



**ACP-2024-028**

**GATEWAY DOCUMENTATION:**

**Appendix 1 – ACP-2024-028 Raw Engagement Evidence**

**SUPPORTING STAGE 1 DEFINE**

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**Subject:** ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

**Importance:** Normal

**Sensitivity:** None

**Attachments:** [message.rpmsg](#);

**Archived:** 04 December 2025 11:18:55

Sent 1, October 2025 18:34  
Cc Airspace Change 2  
Subject ACP-2024-028:Airspace to\_enable\_FtPAS CalibrationStage1\_Engagement  
Attachments: ACP-2024-028-Stage 1\_Engagement Letter.docx; ACP-2024-028  
\_Stage\_One\_Current\_Day Scenario-V1.0docx

Dear stakeholder

You have been identified as a key for an Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR). which is being sponsored by the Ministry of Defence (MOD). This change under the identification number ACP-2024-028, proposes to establish a volume of airspace centred on a ground-based target. which will enable a large Remotely Piloted Air System (RPAS). Protector RG Mk1. to continue essential trials, data collection and calibration This airspace change is being managed under the ACP process as outlined in CA P ^.:S1;

Feedback may have already been provided by you for the proposed Temporary Danger Area at Holbeach AWR under ACP-20244W: Although the potentially affected area of **ACP-2024-028** is in the same location. this proposal aims to implement an **enduring air space solution**, and must be submitted as a separate application to the CAA. The CAA airspace change process. together with the Protector programme timescales. dictates that some processes for both proposals will run concurrently or in close succession. This letter is part of the first stage of the airspace change proposal to establish the **bnn-term solution** (ACP-2024-028)

Full details of this ACP are included in the attached engagement letter.(also uploaded today to the CAA ACP Portal at ACP-2024-028 Stem? i En Oa Oen. ent Letter (scroll down the page to 'Documents for this Proposal)) The letter explains the rationale behind the proposal and contains details of the suggested design principles against which the assessment and progression of all airspace change options will be measured. Also attached and available on the portal is a Current Day Scenario' to offer context for all stakeholders.

**Should you wish to comment on either document, please do so via email to the Airspace Change Manager at [airspacechange@qinetiq.com](mailto:airspacechange@qinetiq.com).**

Feedback is welcome in any written form the address at the top of the engagement letter will periodically be monitored for hard copy responses

The Change Sponsor has elected to run this engagement for a duration of 4 weeks Therefore stakeholders are requested to return feedback by cease work on **Friday 14 November 2025.**

**Airspace Change Manager**

**QINETIQ**

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M

Archived: 04 December 2025 11:12:20

Sent: 20 November 2025 10:35:41

Subject: RE: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

Importance: Normal

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Hi

No feedback from Norwich.

Regards,

Sensitivity: None

From:

Sent: 17 October 2025 18:34

Cc: Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

Subject: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

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UK OFFICIAL

Dear stakeholder,

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Feedback may have already been provided by you for the proposed Temporary Danger Area at Holbeach AWR under [ACP-2024-014](#). Although the potentially affected area of **ACP-2024-028** is in the same location, this proposal aims to implement an **enduring airspace solution**, and must be submitted as a separate application to the CAA. The CAA airspace change process, together with the Protector programme timescales, dictates that some processes for both proposals will run concurrently or in close succession. This letter is part of the first stage of the airspace change proposal to establish the **long-term solution** ([ACP-2024-028](#))

Full details of this ACP are included in the attached engagement letter,(also uploaded today to the CAA ACP Portal at: [ACP-2024-028 Stage 1 Engagement Letter](#) (scroll down the page to 'Documents for this Proposal')). The letter explains the rationale behind the proposal and contains details of the suggested design principles

against which the assessment and progression of all airspace change options will be measured. Also attached and available on the portal is a 'Current Day Scenario', to offer context for all stakeholders.

**Should you wish to comment on either document, please do so via email to the Airspace Change Manager at [airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com).**

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The Change Sponsor has elected to run this engagement for a duration of 4 weeks. Therefore, stakeholders are requested to return feedback by cease work on **Friday 14 November 2025**.

Airspace Change Manager



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**Archived:** 04 December 2025 11:08:16

**From:**

**Mail received time:** Fri, 7 Nov 2025 15:58:50

**Sent:** 07 November 2025 15:58:52

**To:** [Airspace Change 2](#)

**Subject:** Planning Decision - H06-1024-25; Applicant: Ministry of Defence; Location: Holbeach Air Weapons Range (AWR)

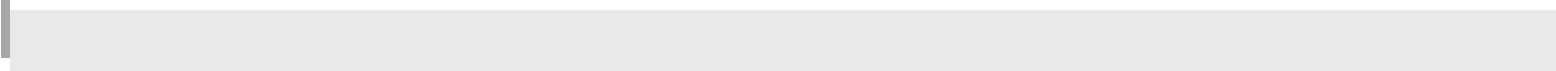
**Importance:** Normal

**Sensitivity:** None

**Attachments:**

[H06\\_1024\\_25202511071546551049.pdf](#)

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Please find attached the planning decision in relation to the above application.



Ministry of Defence  
Headquarters Air Command  
Room 1w27, Spitfire Block  
Royal Air Force  
High Wycombe  
HP14 4UE

Council Offices  
Priory Road  
Spalding  
Lincolnshire  
PE11 2XE  
Admin  
DC Officers

[planningadvice@sholland.gov.uk](mailto:planningadvice@sholland.gov.uk)  
[www.sholland.gov.uk](http://www.sholland.gov.uk)

## TOWN AND COUNTRY PLANNING ACT 1990

**Reference:** H06-1024-25 **Date of Decision:** 7th November 2025  
**Applicant:** Ministry of Defence  
Headquarters Air Command  
Room 1w27, Spitfire Block  
Royal Air Force  
High Wycombe  
HP14 4UE  
**Location:** Holbeach Air Weapons Range (Awr) Durhams Road Gedney Spalding  
**Description:** Airspace Change Proposal

**South Holland District Council has considered the proposal and has no objections, subject to any of the conditions set out below.**

### Notes:

The Local Planning Authority have no objections to the proposal.

### Proposal

This is a consultation response in relation to an Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR). The change proposes to establish a volume of airspace centred on a ground-based target to enable a large Remotely Piloted Air System to continue essential trials, data collection and calibration.

Protector RG Mk1 is the Royal Air Force's Remotely Piloted Air System operating Beyond Visual Line of Sight and is required to undertake activity utilising a specific ground-based target which is limited to only two existing Danger Areas within the UK. In order to accommodate Protectors activity, a volume of segregated airspace is needed to be introduced adjacent to and potentially overlapping the airspace currently available at

Holbeach AWR.

This site is the preferred location for Protector to be used due to its geographical location and the requisite ground-based equipment in-situ, due to issues with the existing Danger Areas, an additional volume of airspace is proposed to enable flexible and efficient short periods of utilisation. Additional airspace is required due to it being unable to operate within the current lateral boundary as set out by the Military Aviation Authority.

### **Site Description**

The AWR operates in the sea bed of The Wash Site of Special Scientific Interest (SSSI). A Habitats Regulation Assessment (HRA) was submitted to the Marine Management Organisation (MMO) to ensure that the flora and fauna of this habitat was protected from the impacts of the proposal.

### **Consultation Responses**

The Local Planning Authority have been informed of this change due to the changes to UK airspace being legally required to follow the process within the CAP1616. This ensures a 'fair and transparent flow of information between the Change Sponsor and any affected stakeholders... It also ensures that changes are not arbitrarily applied without full engagement and formal consultation'. As an affected stakeholder, the Local Planning Authority are required to provide comment.

The current-day scenario identified within 'Appendix 1 - Current Day Scenario' raises no cause for concern to the LPA to raise an objection and the works do not necessarily meet the definition of 'development' within the Town and Country Planning Act 1990. The LPA therefore have no objections to the the airspace change proposal.

[REDACTED]

[REDACTED]

**South Holland District Council**

### **BUILDING REGULATIONS:**

This decision refers only to planning permission as granted under the Town and Country Planning Act 1990. The works that you are proposing may also require Building Regulations and this planning permission does not give authority under Building Regulations to commence work. Please contact the Building Control team for further information on [REDACTED] or [REDACTED]

### **BUILDING REGULATIONS 2010:**

The plans given approval as part of this application, may require the provision of additional information or amendment to show compliance the relevant requirements of the Building Regulations 2010. Typical circumstances include, highly glazed extensions achieving compliance with requirement L1 (Conservation of fuel and power) which may influence the areas of glazed elements/

building elevations, or requirement B1 (Means of warning and escape) which may influence an internal layout for fire safety purposes. Please contact the Building Control team for further information on [REDACTED] or [REDACTED]

## RIGHTS OF APPEAL

### Appeals to the Secretary of State

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or grant consent subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990 or Section 20 of the Planning (Listed Building and Conservation Areas) Act 1990.

### Timescales for appealing

The deadlines for appeals are calculated from the **date of decision** and are as follows for the types of applications below:

<b>12 Weeks</b>	<b>6 Months</b>	<b>8 Weeks</b>
Householder Applications	Planning Permission	Consent to Display Adverts
Minor Commercial Development	Listed Building Consent	
Agricultural Determinations	Other Prior Approval Applications	
Householder Prior Approval Applications		

<https://www.gov.uk/appeal-householder-planning-decision>

<https://www.gov.uk/appeal-planning-decision>

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planning [inspectorate.gov.uk](https://www.gov.uk/planning-inspectorate)) at least 10 days before submitting the appeal. Further details are on [GOV.UK](https://www.gov.uk).

### Enforcement Notices

If an enforcement notice was served prior to the planning application being determined then the deadline for appealing is 28 days from the date of the **planning refusal**.

If an enforcement notice is served after the planning application is determined then the deadline for appealing is 28 days from the date of the **enforcement notice** OR **the timescales stated above for each application type** from the date of the planning refusal - whichever is sooner.

Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: [REDACTED].

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in

giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under the order.

### **Purchase Notices**

If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grant it subject to conditions the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of the Part VI of the Town and Country Planning Act 1990 or Section 32 of the Planning (Listed Building and Conservation Areas) Act 1990.

### **Compensation**

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him.

These circumstances are set out in Section 114 and related provisions of the Town and Country Planning Act 1990 and Section 27 of the Planning (Listed Building and Conservation Areas) Act 1990.

Archived: 04 December 2025 11:12:26

From: [Airspace Change 2](#)

Sent: Tue, 11 Nov 2025 15:19:11

To: [REDACTED]

Bcc: [REDACTED]

Subject: RE: 20251107 // ACP-2024-028 // Stage 1 Engagement // Airspace to enable RPAS Calibration

Importance: Normal

Sensitivity: None

Attachments:

[image001.png](#)

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Good afternoon [REDACTED]

Firstly, thank you very much for your email with your response to our engagement for Stage 1 of AC P-2024-028.

At this stage of the process, we are unable to 'solutionise' the design(s) which will be assessed and engaged on in Stage 2 and then consulted on during Stage 3. However, running separately to this change is a Temporary Airspace Change (ACP-2024-014) which is looking to establish temporary airspace for an immediate requirement. Although that airspace change does not predetermine the output and decision of this ACP, it may provide evidence to help the Design Options of this ACP during Stage 2. That ACP is due for submission in early December, and the final design is still being proposed, however I will forward your details to my colleague to whom can inform you on that process and associated proposed designs. Although at this stage we are required to only focus on the current day scenario and our design principles, your comments have been taken onboard, and we will keep record of these as we progress through the airspace change process. So, in short and to reassure you, for ACP-2024-028, there are currently no designs proposals relating to this change at this stage and although the Airspace Change Portal demonstrates the 'potentially affected area', it is not a formalised design. Looking forward however, we will be ensuring any design takes into account all our stakeholders, of course including General Aviation aircraft. This may include reduced areas over land, segmentation airspace, ATS provision etc but will be confirmed at later stages through this process.

With regards to your question regarding activation by NOTAM, we will ensure that the airspace operates under Flexible Use of Airspace methodology, and it is our intention to operate any design similarly to those already implemented for Protector at RAF Waddington and Marham, both of which that are activated by NOTAM.

Hopefully this email answers your questions, however, please do get in contact if you have additional questions. In addition, we look forward to engaging and consulting with you throughout the airspace change process.

Kind regards,

**Airspace Change Manager**

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---

From: [REDACTED]

Sent:

07 November 2025 21:47

To: Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

**Subject:** RE: 20251107 // ACP-2024-028 // Stage 1 Engagement // Airspace to enable RPAS Calibration

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Dear Airspace Change Team,

I am writing in response to ACP-2024-028 regarding the proposed extension of Danger Area EG D207 at RAF Holbeach to support operations by the Protector RG Mk1.

As both the owner of a private aircraft based at East Winch and the operator of a flying school at Felthorpe, I appreciate the need for appropriate training airspace for emerging platforms such as Protector. I support the proposal in principle and welcome the assurance that the additional airspace will only be activated for short periods when the ground-based target is in use.

However, I would like to raise a concern regarding the southwestern extent of the proposed extension. Our students regularly conduct solo cross-country flights from Felthorpe to Boston Airfield, typically routing through the corridor between the current Holbeach Danger Area and Fenland's ATZ. The proposed extension appears to narrow this corridor significantly, creating a potential pinch point that could either push traffic closer to the Danger Area boundary or into proximity with Fenland's ATZ.

Could you clarify whether the extension needs to reach as far inland as currently proposed, or whether a more seaward boundary might still meet operational requirements while preserving more flexibility for GA routing?

Additionally, while the proposal states that "the additional airspace will only be activated for short periods when Protector is required to use the ground-based target," I would be grateful if you could confirm that activation will be by NOTAM only, and provide an indication of the projected frequency and duration of such activations. It would also be helpful to understand what minimum notice period will be given prior to activation, as we often plan student cross-country flights up to a week in advance. This information would greatly assist in maintaining safe and predictable routing for training operations.

Thank you for the opportunity to comment. I look forward to your response and to continued safe integration of military and civilian airspace use.

Many thanks

[REDACTED]

[REDACTED]

Felthorpe Airfield

**Get Your Wings Ltd**

Web:

[REDACTED]

[www.getyourwings.co.uk](http://www.getyourwings.co.uk)

Mobil: email:

**From:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

**Sent:** 07 November 2025 16:12

**To:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

**Subject:** 20251107 // ACP-2024-028 // Stage 1 Engagement // Airspace to enable RPAS Calibration

UK OFFICIAL

Dear Stakeholder,

We previously wrote to you on 17 October 2025 regarding a permanent Airspace Change Proposal (ACP) in the vicinity

of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD).

This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to meet regulatory requirements whilst conducting required activity. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

As part of Stage 1 of the CAP 1616 process, the Change Sponsor is required to engage with stakeholders to provide opportunity for comment on the assessment of the current day scenario, as well as the airspace Design Principles. These were presented in the email sent on 17 October 2025, which we hope you have been able to review. To assist in your feedback, these documents are attached again. As the engagement period concludes on Friday 14 November 2025, please accept this email as a reminder to provide your observations.

At this stage, the focus is only the current day scenario and design principles, and not the potential airspace designs, nor that of ACP-2024-014 (currently in progress for a temporary change at D207, Holbeach). As this permanent airspace change progresses, you will be engaged (Stage 2) and then consulted on (Stage 3) on the potential airspace design options.

If you do have feedback relating to the current day scenario and/or the design principles, **please provide your comments by return of email before Friday 14 November 2025**. If you do not have any feedback, it would also be greatly appreciated if you could respond to highlight this.

Many thanks,

Airspace Change Manager

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**Archived:** 04 December 2025 11:12:32

**From:** [Airspace Change 2](#)



**Sent:** Wed, 12 Nov 2025 14:33:56


**To:**

**Subject:** RE: ACP-2024-028:Airspace\_to\_enable\_RPAS\_C alibrationStage1\_Engagement

**Importance:** Normal

**Sensitivity:** None

**Attachments:**

[image007.png](#);  
[image008.png](#);  
[image009.png](#); ,  
[image010.png](#);  
[image011.png](#);  
[image012.png](#); [image013.png](#);

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Good afternoon

Firstly, thank you very much for your email with your response to our engagement for Stage 1 of ACP-2024-028.

With regards to your first point, as you are likely aware, the Change Sponsor is also in the latter stages of an ACP for a temporary airspace change whilst concurrently progressing this permanent solution. All Change Sponsors must adhere to the CAP 1616 process, which may necessitate an overlap and duplication in engagement for the same airspace location. Discussions have commenced with the regulator to consider a more efficient procedure in these circumstances.

As you suggest, the MoD is working alongside both civil and military regulators to produce a long-term

- strategy for Protector, which when complete, may be published in the appropriate environment (e.g. via NATMAC). As Airspace Change Managers are not sighted on NATMAC agendas, it is recommended this is raised at the next meeting to ensure all affected stakeholders are informed and if appropriate, may contribute to the discussion.

- 

Regarding your query on the Airspace Modernisation Strategy (AMS), the Change Sponsor takes into account key strategic objectives defined in [CAP1711 2023-2040 Part 1](#):

- \* 'Safety' is at the core of ACP-2024-028. The airspace adheres to regulatory requirements for the specific activities conducted within; the Change Sponsor will also ensure the highest level of aviation safety is met in the design options and associated procedures.

\* The purpose of this airspace change applies to 'the integration of diverse users', specifically in terms of military and RPAS air systems enablement, whilst incorporating current rules of the air and flexible procedures to satisfy the requirements of operators and owners of all classes of aircraft, wherever possible.

\* The Change Sponsor has also applied 'environmental sustainability' principles. In doing so, the interests of all affected airspace users are taken into account (particularly in terms of a design and any associated procedures) to minimise the impact of fuel burn and noise due to re-routing of affected airspace users.

Whilst BVLoS operations aim to extent outside of segregated airspace and integrate via the AMS and other technological mechanisms, some activities will still require segregation such as those activities listed as Danger Area activity descriptors found within ENR 5.1 of the AIP.

Your feedback will be evidenced to the CAA at the Stage 1 submission, and you will be contacted again for comment at the next engagement activity; Stage 2 – Develop and Assess. Should you have any further queries,

please do not hesitate to contact the undersigned.

**Airspace Change Manager**

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Thanks for engaging. Just two comments at this stage.

1. This appears to be another MOD ACP where an airspace change is proposed and established, which is then followed by a further, related, airspace change which is effectively a given. Our concern is that MOD does not appear to consistently present the full 'end game' picture when it applies for an ACP. The challenge is of course that consultees to the first ACP in these cases are not sighted on the ultimate impact of MoD's longer term airspace change plans which emerge in a subsequent ACP.
2. We'd be interested to understand how the proposal 'supports the Airspace Modernisation Strategy'.

Kind regards

BGA

---

**From:** [REDACTED]  
**Sent:** Friday, October 17, 2025 6:34 PM  
**Cc:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>  
**Subject:** ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

UK OFFICIAL

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under [ACP-2024-014](#): Although the potentially affected area of **ACP-2024-028** is in the same location, this proposal aims to implement an **enduring airspace solution**, and must be submitted as a separate application to the CAA. The CAA airspace change process, together with the Protector programme timescales, dictates that some processes for both proposals will run concurrently or in close succession. This letter is part of the first stage of the airspace change proposal to establish the **long-term solution** ([ACP-2024-028](#))

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Feedback is welcome in any written form; the address at the top of the engagement letter will periodically be monitored for hard copy responses.

The Change Sponsor has elected to run this engagement for a duration of 4 weeks. Therefore, stakeholders are requested to return feedback by cease work on **Friday 14 November 2025**.

Airspace Change Manager

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Archived: 04 December 2025 11:12:42

From: [Airspace Change 2](#)

Mail received time: Tue, 11 Nov 2025 15:30:27

Sent: Tue, 11 Nov 2025 15:30:20

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: 20251107 // ACP-2024-028 // Stage 1 Engagement // Airspace to enable RPAS Calibration

Importance: Normal

Sensitivity: None

Attachments:

[image001.png](#); [image002.png](#); [image003.png](#);

---

UK OFFICIAL

[REDACTED], good afternoon,

Firstly, thank you very much for your email with your response to our engagement for Stage 1 of ACP-2024-028.

At this stage of the process, we are unable to 'solutionise' the design(s) which will be assessed and engaged on in Stage 2 and then consulted on during Stage 3. At this stage of the process, we are required to only focus on the current day scenario and our design principles however your comments have been taken onboard, and we will keep record of these as we progress through the airspace change process. As we progress through the CAP1616 process, we will engage with you, and our wider stakeholders, on the design options at Stage 2 and will formally consult with all at Stage 3. In response to your point on provisions of SUACS, Design Principle 3 focus' on accessibility to other airspace users, thus reducing any impact to airspace users, such as yourselves.

Hopefully this email responds to your point raised, however, please do get in contact if you have additional questions. In addition, we look forward to engaging and consulting with you throughout the airspace change process.

Kind regards,

ATM & Airspace Consultant

Email Main: [REDACTED]  
Secondary: [REDACTED]

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UK OFFICIAL

From: [REDACTED]

Sent: 11 November 2025 10:15

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: 20251107 // ACP-2024-028 // Stage 1 Engagement // Airspace to enable RPAS Calibration

You don't often get email from [REDACTED] [Learn why this is important](#)

Good morning  
QINETIQ/UKD/EMEA/AS/TR250858

With regards to the notification for change of airspace, please be advised we operate a gas pipeline survey in this area every 2 weeks, see attached maps of the route flown. Operations are flown at 600ft agl and currently remain clear of D207, providing there is a crossing service and activity is NOTAM'd I don't foresee the plans effecting us too much.

The gas pipeline is inspected every 2 week as a safety critical HSE requirement, if the crews are restricted access to the pipeline routes there is a danger threats to the pipeline are not reported and the pipeline is damaged.







Chief Pilot & Crew Training Captain

t. [REDACTED]  
e. [REDACTED]

[W. www.flyheli.co.uk](http://www.flyheli.co.uk)

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Leicester Airport • Gartree Road • LE2 2FG

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On 7 Nov 2025, at 16:12, Airspace Change 2 <[AirspaceChange2@qinetiq.com](mailto:AirspaceChange2@qinetiq.com)> wrote:

UK OFFICIAL

Dear Stakeholder,

We previously wrote to you on 17 October 2025 regarding a permanent Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD).

This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to meet regulatory requirements whilst conducting required activity. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

As part of Stage 1 of the CAP 1616 process, the Change Sponsor is required to engage with stakeholders to provide opportunity for comment on the assessment of the current day scenario, as well as the airspace Design Principles. These were presented in the email sent on 17 October 2025, which we hope you have been able to review. To assist in your feedback, these documents are attached again. As the engagement period concludes on Friday 14 November 2025, please accept this email as a reminder to provide your observations.

At this stage, the focus is only the current day scenario and design principles, and not the potential airspace designs, nor that of ACP-2024-014 (currently in progress for a temporary change at D207, Holbeach). As this permanent airspace change progresses, you will be engaged (Stage 2) and then consulted on (Stage 3) on the potential airspace design options.

If you do have feedback relating to the current day scenario and/or the design principles, **please provide your comments by return of email before Friday 14 November 2025**. If you do not have any feedback, it would also be greatly appreciated if you could respond to highlight this.

Many thanks,

Atineta QinetiQ  
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/TR250858



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Archived: 04 December 2025 11:12:52

From: [Airspace Change 2](#)

[REDACTED]

Sent: 12 November 2025 10:11:46

To:

Subject: RE: 20251107 // ACP-2024-028 // Stage 1 Engagement // Airspace to enable RPAS Calibration

Importance: Normal

Sensitivity: None

UK OFFICIAL [REDACTED],

Good afternoon

Firstly, thank you very much for your email with your response to our engagement for Stage 1 of AC P-2024-028.

At this stage of the process, we are unable to 'solutionise' the design(s) which will be assessed and engaged on in Stage 2 and then consulted on during Stage 3. However, as you have mentioned, Temporary Airspace Change (ACP-2024-014) is looking to establish temporary airspace for an immediate requirement. Although that airspace change does not predetermine the output and decision of this ACP, it may provide evidence to help the Design Options of this ACP during Stage 2. Although at this stage we are required to only focus on the current day scenario and our design principles, your comments have been taken onboard, and we will keep record of these as we progress through the airspace change process. So, in short and to reassure you, for ACP-2024-028, there are currently no designs proposals relating to this change at this stage and although the Airspace Change Portal demonstrates the 'potentially affected area', it is not a formal design. Looking forward however, we will be ensuring any design takes into account all our stakeholders, of course including the paramotor community. This may include reduced areas over land and segmented airspace laterally and vertically but will be confirmed at later stages through this process.

Hopefully this email responds to your feedback, however, please do get in contact if you have additional questions. In addition, we look forward to engaging and consulting with you throughout the airspace change process.

Kind regards,  
Airspace Change Manager

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**QINETIQ**

UK [REDACTED]

OFFICIAL

From:

Sent: 11 November 2025 11:50

To: Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

Subject: Re: 20251107 // ACP-2024-028 // Stage 1 Engagement // Airspace to enable RPAS Calibration

Good morning,

In response to proposal ACP-2024-028 I have the following points.

QINETIQ/UKD/EMEA/AS/TR250858

26

As identified in the supporting documents, Current Day, the area encompasses Wingland Airfield, a very popular flying site for c150 paramotor pilots and a BHPA registered school affording many people every year to gain access to this sport. A permanent restriction from surface up in this area would impact significantly all participants.

Feedback provided previously from Wingland for AC P-2024-014 remains extant for the permanent solution; Option 3 - Area A 7,000FT AMSL - FL195, Area B 2,300FT - 7,000FT AMSL and Area C Surface - 2,300FT AMSL.

I am happy to chat if required or further information is needed.

Kind Regards

DE&S | Lightning Delivery Team | DES Lightning ITC Operations Manager Training Lead

ITC | RAF Marham, Kings Lynn, Norfolk | PE33 9ND

Email:

Mobile Personal:

**From:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

**Sent:** 07 November 2025 16:12

**To:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

**Subject:** 20251107 // ACP-2024-028 // Stage 1 Engagement // Airspace to enable RPAS Calibration

UK OFFICIAL

Dear Stakeholder,

We previously wrote to you on 17 October 2025 regarding a permanent Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD).

This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to meet regulatory requirements whilst conducting required activity. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

As part of Stage 1 of the CAP 1616 process, the Change Sponsor is required to engage with stakeholders to provide opportunity for comment on the assessment of the current day scenario, as well as the airspace Design Principles. These were presented in the email sent on 17 October 2025, which we hope you have been able to review. To assist in your feedback, these documents are attached again. As the engagement period concludes on Friday 14 November

2025, please accept this email as a reminder to provide your observations.

At this stage, the focus is only the current day scenario and design principles, and not the potential airspace designs, nor that of ACP-2024-014 (currently in progress for a temporary change at D207, Holbeach). As this permanent airspace change progresses, you will be engaged (Stage 2) and then consulted on (Stage 3) on the potential airspace design options.

If you do have feedback relating to the current day scenario and/or the design principles, **please provide your comments by return of email before Friday 14 November 2025**. If you do not have any feedback, it would also be greatly appreciated if you could respond to highlight this.

Many thanks,

Airspace Change Manager

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Archived: 04 December 2025 11:12:58

From: [REDACTED]

Mail received time: Wed, 12 Nov 2025 07:47:41

Sent: Wed, 12 Nov 2025 07:47:09

To: [REDACTED]

Subject: RE: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

Importance: Normal

Sensitivity: None

---

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Morning ,

NATS NERL plc has no comment to make on Stage 1.

Regards

**NATS** [REDACTED]

Manager NATS Operational Policy

E:

My normal working hours are Tuesday-Friday, 07:15-16:00

I have adopted flexible working - so whilst it suits me to email now, I do not expect a response or action outside of your own working hours



---

[REDACTED]

NATS Internal

From:

Sent: 17 October 2025 18:34

Cc: Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

Subject: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

---

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Dear stakeholder,

You have been identified as a key for an Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD). This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based

target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to continue essential trials, data collection and calibration. This airspace change is being managed under the ACP process as

outlined in [CAP 1616](#).

Feedback may have already been provided by you for the proposed Temporary Danger Area at Holbeach AWR under [ACP-2024-014](#): Although the potentially affected area of **ACP-2024-028** is in the same location, this proposal aims to implement an **enduring airspace solution**, and must be submitted as a separate application to the CAA. The CAA airspace change process, together with the Protector programme timescales, dictates that some processes for both proposals will run concurrently or in close succession. This letter is part of the first stage of the airspace change proposal to establish the **long-term solution** ([ACP-2024-028](#))

Full details of this ACP are included in the attached engagement letter, (also uploaded today to the CAA ACP Portal at: [ACP-2024-028 Stage 1 Engagement Letter](#) (scroll down the page to 'Documents for this Proposal')). The letter explains the rationale behind the proposal and contains details of the suggested design principles against which the assessment and progression of all airspace change options will be measured. Also attached and available on the portal is a 'Current Day Scenario', to offer context for all stakeholders.

**Should you wish to comment on either document, please do so via email to the Airspace Change Manager at [airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com).**

Feedback is welcome in any written form; the address at the top of the engagement letter will periodically be monitored for hard copy responses.

The Change Sponsor has elected to run this engagement for a duration of 4 weeks. Therefore, stakeholders are requested to return feedback by cease work on **Friday 14 November 2025**.

Airspace Change Manager



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Archived: 04 December 2025 11:13:05

From: [REDACTED]

Sent: Wed, 12 Nov 2025 10:24:37

To: [REDACTED]

Subject: RE: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

Importance: Normal

Sensitivity: None

Good morning [REDACTED]

The Stage 1 material was shared amongst the relevant Military Airspace Users. The majority had nothing to add / contest with just one response from the Holbeach range controller. For the current day scenario he wished to add that the range is operated by a range controller with a 360 Radar to provide situational awareness. This is not an assured radar feed and as such can not be used to provide an Air Traffic Service.

Many thanks

[REDACTED] / SO2 Airspace Plans desig. | Defence Airspace and Air Traffic Management | Aviation House, 1 Beehive Ringroad, Crawley, West Sussex, RH6 0YR | Tel: 0303 367 0140 | Email: [REDACTED] |

---

From:

Sent: 17 October 2025 18:34

Cc: Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

Subject: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

UK OFFICIAL

Dear stakeholder,

You have been identified as a key for an Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD). This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to continue essential trials, data collection and calibration. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

Feedback may have already been provided by you for the proposed Temporary Danger Area at Holbeach AWR under [ACP-2024-014](#): Although the potentially affected area of **ACP-2024-028** is in the same location, this proposal aims to implement an **enduring airspace solution**, and must be submitted as a separate application to the CAA. The CAA airspace change process, together with the Protector programme timescales, dictates that some processes for both proposals will run concurrently or in close succession. This letter is part of the first stage of the airspace change proposal to establish the **long-term solution** ([ACP-2024-028](#))

Full details of this ACP are included in the attached engagement letter, (also uploaded today to the CAA ACP

Portal at: [ACP-2024-028 Stage 1 Engagement Letter](#) (scroll down the page to 'Documents for this Proposal')). The letter explains the rationale behind the proposal and contains details of the suggested design principles against which the assessment and progression of all airspace change options will be measured. Also attached and available on the portal is a 'Current Day Scenario', to offer context for all stakeholders.

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Airspace Change Manager



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**Archived:** 04 December 2025 11:13:11

**From:**

**Sent:** Wed, 19 Nov 2025 11:12:47

**To:** [Airspace Change 2](#)

**Subject:** RE: ACP-2024-028

**Importance:** Normal

---

**Sensitivity:** None

Hi ,

Thank you for forwarding these; NPAS is in the similar position as HEMS in that we would only ever have an infrequent need to enter the Danger Area and I am content that there is sufficient LARS available to facilitate this should a need arise.

Best regards



**Head of Flight Operations/ Pennaeth Gweithrediadau Hedfan**

National Police Air Service/ Gwasanaeth Awyr Cenedlaethol yr Heddlu

**Mobile:** [Redacted]

**Email:** [Redacted]

**Web:** [www.npas.police.uk](http://www.npas.police.uk)



**From:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

**Sent:** 11 November 2025 12:29

**To:**

**Subject:** RE: ACP-2024-028



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Good morning ,

Sorry for the delay to get back to you. I have attached the requested documentation. I appreciate that the engagement concludes on Friday, however due to the delay in getting back to you, I am happy to extend it the window for NPAS until Wednesday 19<sup>th</sup> if that is helpful for you. Below is a copy of the reminder email I send to our stakeholders last week for further information.

*"Dear Stakeholder,*

*We previously wrote to you on 17 October 2025 regarding a permanent Airspace Change Proposal (A CP) in the vicinity of Holbeach Air Weapons Range (A WR), which is being sponsored by the Ministry of Defence (MOD).*

*This change, under the identification number [A CP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPA S), Protector RG Mk 1, to meet regulatory requirements whilst conducting required activity. This airspace change is being managed under the A CP process as outlined in [CAP 1616](#).*

*As part of Stage 1 of the CAP 1616 process, the Change Sponsor is required to engage with stakeholders to provide opportunity for comment on the assessment of the current day scenario, as well as the airspace Design Principles. These were presented in the email sent on 17 October 2025, which we hope you have been able to review. To assist in your feedback, these documents are attached again. As the engagement period concludes on Friday 14 November 2025, please accept this email as a reminder to provide your observations.*

*At this stage, the focus is only the current day scenario and design principles, and not the potential airspace designs, nor that of A CP-2024-014 (currently in progress for a temporary change at D207, Holb each). As this permanent airspace change progresses, you will be engaged (Stage 2) and then consulted on (Stage 3) on the potential airspace design options.*

*If you do have feedback relating to the current day scenario and/or the design principles, **please provide your comments by return of email before Friday 14 November 2025**. If you do not have any feedback, it would also be greatly appreciated if you could respond to highlight this."*

We look forward to hearing from you soon.

[REDACTED]  
Kind regards,

ATM & Airspace Consultant

Email Main: [REDACTED]

Secondary: [REDACTED]

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---

[REDACTED]  
**QINETIQ**

**From:**

**Sent:** 04 November 2025 15:30

**To:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

**Subject:** RE: ACP-2024-028

Hi ,

QINETIQ/UKD/EMEA/AS/TR250858

35

It looks like I have got these mixed up, please can you forward ACP-2024-028 and I will get back to you asap.

Regards



**Head of Flight Operations/ Pennaeth Gweithrediadau Hedfan**  
National Police Air Service/ Gwasanaeth Awyr Cenedlaethol yr Heddlu

**Mobile:** [Redacted]  
**Email:** [Redacted]  
**Web:** [www.npas.police.uk](http://www.npas.police.uk)



---

**From:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>

**Sent:** 04 November 2025 14:52

**To:** [Redacted]  
**Cc:** [Redacted]

**Subject:** RE: ACP-2024-028

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Good afternoon ,

Thank you for your email to [Redacted] below. I just wanted to take this opportunity to just clarify a point. The reference to this email is ACP-2024-028, which is a Permanent Airspace Change for the Holbeach Danger Area. Your email mentions the 3 proposed options, which leads me to think you may be referring to ACP-2024-014, which is the Temporary Airspace Change for the same area, but will be implemented first for the immediate Test and Evaluation of Protector. Please could you confirm if you have the Current Day Scenario and Design Principles for ACP-2024-028 (Permanent Change) to provide feedback on? If you do not, I can get these sent to you straight away.

Many thanks in advance,

ATM & Airspace Consultant

Email Main: [REDACTED]  
Secondary: [REDACTED]

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**QINETIQ**

**From:** Sent: 07 October 2025 08:10 **To:** Subject: ACP-2024-028

[REDACTED]

Having read the most recent consultation document we have no further comments and support the proposal under any of the 3 proposed options.

Best regards

[REDACTED]

**Head of Flight Operations/ Pennaeth Gweithrediadau Hedfan**  
National Police Air Service/ Gwasanaeth Awyr Cenedlaethol yr Heddlu

[REDACTED]  
:  
[REDACTED]  
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Archived: 04 December 2025 11:13:18

From: [REDACTED]

Sent: Fri, 21 Nov 2025 15:40:05

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

Importance: Normal

Sensitivity: None

---

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Hi ,

Thanks for your email. As an organisation we are content with the change as long as, as per the email the below is extant

“I don't believe there is a requirement for further administration of Cat A/Emergency flights. We tactically control all activity and can therefore turn activity off, certainly within minutes, at any time. Further, we can co-ordinate Cat A/Emergency traffic through the "active" DA. The published SUACS/SUAAIS frequency (122.755) is staffed when the airspace is activated; and for Coast Guard acft, we monitor Marine Band Ch16. Please call to cross as soon as practicable”.

I have cc'd in our chief p[pilot in case he has further comments.

Kind regards

[REDACTED]

**Head of Operations**

P: [REDACTED]

M: [REDACTED]

W: [www.ambucopter.org.uk](http://www.ambucopter.org.uk)

F: /Ambucopter T: @LNAACT I: @LNAACT

Lincs & Notts Air Ambulance HQ, HEMS Way, Lincoln, LN4 2GW



Every day, our crew responds to an average of 4 life-threatening emergencies across a 3,500 square-mile area. Now we're on a mission to bring a second helicopter to the skies over Lincolnshire and Nottinghamshire, saving even more lives.

From Sent: 19 November 2025 16:26 To Subject: CAP 1616 Airspace to enable RPAS Clearance Engagement

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UK OFFICIAL

Good afternoon

Hope you are well. [REDACTED],

We previously

wrote to all our stakeholders on 17 October 2025 regarding a permanent Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD). I understand you have been engaging with my colleagues regarding to the temporary airspace change relating to Holbeach, where you have been discussing that airspace change. I have also included below Tracy's response to you relating to ACP-2024-14.

This change however, under the identification number [ACP-2024-028](#), proposes to establish a permanent volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to meet regulatory requirements whilst conducting required activity. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

As part of Stage 1 of the CAP 1616 process, the Change Sponsor is required to engage with stakeholders to provide opportunity for comment on the assessment of the current day scenario, as well as the airspace Design Principles. These were presented in the email sent on 17 October and 7 November 2025, which we hope you have been able to review. To assist in your feedback, these documents are attached again. Although the engagement period concluded on Friday 14 November 2025, as a key stakeholder, we would appreciate your feedback. At this stage of the process, the focus is only the current day scenario and design principles, and not the potential airspace designs, nor that of ACP-2024-014 (currently in progress for a temporary change at D207, Holbeach). As this permanent airspace change progress, you will be engaged (Stage 2) and then consulted on (Stage 3) on the potential airspace design options.

If you do have feedback relating to the current day scenario and/or the design principles, please could you provide these as soon as possible. If you do not have any feedback, it would also be greatly appreciated if you could respond to highlight this.

Many thanks,

T [REDACTED]  
ATM & Airspace Consultant

Email Main: E [REDACTED]  
Secondary: [REDACTED]

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---

**From**  
**Sent:** 20 October 2025  
**To** [REDACTED]  
:  
~  
**Subject:** RE: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

Hi ,

I've just responded to the original email relating to the TDA– sorry for the delay.

The ACP engagement below is in relation to a separate application for a permanent solution. As it is at Stage 1 of the process, we're currently only dealing with the current day scenario and the design principles. If you have any comments/observations on these, please send them over.

As the proposal progresses, we'll consult LNAA and all other stakeholders on the permanent airspace construct and procedures required to minimise impact. I anticipate that the facilitation of emergency services via procedures laid down in a LOA for the TDA will be converted to an enduring document for this DA. The timeline for the proposal means that implementation of the permanent solution is expected for early 2027, so plenty of time.

Let me know if you have any other queries.

---

Principal ATM Specialist  
M: [REDACTED]  
Email1: [REDACTED]  
Email2: [REDACTED]



Connect with us:



From: Sent: 17 October 2025 18:34 To: Subject: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

Hi

I emailed the other day with a question do I need to send that to the email address in the below email as

well? Kind regards

**Head of Operations**

P:

M:

W: [www.ambucopter.org.uk](http://www.ambucopter.org.uk)

F: /Ambucopter T: @LNAACT I: @LNAACT

Lincs & Notts Air Ambulance HQ, HEMS Way, Lincoln, LN4 2GW



Every day, our crew responds to an average of 4 life-threatening emergencies across a 3,500 square-mile area. Now we're on a mission to bring a second helicopter to the skies over Lincolnshire and Nottinghamshire, saving even more lives.

**From:**

**Sent:** 17 October 2025 18:34

**Cc:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>



**Subject:** ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

Some people who received this message don't often get email from

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Dear stakeholder,

You have been identified as a key for an Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD). This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to continue essential trials, data collection and calibration. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

Feedback may have already been provided by you for the proposed Temporary Danger Area at Holbeach AWR under [ACP-2024-014](#). Although the potentially affected area of **ACP-2024-028** is in the same location, this proposal aims to implement an **enduring airspace solution**, and must be submitted as a separate application to the CAA. The CAA airspace change process, together with the Protector programme timescales, dictates that some processes for both proposals will run concurrently or in close succession. This letter is part of the first stage of the airspace change proposal to establish the **long-term solution** ([ACP-2024-028](#))

Full details of this ACP are included in the attached engagement letter, (also uploaded today to the CAA ACP Portal at: [ACP-2024-028 Stage 1 Engagement Letter](#) (scroll down the page to 'Documents for this Proposal')). The letter explains the rationale behind the proposal and contains details of the suggested design principles against which the assessment and progression of all airspace change options will be measured. Also attached and available on the portal is a 'Current Day Scenario', to offer context for all stakeholders.

**Should you wish to comment on either document, please do so via email to the Airspace Change Manager at [airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com).**

Feedback is welcome in any written form; the address at the top of the engagement letter will periodically be monitored for hard copy responses.

The Change Sponsor has elected to run this engagement for a duration of 4 weeks. Therefore, stakeholders are requested to return feedback by cease work on **Friday 14 November 2025**.

Airspace Change Manager



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Archived: 04 December 2025 11:12:10

From: [Airspace Change 2](#)

Sent: Fri, 7 Nov 2025 16:12:28

To: [Airspace Change 2](#)



**Subject:** 20251107 // ACP-2024-028 // Stage 1 Engagement // Airspace to enable RPAS Calibration

**Importance:** Normal

**Sensitivity:** None

**Attachments:**

[ACP-2024- 028 \\_Stage \\_One \\_Current \\_Day \\_Scenario-V1.0.docx](#); [ACP-2024- 028- Stage 1 \\_Engagement \\_Letter.docx](#); [image001.png](#);

---

Dear Stakeholder,

We previously wrote to you on 17 October 2025 regarding a permanent Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD).

This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to meet

regulatory requirements whilst conducting required activity. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

As part of Stage 1 of the CAP 1616 process, the Change Sponsor is required to engage with stakeholders to provide opportunity for comment on the assessment of the current day scenario, as well as the airspace Design Principles. These were presented in the email sent on 17 October 2025, which we hope you have been able to review. To assist in your feedback, these documents are attached again. As the engagement period concludes on Friday 14 November 2025, please accept this email as a reminder to provide your observations.

At this stage, the focus is only the current day scenario and design principles, and not the potential airspace designs, nor that of ACP-2024-014 (currently in progress for a temporary change at D207, Holbeach). As this permanent airspace change progresses, you will be engaged (Stage 2) and then consulted on (Stage 3) on the potential airspace design options.

If you do have feedback relating to the current day scenario and/or the design principles, **please provide your comments by return of email before Friday 14 November 2025**. If you do not have any feedback, it would also be greatly appreciated if you could respond to highlight this.

Many thanks,

Airspace Change Manager

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**Archived:** 04 December 2025 11:11:50

**From:** [Airspace Change 2](#)

**Mail received time:** dmarc=none action=none header.from=qineti

**Sent:** 03 December 2025 11:14:14

**To:**

**Subject:** 20251119 - ACP-2024- 028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

**Importance:** Normal

**Sensitivity:** None

**Attachments:**

[ACP-2024- 028- Stage 1\\_Engagement\\_Letter.docx](#); [ACP-2024-028\\_Stage\\_One\\_Current\\_Day\\_Scenario-V1.0.docx](#);  
[image001.png](#);

---

Good afternoon to you both,


Hope you are well.

We previously wrote to all our stakeholders on 17 October 2025 regarding a permanent Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD). I understand you have been engaging with my colleagues regarding to the temporary airspace change relating to Holbeach, where you have been discussing the final designs for that airspace change. I have also included below my response to your query to Tracey.

This change however, under the identification number [ACP-2024-028](#), proposes to establish a permanent volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to meet regulatory requirements whilst conducting required activity. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#). At this opportunity, let me clarify that the term permanent does not and will not mean the end airspace structure will be active H24, but means it is included in the UK AIP available for activation when required.

As part of Stage 1 of the CAP 1616 process, the Change Sponsor is required to engage with stakeholders to provide opportunity for comment on the assessment of the current day scenario, as well as the airspace Design Principles. These were presented in the email sent on 17 October and 7 November 2025, which we hope you have been able to review. To assist in your feedback, these documents are attached again. Although the engagement period concluded on Friday 14 November 2025, as a key stakeholder, we would appreciate your feedback. At this stage of the process, the focus is only the current day scenario and design principles, and not the potential airspace designs, nor that of ACP-2024-014 (currently in progress for a temporary change at D207, Holbeach). As this permanent airspace change progress, you will be engaged (Stage 2) and then consulted on (Stage 3) on the potential airspace design options.

If you do have feedback relating to the current day scenario and/or the design principles, please could you provide these as soon as possible. If you do not have any feedback, it would also be greatly appreciated if you could

 respond to highlight this.

Many thanks,

**Airspace Change Manager**

ATM & Airspace Consultant

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**From:**

**Sent:** 03 November 2025 15:03

**To:**

**Subject:** ACP-2024-028

Good morning

Thank you for your email to [REDACTED] on the 24<sup>th</sup> October 2025.

I can confirm that ACP-2024-028 has now been resumed and following the CAP1616 process for Permanent Airspace Change. This process does differ from the Temporary Airspace Change process, which you have engaged on previously with Tracey during ACP-2024-014. The Permanent Airspace Change process is a 7-stage process with a number of gateways we are required to pass through to complete the process. We are currently at Stage 1: Define, where we are required to produce the current day scenario and propose design principles which will be agreed on and followed throughout the change process. During the Define stage, we are required to engage with our stakeholders and provide our current day scenario and Design Principles to allow you to provide comment on our assessment of what the current day scenario looks like, as well as Design Principles which have so far produced. I have attached the two documents if you have not already received these. Following this engagement period, we will aim to pass through the Define Gateway and move onto Stage 2: Develop and Assess, where we will dive into the airspace design options, and assess those as per the CAP. During that stage, we will provide baseline scenarios and design options for you to provide feedback on. Once we reach Stage 3: Consultation, you will be invited to formally respond to the airspace change consultation where we will have considered the feedback from both this ACP and the Temporary ACP and what has been learnt from ACP-2024-014 and its implementation.

Your feedback provided to Tracey has been noted, and we will continue to engage with you throughout the airspace change process, which we are required to follow. I hope this email has provided you with sufficient information, but if you have any questions, please do not hesitate to reach out.

We look forward to your feedback from the attached Stage 1: Define engagement.

Kind regards,

ATM & Airspace Consultant

Email Main: [REDACTED]

Secondary: [REDACTED]

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**Archived:** 04 December 2025 11:11:45

**From:** [Airspace Change 2](#)

**Mail received time:** dmarc=none action=none header.from=qineti



**Sent:** 03 December 2025 11:14:12

**To:**

**Cc:**

**Subject:** ACP-2024- 028:Airspace\_to\_enable\_RPAS\_C alibrationStage1\_Engagement

**Importance:** Normal

**Sensitivity:** None

**Attachments:**

---


[ACP-2024-028- Stage 1\\_Engagement\\_Letter.docx](#); [ACP-2024-028\\_Stage\\_One\\_Current\\_Day\\_Scenario-V1.0.docx](#);

Good afternoon Hope you are well.

We previously wrote to all our stakeholders on 17 October 2025 regarding a permanent Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD). I understand you have been engaging with my colleagues regarding to the temporary airspace change relating to Holbeach, where you have been discussing the final designs for that airspace change.

This change however, under the identification number [ACP-2024-028](#), proposes to establish a permanent volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to meet regulatory requirements whilst conducting required activity. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#). At this opportunity, let me clarify that the term permanent does not and will not mean the end airspace structure will be active H24, but means it is included in the UK AIP available for activation when required.

As part of Stage 1 of the CAP 1616 process, the Change Sponsor is required to engage with stakeholders to provide opportunity for comment on the assessment of the current day scenario, as well as the airspace Design Principles. These were presented in the email sent on 17 October and 7 November 2025, which we hope you have been able to review. To assist in your feedback, these documents are attached again. Although the engagement period concluded on Friday 14 November 2025, as a key stakeholder, we would appreciate your feedback. At this stage of the process, the focus is only the current day scenario and design principles, and not the potential airspace designs, nor that of ACP-2024-014 (currently in progress for a temporary change at D207, Holbeach). As this permanent airspace change progress, you will be engaged (Stage 2) and then consulted on (Stage 3) on the potential airspace design options.

  
If you do have feedback relating to the current day scenario and/or the design principles, please could you provide these as soon as possible. If you do not have any feedback, it would also be greatly appreciated if you could respond to highlight this.

Many thanks,  
**Airspace Change Manager**  
ATM & Airspace Consultant  
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**From:** Sent: 24 October 2025 17:56 **To:** Subject: RE: ACP-2024-028: Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

I believe the response you provided is for the TDA: ACP-2014-024; however, it is attached to the engagement for the long-term solution: ACP-2024-028. In answer to the feedback for the TDA, I will endeavour to obtain an accurate graphic for your reference.

For the long-term solution, you are invited to submit feedback regarding the Design Principles and Current Day Scenario only at this stage of that ACP currently at (Stage 1). Should have any thoughts on those items, please respond by 14 Nov.

Please feel free to get in touch with any further queries.

Kind regards,

[Redacted]  
Principal ATM Specialist  
M: [Redacted]  
Email1: [Redacted]  
Email2: [Redacted]

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**From:** Sent: 21 October 2025 14:45 **To:** Subject: RE: ACP-2024-028: Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

Thank you for this. If I understand Option 3 correctly then operations from Dafforn will be able to continue even when areas A,B and C are activated? The tight circuit that you have allowed for looks acceptable to me and I thank you for accommodating Dafforn Airfield in your plan.

If I have interpreted the options correctly, then Option 3 works for Dafforn.

Would it be possible to have a more accurate rendering of the exact position of the Area C SW boundary, especially where it constrains the Dafforn circuit, so I can plan an accurate circuit with reference to local topography?



**From:**  
**Sent:** 17 October 2025 18:34  
**Cc:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>  
**Subject:** ACP-2024-028: Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement



Dear stakeholder,

You have been identified as a key for an Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD). This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to continue essential trials, data collection and calibration. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

Feedback may have already been provided by you for the proposed Temporary Danger Area at Holbeach AWR under [ACP-2024-014](#): Although the potentially affected area of **ACP-2024-028** is in the same location, this proposal aims to implement an **enduring airspace solution**, and must be submitted as a separate application to the CAA. The CAA airspace change process, together with the Protector programme timescales, dictates that some processes for both proposals will run concurrently or in close succession. This letter is part of the first stage of the airspace change proposal to establish the **long-term solution** ([ACP-2024-028](#))

Full details of this ACP are included in the attached engagement letter, (also uploaded today to the CAA ACP Portal at: [ACP-2024-028 Stage 1 Engagement Letter](#) (scroll down the page to 'Documents for this Proposal')). The letter explains the rationale behind the proposal and contains details of the suggested design principles against which the assessment and progression of all airspace change options will be measured. Also attached and available on the portal is a 'Current Day Scenario', to offer context for all stakeholders.

**Should you wish to comment on either document, please do so via email to the Airspace Change Manager at [airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com).**

Feedback is welcome in any written form; the address at the top of the engagement letter will periodically be monitored for hard copy responses.

The Change Sponsor has elected to run this engagement for a duration of 4 weeks. Therefore, stakeholders are requested to return feedback by cease work on **Friday 14 November 2025**.

Airspace Change Manager



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[REDACTED]  
**Archived:** 04 December 2025 11:12:01

[REDACTED]  
**From:**  
**Mail received time:** Fri, 24 Oct 2025 15:07:57  
**Sent:** 20 November 2025 13:07:08  
**To:**  
**Subject:** FW: ACP-2024-028  
**Importance:** Normal  
**Sensitivity:** None

---

UK OFFICIAL

[REDACTED]  
Principal ATM Specialist

M: [REDACTED]  
Email1: [REDACTED]  
Email2: [REDACTED]

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---

**From:** [REDACTED]  
**Sent:** 24 October 2025 15:59  
**To:** [REDACTED]  
**Subject:** ACP-2024-028

Hi [REDACTED]

**Attachments:**

[ACP-2024-014\\_Resume Engagement Letter V1.2.docx](#); [image001.png](#); [image002.png](#); [image003.png](#); [image004.png](#); [image005.png](#); [image006.png](#);

From what I understand, the more permanent application ACP-2024-028 is now resumed/underway.

As you will recall, from our meetings about the other temporary airspace that was put on hold, (ACP-2024-014) we had come to some form of agreement and this resulted in low impact to our operations at Winland Airfield.

Does ACP-2024-028 differ in any way to what we had agreed upon before? From the public records, I can see no changes or any new documents which are concerning for all of the previous reasons.

Obviously we would like to stick to what was agreed to before, which was "Option 3" in the document attached. This option took Wingland Airfield out of the proposed Area C (SFC-2300FT AMSL) by just enough

to not affect our operations significantly.

Are you able to provide any confirmation of this? or do we have to start the whole process again?

Many thanks,

CFI Ufly4fun  
Wingland Airfield PE12 0BF



Archived: 04 December 2025 11:11:57

From: [REDACTED]

Sent: 24 October 2025 18:00:41

To: [REDACTED]

Subject: RE: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

Importance: Normal

Sensitivity: None

---

[REDACTED]

I believe the response you provided is for the TDA: ACP-2024-024; however, it is attached to the engagement for the long-term solution: ACP-2024-028. In answer to the feedback for the TDA, I will endeavour to obtain an accurate graphic for your reference.

For the long-term solution, you are invited to submit feedback regarding the Design Principles and Current Day Scenario only at this stage of that ACP currently at (Stage 1). Should have any thoughts on those items, please respond by 14 Nov.

Please feel free to get in touch with any further queries.

Kind regards,

[REDACTED]  
Principal ATM Specialist

M: [REDACTED]

Email1: [REDACTED]

Email2: [REDACTED]

**QINETIQ**

Connect with us:



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From: [REDACTED]

Sent: 21 October 2025 14:45

To: [REDACTED]

Subject: RE: ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

[REDACTED]

Thank you for this. If I understand Option 3 correctly then operations from Dafforn will be able to continue even when areas A,B and C are activated? The tight circuit that you have allowed for looks acceptable to me and I thank you for accommodating Dafforn Airfield in your plan.

If I have interpreted the options correctly, then Option 3 works for Dafforn.

Would it be possible to have a more accurate rendering of the exact position of the Area C SW boundary, especially where it constrains the Dafforn circuit, so I can plan an accurate circuit with reference to local topography?

[REDACTED]

**From:** [REDACTED]  
**Sent:**  
17 October 2025 18:34  
**Cc:** Airspace Change 2 <[airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com)>  
**Subject:** ACP-2024-028:Airspace\_to\_enable\_RPAS\_CalibrationStage1\_Engagement

## UK OFFICIAL

Dear stakeholder,

You have been identified as a key for an Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD). This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to continue essential trials, data collection and calibration. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

Feedback may have already been provided by you for the proposed Temporary Danger Area at Holbeach AWR under [ACP-2024-014](#). Although the potentially affected area of **ACP-2024-028** is in the same location, this proposal aims to implement an **enduring airspace solution**, and must be submitted as a separate application to the CAA. The CAA airspace change process, together with the Protector programme timescales, dictates that some processes for both proposals will run concurrently or in close succession. This letter is part of the first stage of the airspace change proposal to establish the **long-term solution** ([ACP-2024-028](#))

Full details of this ACP are included in the attached engagement letter, (also uploaded today to the CAA ACP Portal at: [ACP-2024-028 Stage 1 Engagement Letter](#) (scroll down the page to 'Documents for this Proposal')). The letter explains the rationale behind the proposal and contains details of the suggested design principles against which the assessment and progression of all airspace change options will be measured. Also attached and available on the portal is a 'Current Day Scenario', to offer context for all stakeholders.

**Should you wish to comment on either document, please do so via email to the Airspace Change Manager at [airspacechange2@qinetiq.com](mailto:airspacechange2@qinetiq.com).**

Feedback is welcome in any written form; the address at the top of the engagement letter will periodically be monitored for hard copy responses.

The Change Sponsor has elected to run this engagement for a duration of 4 weeks. Therefore, stakeholders are requested to return feedback by cease work on **Friday 14 November 2025**.

Airspace Change Manager

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UK OFFICIAL

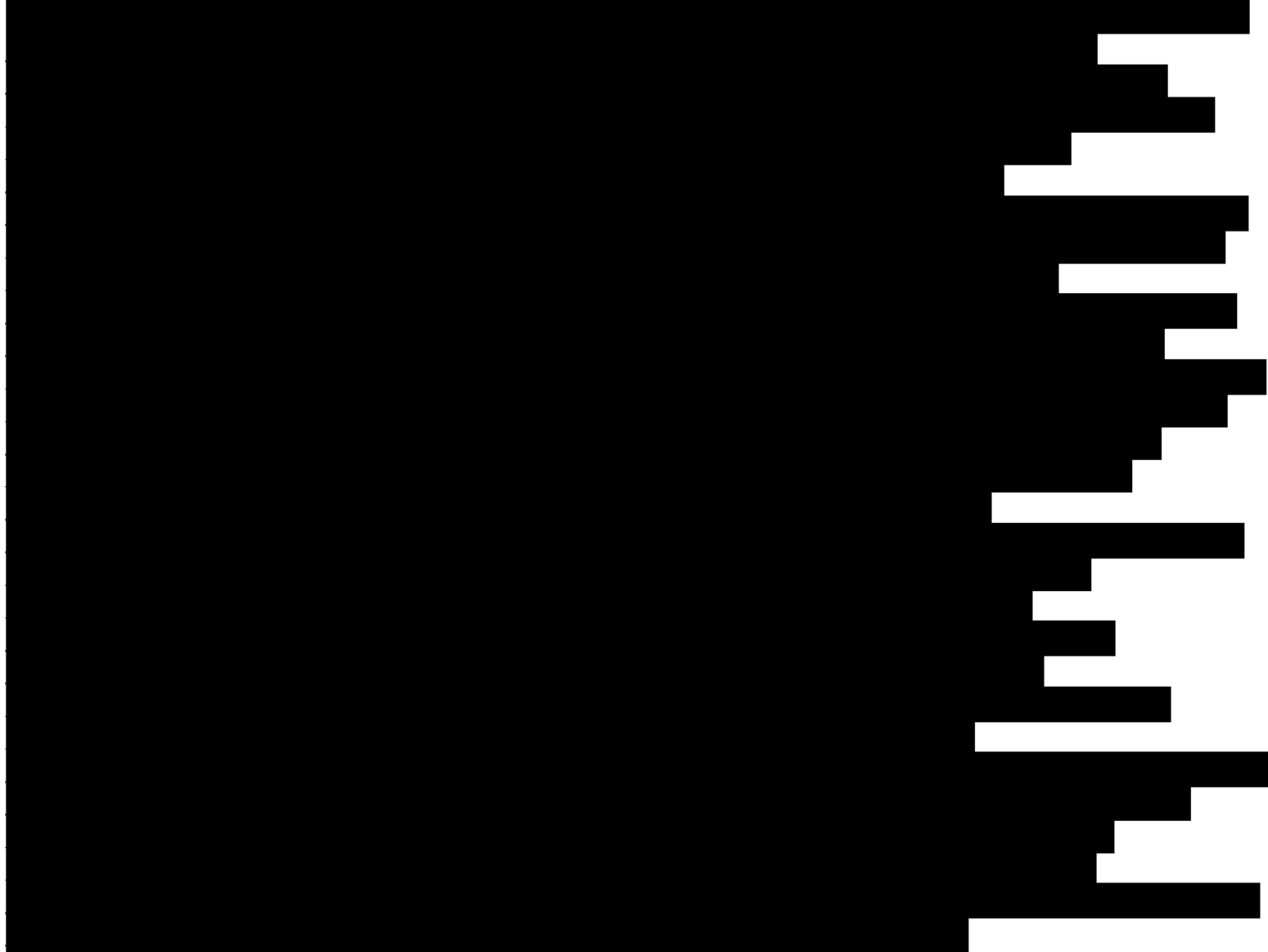
Archived: 04 December 2025 11:24:47

From: [Airspace Change 2](#)

Mail received time: dmarc=none action=none header.from=qineti

Sent: 03 December 2025 15:51:16

To: [Airspace Change 2](#)



**Subject:** 20251203 // // ACP-2024-028 // Airspace to enable RPAS Calibration // Design Principle Update

**Importance:** Normal

**Sensitivity:** None

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Dear Stakeholder,

We previously wrote to you regarding a permanent Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR), which is being sponsored by the Ministry of Defence (MOD).

This change, under the identification number [ACP-2024-028](#), proposes to establish a volume of airspace centred on a ground-based target, which will enable a large Remotely Piloted Air System (RPAS), Protector RG Mk1, to meet regulatory requirements whilst conducting required activity. This airspace change is being managed under the ACP process as outlined in [CAP 1616](#).

During the Stage 1 engagement process, the Change Sponsor contacted stakeholders to provide the opportunity to comment on the assessment of the current day scenario, as well as the airspace Design Principles. This correspondence is to inform you of the selected design principles and their order of priority. The table below outlines the design principles that will be presented to the Civil Aviation Authority as part of the Stage 1 submission:

Selected Design Principles (in order of priority)			
Priority	Ref	Category	Design Principle
1	DP1	MDP Safety	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
2	DP2	Technical (MOD requirements)	The airspace change proposal should be compatible with the requirements of the MoD.
3	DP3	Technical (Accessibility for all airspace users)	The airspace change proposal should consider the requirements of operators and owners of all classes of aircraft, including general aviation and other civilian airspace users.
4	DP6	Technical (Other aviation stakeholder)	The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholder such as nearby airport operators.
5	DP5	MDP Policy	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.
6	DP4	MDP Environment (Other aviation stakeholders)	The airspace change proposal should deliver the Government's environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017.

The draft design principles provided for your comment had previously been utilised during other Protector-related ACPs to provide continuity between these ACPs. Following the feedback received, the Change Sponsor elected to reword a number of design principles to align them with the recently released CAP1616 V5.0. Due to the rewording, an additional design principle was introduced (DP6) to ensure aircraft owners and operators are included, as well as other aviation stakeholders such as airport operators and air navigation service providers. The technical context has not changed following the wording amendment.

The Change Sponsor will submit Stage 1 documentation to meet the date of Friday 5<sup>th</sup> December 2025. You will be advised of the outcome of the Stage 1 gateway early next year.

Kind regards,

ATM & Airspace Consultant

Email Main: [Redacted]  
 Secondary: [Redacted]

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