use Airspace dated 12th February 2024, along with evidence of agreement between MOD and NATS that no additional safety buffers are required and that appropriate procedures will be in place to manage the vertical interaction between the proposed SUA and the class C airspace that adjoins above. Approval for activation of the proposed SUA will only be granted by the CAA on receipt and approval of this evidence.
- **Recommendation 1:** A consequential impact of activation of the proposed DAs and their proximity to EGD208 could increase the funnelling effect currently experienced between the RAF Marham MATZ and EGD208. While this effect is expected to be minimal, it is recommended that LARS is made available at all times when the DAs are active in order to provide additional mitigation.

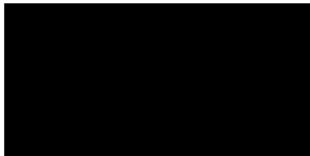
In addition to the above listed conditions and recommendations, if the ACP is approved for activation, the Sponsor will be provided with a copy of the Stage 7 PIR Data Request Form to use as a guide to the data that will be required to inform the PIR. The following points will be of particular interest and should be included within the Sponsors PIR submission:

- Record of activation data for the DAs, including publication details of NOTAM, time of activation, duration and intended activity.
- Record of occurrences of any airspace activation period that is subsequently unused, including duration of activation prior to cancellation and reasons for cancellation, ie weather, air system unserviceability, etc. **NB:** This detail will only be required on occasions the airspace is planned to be used, ie to support PD training, and the planned usage does not take place; no such record is required when activated purely as a nominated diversion to support Protector operations.
- Record of use of the DAs by Protector, including reason for use and whether a planned or unplanned use.
- Requests for the use of the SUACS, supported and unsupported, with reasoning if unsupported. **NB:** GA are currently only required to request entry into the ATZ and can cross the MATZ without seeking approval if they remain clear of the ATZ. As such, it is expected that the DAs should only restrict similar access when occupied by Protector. Therefore, sufficient explanation of unsupported DACS requests, not attributable to the presence of Protector, will be required to justify the SUACS refusal.
- Detailed record of any and all inadvertent excursions from the DAs by Protector.

- Detailed records of any and all unauthorised incursions of the DAs.
- Should approval for dispensation from SARG Policy 133 be identified as a requirement and approved, a report will be required to indicate compliance with the dispensation criteria, to include detailed records of any and all deviations from that dispensation.
- Number, type and altitude of aircraft re-routing around and overhead.
- Location of where re-routed aircraft operate.

If you have any questions regarding the contents of this letter, please contact me as your Account Manager in the first instance.

Kind regards,



Airspace Change Account Manager
Airspace, ATM and Aerodromes
Civil Aviation Authority