



Ministry of Defence

ACP-2024-028

STAGE 2 – DEVELOP AND ASSESS

ANNEX C – ENGAGEMENT EVIDENCE

Roles

Action	Role	Date
Produce	QinetiQ Airspace Change Team	25/06/2026
Review	QinetiQ Technical Assurance	30/06/2026
Approve	Change Sponsor	02/07/2026

Drafting and Publication History

Issue	Change Summary	Date
1.0	Initial Issue	02/07/2026

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From: Airspace Change 2 <airspacechange2@qinetiq.com>
Sent: 30 April 2026 16:59
To: Airspace Change 2
Subject: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option
Attachments: ACP-2024-028 Stage 2 – Stakeholder Engagement v2.0.pdf; ACP-2024-028 Annex D Baseline v1.0.pdf

Dear Stakeholder,

You have been identified, and may have been previously contacted during Stage 1, as a key stakeholder in the [Civil Airspace Publication \(CAP\) 1616](#) process for a permanent airspace change (ACP), which is being sponsored by the Ministry of Defence (MOD) in the vicinity of Holbeach Air Weapons Range. This change, under the identification number ACP-2024-028, proposes a review of the airspace currently afforded for EGD207 (Holbeach) to accommodate Protectors intended activity, in addition to the accommodation of current and future range activity.

The ACP has progressed to Stage 2, as defined in CAP 1616. There are two additional supporting documents, attached, that are now available on the [CAA ACP Portal](#):

ACP-2024-028 Design Options – Stakeholder Engagement
ACP-2024-028 Annex D Baseline Scenarios

The MOD is seeking your feedback on these documents and requests that you comment on the suitability and accuracy of the information made available. Feedback received will be analysed and used to further shape the Baseline Scenarios and Design Option. The Baseline Scenario and Design Option will then be assessed using a Design Principle Evaluation and Initial Options Appraisal before being submitted to the CAA for review. *Please note that engagement at this stage is related only to this documentation linked above. Full public consultation regarding the impact of the ACP will take place during Stage 3 of the process.*

Comments are welcome directly in an email, or if you prefer, a postal address can be provided for hard copy replies. Please advise if you have any issues in accessing the engagement material via the CAA ACP Portal. Email responses should be sent by reply to this email (AirspaceChange2@qinetiq.com).

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 29th May 2026**.

Airspace Change Manager

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QINETIQ

[REDACTED]

From: [REDACTED]
Sent: 21 May 2026 11:17
To: Airspace Change 2
Subject: Re: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Categories: Blue category

Thanks for the revised illustrations.
Option 1 looks like a reasonable way forward at this stage, thanks.

[REDACTED]
BGA

From: Airspace Change 2 <airspacechange2@qinetiq.com>
Sent: 14 May 2026 3:26 PM
[REDACTED]
Subject: RE: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

QINETIQ GENERAL

Good afternoon, [REDACTED]

I'm working on getting an amended graphic out to provide clearer representation of the sectorisation. Please bear with me – should this not be forthcoming in the next few days, I'll endeavour to provide an alternative means of clarification.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]

QINETIQ
Connect with us:



QINETIQ GENERAL

From: [REDACTED]
Sent: 13 May 2026 14:46
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Subject: Re: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Thanks for your engagement.

We cannot clarify which volumes of proposed danger area apply to labels E and F in the options illustrations. Please can you clarify that for us.

Kind regards



BGA

From: Airspace Change 2 <airspacechange2@qinetiq.com>

Sent: 30 April 2026 4:59 PM

To: Airspace Change 2 <airspacechange2@qinetiq.com>

Subject: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Dear Stakeholder,

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Airspace Change Manager

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From: Airspace Change 2 <airspacechange2@qinetiq.com>
Sent: 21 May 2026 16:22
To: Airspace Change 2
Subject: Reminder: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option
Attachments: ACP-2024-028 Stage 2 – Stakeholder Engagement v2.0.pdf; ACP-2024-028 Annex D Baseline v1.0.pdf

Dear Stakeholder,

We previously wrote to you on 30th April 2026 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 a review of the airspace currently afforded for EGD207 (Holbeach) to accommodate Protector's intended activity, in addition to the accommodation of current and future range activity.

As part of Stage 2, The MOD is seeking your feedback on these documents and requests that you comment on the suitability and accuracy of the information made available. Feedback received will be analysed and used to further shape the Baseline Scenarios and Design Option. The Baseline Scenario and Design Options will then be assessed using a Design Principle Evaluation and Initial Options Appraisal before being submitted to the CAA for review. *Please note that engagement at this stage is related only to this documentation linked above. Full public consultation regarding the impact of the ACP will take place during Stage 3 of the process.*

If you do have feedback relating to the current day The Baseline Scenario and/or the Design Options, **please provide your comments by return of email before Friday 29th May 2026**. If you have already provided feedback, thank you for your response.

Kind regards,

Airspace Change Manager

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QINETIQ

From: Airspace Change 2
Sent: 02 June 2026 10:02
To: [REDACTED] Airspace Change 2
Subject: RE: Reminder: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Categories: Blue category

Good morning,

We are currently in the process of reviewing our received feedback from our Stage 2 Engagement process for ACP-2024-028. I noticed that you replied to our engagement however the email was blank and we only received your 'sent from my iPhone' signature. If you wish to provide some feedback, please feel free to do so, we are able to receive additional feedback until Friday 5th June.

Many thanks and kind regards,

Airspace Change Manager

www.QinetiQ.com | [Our blog](#) | [LinkedIn](#) | [Twitter](#)

From: [REDACTED]
Sent: 21 May 2026 17:42
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Subject: Re: Reminder: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

You don't often get email from winglandairfield@aol.com. [Learn why this is important](#)

Sent from my iPhone

On 21 May 2026, at 16:27, Airspace Change 2 <airspacechange2@qinetiq.com> wrote:

Dear Stakeholder,

We previously wrote to you on 30th April 2026 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 a review of the airspace currently afforded for EGD207 (Holbeach) to accommodate Protectors intended activity, in addition to the accommodation of current and future range activity.

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Options Appraisal before being submitted to the CAA for review. *Please note that engagement at this stage is related only to this documentation linked above. Full public consultation regarding the impact of the ACP will take place during Stage 3 of the process.*

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Kind regards,

Airspace Change Manager

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<image001.png>

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<ACP-2024-028 Stage 2 – Stakeholder Engagement v2.0.pdf>

<ACP-2024-028 Annex D Baseline v1.0.pdf>

From: Airspace Change 2
Sent: 02 June 2026 10:25
To: [REDACTED] Airspace Change 2
Cc: gary@ukskydiving.com
Subject: RE: Chatteris Drop Zone

Categories: Blue category

UK OFFICIAL

Good morning [REDACTED]

Thank you for your email below regarding the 20nm radius outlined in the ACP documentation. As part of the airspace change process, the sponsor is required to identify an area of appropriate size to focus their Stage 1 and Stage 2 engagements, these are described as our key stakeholders. As Chatteris parachuting activity falls within that area, you have been identified as one of our key stakeholders and therefore you are included in our engagements prior to the Stage 3 Consultation which is opened to everyone countrywide with public engagement sessions and utilisation of citizen space consultation hub.

Within our Stakeholder Engagement documentation Chapter 8 includes our Design Options. The design options incorporate two key changes:

- 1) A review of the current EGD207 Danger Area, with options to expand south by 1.5nm and a larger extension across 'The Wash' to the north east to approximately 8nm.
- 2) An additional structure(s) to the southwest to accommodate Protector's activities which are expected to be no more than a dozen activations a year. These circular areas extend from the current EGD207 Danger Area by approximately 6.5nm, with the largest area starting from 2,300ft AMSL.

As Chatteris sit approximately 20nm to the south of the current boundaries of EGD207, any proposed airspace which is subject to following the airspace change process and approval from the Civil Aviation Authority, that new distance would reduce to approximately 17.5nm.

Please do feel free to provide any addition feedback to us by Friday 5th June or alternatively, if you have any more questions or queries regarding ACP-2024-028, please do not hesitate to reach out.

Kind regards,



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UK OFFICIAL

From: [REDACTED]
Sent: 21 May 2026 20:38
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Cc: gary@ukskydiving.com
Subject: Chatteris Drop Zone

You don't often get email from geelandsky@proton.me. [Learn why this is important](#)

Hi,

Could you please clarify the purpose of the ACP of 20nm radius?

The southern area of this circle would directly affect current and future operations at Chatteris drop zone.

Kind regards

[REDACTED]

Skydive Chatteris Club Ltd

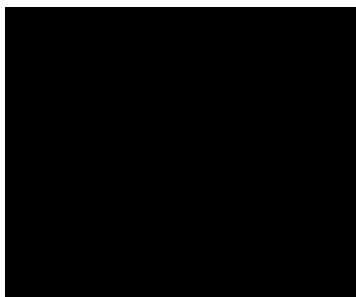
From: [REDACTED]
Sent: 22 May 2026 10:39
To: Airspace Change 2
Subject: RE: Airspace Change Proposal

Categories: Blue category

You don't often get email from s.elms@ambucopter.org.uk. [Learn why this is important](#)

No problem at all

Have a great weekend



W: www.ambucopter.org.uk
F: /Ambucopter T: @LNAACT I: @LNAACT
Lincs & Notts Air Ambulance HQ, HEMS Way, Lincoln, LN4 2GW
What3Words // donation.wishes.hexes



www.ambucopter.org.uk Lincs & Notts Air Ambulance HQ, Hems Way, Lincoln, LN4 2GW

From: Airspace Change 2 <airspacechange2@qinetiq.com>
Sent: Friday, May 22, 2026 10:35 AM
To: [REDACTED]
Subject: RE: Airspace Change Proposal

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QINETIQ GENERAL

Apologies, the additional contacts were on the distro for the TDA, but were omitted from this permanent application distro. We've rectified and added them back on.



QINETIQ

Connect with us:



QINETIQ GENERAL

From: [REDACTED]
Sent: 22 May 2026 08:56
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Cc: [REDACTED] >
Subject: Airspace Change Proposal

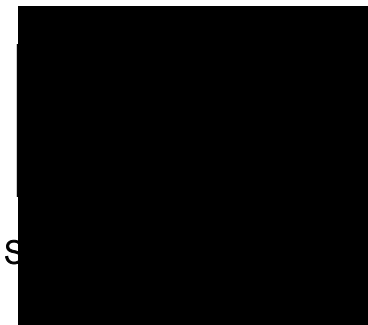
You don't often get email from s.elms@ambucopter.org.uk. [Learn why this is important](#)

Hi

Please add these emails to your address book.



Many thanks



P: 01522548469 ext: 292

M: 07483377639

W: www.ambucopter.org.uk

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

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

What3Words // donation.wishes.hexes



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From: [REDACTED]
Sent: 23 May 2026 20:13
To: Airspace Change 2
Cc: [REDACTED]
Subject: RE: CAUTION: External email - FW: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option (UNCLASSIFIED)
Attachments: ACP-2024-028 Stage 2 – Stakeholder Engagement v2.0.pdf
Categories: Blue category

You don't often get email from martin.polding@babcockinternational.com. [Learn why this is important](#)

Classification: UNCLASSIFIED

Dear Sir/Madam,

In response to your email below, the East Anglian Air Ambulance preference, regarding the proposed airspace change, is Option 1. The reasoning is that this separates Area B: Surface – 23,000ft which would only be activated to accommodate fast jet ingress from the South. This would minimise the impact on HEMS flights in this area which typically operate from Surface - 1,500ft AGL.

Regards,

[REDACTED]
[REDACTED] | EAAA Chief Pilot
Mission Critical Services Onshore | Aviation
Babcock International Group
Hangar 14 | Gambling Close | Norwich International Airport | Norwich | Norfolk | NR6 6EG
Tel: +441603 789585 | [REDACTED]
babcockinternational.com

Creating a safe and secure world, together

----- Original Message -----

From: airspacechange2@qinetiq.com;
Received: Fri May 08 2026 16:09:34 GMT+0100 (British Summer Time)
To: # East Anglian Air Ambulance <info@eaaa.org.uk>; SET Mailbox <info@eaaa.org.uk>;
Subject: FW: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Dear Stakeholder,

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Airspace Change Manager

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[REDACTED]

From: [REDACTED]
Sent: 04 June 2026 08:26
To: Airspace Change 2
Subject: RE: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option
Categories: Blue category

Hi [REDACTED]

There was a typo in my response below, I meant High Energy Manoeuvres Aircraft (HEM Aircraft) rather than HEMS

Regards

[REDACTED]

NATS

[REDACTED]

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



NATS Internal

From: [REDACTED]
Sent: 03 June 2026 14:13
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Subject: RE: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Hi [REDACTED]

Thanks for your response. NATS NERL plc would like to provide the following additional feedback regarding Option 3

- The design must ensure that it is more than 5nm from the boundary of CAS.
- Due to the proximity of upper air routes above the proposed area in Option 3, we would like the top level of Area A to be capped at FL230 and not 23,000ft as indicated in the proposal. NATS is required to provide a 2000ft vertical buffer against overflying traffic and HEMS aircraft within an active Danger Area. By making the upper level an altitude, on low pressure days, the min overflying level would cause an increased workload for ATC which is unacceptable to NATS.

Regards

[REDACTED]

Manager NATS Operational Policy

E: [REDACTED]

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



NATS Internal

From: Airspace Change 2 <airspacechange2@qinetiq.com>

Sent: [REDACTED] >; Airspace Change 2 <airspacechange2@qinetiq.com>

Subject: [EXTERNAL] RE: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

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UK OFFICIAL

Good morning [REDACTED]

Firstly, thank you for your response to our Stage 2 Engagement Process for ACP-2024-028 and apologies for our delay in getting back to you.

We are in the process of collating our engagement feedback currently however in response to option 3, I can provide some additional information:

- *How close will Area A come to North Sea CTA-1? NATS needs to provide a buffer between fast jet traffic and civil traffic operating within CAS.*
 - *During the design phase, we considered the Buffer Policy, and the most northerly point from the Northeast extension to North Sea CTA-1 is 5.1nm. If you require further, please do let me know and we can tweak accordingly ready for Stage 3.*
- How often will this be used by fast jet traffic. Will they be operating up to 23,000ft?
 - *Initial feedback from the US Air Force is they wish for the Northeast extension to be available from Surface to 23,000ft AMSL. We are in discussions with the range and DAATM regarding this and how to progress with this requirement. This area would only be used in the event on formation run ins to the targets. **Action:** [REDACTED] to ask the range for formation bookings and provide to NATS.*

If based on my response above you have any additional feedback, please feel free to send that across.

Kind regards,



Airspace Change Manager

QINETIQ

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UK OFFICIAL

From: [REDACTED]

Sent: 02 June 2026 10:00

To: Airspace Change 2 <airspacechange2@qinetiq.com>

Subject: RE: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Importance: High

Good Morning,

This is further feedback from NATS NERL plc on ACP-2024-028, Stage 2 Engagement.

- Option 1 – no impact
- Option 2 is the preferred option
- Option 3 may have a negative impact on PC East Sector and it is difficult to quantify the impact without further data. Currently we object to this option.
 - How close will Area A come to North Sea CTA-1? NATS needs to provide a buffer between fast jet traffic and civil traffic operating within CAS.
 - How often will this be used by fast jet traffic. Will they be operating up to 23,000ft?

Please get in touch if you have any further questions on our feedback.

Regards



NATS



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



NATS Internal

From: [REDACTED]
Sent: 29 May 2026 14:28
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Subject: RE: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

This is the NATS NERL plc feedback on ACP-2024-028. From a SWN perspective, there is no impact. However, we believe that the proposed designs will be in a portion of Scottish Control East sector. Unfortunately the SME is on AL. As per my email below, I will provide clarity on the impact for Scottish Control next Tuesday (2nd June).

Regards

[REDACTED]

NATS

[REDACTED]

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



NATS Internal

From: [REDACTED]
Sent: 27 May 2026 12:11
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Subject: RE: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Afternoon,

Can I please ask for a short extension to the NATS NERL plc response to this ACP? Can I send the NATS response on Tuesday 2nd June? One of my colleagues is on AL.

Regards

[REDACTED]

NATS

[REDACTED]

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



NATS Internal

From: Airspace Change 2 <airspacechange2@qinetiq.com>

Sent: 30 April 2026 16:59

To: Airspace Change 2 <airspacechange2@qinetiq.com>

Subject: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

Dear Stakeholder,

You have been identified, and may have been previously contacted during Stage 1, as a key stakeholder in the [Civil Airspace Publication \(CAP\) 1616](#) process for a permanent airspace change (ACP), which is being sponsored by the Ministry of Defence (MOD) in the vicinity of Holbeach Air Weapons Range. This change, under the identification number ACP-2024-028, proposes a review of the airspace currently afforded for EGD207 (Holbeach) to accommodate Protector's intended activity, in addition to the accommodation of current and future range activity.

The ACP has progressed to [Stage 2](#), as defined in CAP 1616. There are two additional supporting documents, attached, that are now available on the [CAA ACP Portal](#):

ACP-2024-028 Design Options – Stakeholder Engagement

ACP-2024-028 Annex D Baseline Scenarios

The MOD is seeking your feedback on these documents and requests that you comment on the suitability and accuracy of the information made available. Feedback received will be analysed and used to further shape the Baseline Scenarios and Design Option. The Baseline Scenario and Design Option will then be assessed using a Design Principle Evaluation and Initial Options Appraisal before being submitted to the CAA for review. *Please note that engagement at this stage is related only to this documentation linked above. Full public consultation regarding the impact of the ACP will take place during Stage 3 of the process.*

Comments are welcome directly in an email, or if you prefer, a postal address can be provided for hard copy replies. Please advise if you have any issues in accessing the engagement material via the CAA ACP Portal. Email responses should be sent by reply to this email (AirspaceChange2@qinetiq.com).

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 29th May 2026**.

Airspace Change Manager

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From: planningadvice@sholland.gov.uk
Sent: 29 May 2026 03:29
To: Airspace Change 2
Subject: Planning Decision - H06-0428-26; Applicant: Ministry of Defence; Location: Holbeach Air Weapons Range (Awr)
Attachments: H06-0428-26202605281613577096.pdf
Categories: Blue category

You don't often get email from planningadvice@sholland.gov.uk. [Learn why this is important](#)

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 01775 764725
DC Officers 01775 764703

planningadvice@sholland.gov.uk
www.sholland.gov.uk

TOWN AND COUNTRY PLANNING ACT 1990

Reference: H06-0428-26 **Date of Decision:** 28th May 2026
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: Proposed Change of Airspace

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

Notes:

Proposal

This is a consultation response in relation to an Airspace Change Proposal (ACP) in the vicinity of Holbeach Air Weapons Range (AWR). ACP was previously commenced to adjust the lateral and vertical limits of EGD207 to accommodate the activity of a large Remotely Piloted Air System (RPAS) as well as the MoD's wider operational objectives. Further consultation is required due to the requirements of all current and future platforms utilising EGD207 needing to be taken into consideration to better accommodate the MoD's current and future requirements.

Short term access to EGD207 Holbeach AWR has already been approved, however Stage 2 is to propose a permanent airspace solution at EGD207 Holbeach AWR only.

The RPAS must be flown using a Layered Safety Approach which specifically requires

flight in Segregated Airspace to enable it to conduct these activities in a safe environment whilst also providing protection of other airspace users. Furthermore, the RPAS requires access to a specific ground-based target which, within the UK, is only located within two existing Danger Areas. These being EGD207 Holbeach AWR and EGD514 at West Freugh in Scotland; Holbeach AWR, due to its geographical location is considered to be the preferred location for these activities. However, the flight profiles of the RPAS cannot be contained within the current lateral boundary of this site and therefore they must be altered.

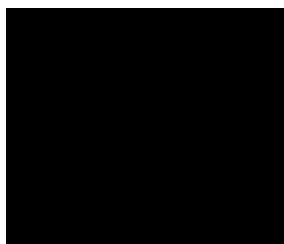
Site Description

The AWR operates in the sea bed of The Wash Site of Special Scientific Interest (SSSI).

Consultation Response

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. As an affected stakeholder, the Local Planning Authority are required to provide comment.

From the details provided within this submission and as outlined within 'Stakeholder Engagement Letter' and 'Stage 2 Develop & Assess', the LPA wish to raise no objection to works and to outline that they do not necessarily meet the definition of 'development' within the Town and Country Planning Act 1990. The LPA therefore have no objections to the airspace change proposal.



Assistant Director - Planning and Strategic Infrastructure
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 01775 764557 or bcadmin@sholland.gov.uk

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 01775 764557 or bcadmin@sholland.gov.uk

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:

12 Weeks	6 Months	8 Weeks
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) at least 10 days before submitting the appeal. Further details are on 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://appeal-planning-decision.service.gov.uk/before-you-start>. 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: 0303 444 5000.

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.

[REDACTED]

From: Airspace Change 2
Sent: 02 June 2026 10:39
To: [REDACTED]: Airspace Change 2
Cc: [REDACTED]
Subject: RE: Reminder: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Categories: Blue category

UK OFFICIAL

Good morning [REDACTED]

Firstly, we thank you for your response to our Stage 2 Engagement Process for ACP-2024-028.

After reviewing your feedback, we have noted the importance of access to any new piece of segregated airspace for your unmanned aerial systems across the wash to undertake monitoring, compliance and enforcement activities. As the airspace process continues, we will continue to engage with yourselves, along with Holbeach Range itself, to provide access to the areas you are required to operate in. This airspace change does not aim to hinder your statutory responsibilities for monitoring and enforcing fishing regulations across The Wash.

Access agreements will be visited later in the airspace change process, however your feedback as been noted now, and as above, we will continue to engage with you throughout the process.

If you would like to discuss anything further, please do not hesitate to contact me. Additionally, if based on my response above you have any additional feedback, please feel free to send that across.

Kind regards,

[REDACTED]
Airspace Change Manager

QINETIQ

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UK OFFICIAL

From: [REDACTED]
Sent: 29 May 2026 11:09
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Cc: [REDACTED]
Subject: Reminder: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

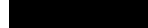
You don't often get email from williamwade@eastern-ifca.gov.uk. [Learn why this is important](#)

Dear Airspace Change Manager,

Please find Eastern IFCA's response to your consultation request attached above.

Please do not hesitate to get in contact if you have any questions about our comments.

Many thanks,

e
Marine Science Officer

Eastern Inshore Fisheries and Conservation Authority
6 North Lynn Business Village, Bergen Way, King's Lynn, Norfolk PE30 2JG


W: <http://www.eastern-ifca.gov.uk/>



[REDACTED]

From: [REDACTED]
Sent: 29 May 2026 11:09
To: Airspace Change 2
Cc: [REDACTED]
Subject: Reminder: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option
Attachments: 2026_5_22-699_Permanent_Airspace_Change_Proposal_-_Holbeach_AWR.pdf
Categories: Blue category

You don't often get email from williamwade@eastern-ifca.gov.uk. [Learn why this is important](#)

Dear Airspace Change Manager,

Please find Eastern IFCA's response to your consultation request attached above.

Please do not hesitate to get in contact if you have any questions about our comments.

Many thanks,

[REDACTED]
Marine Science Officer

Eastern Inshore Fisheries and Conservation Authority
6 North Lynn Business Village, Bergen Way, King's Lynn, Norfolk PE30 2JG

[REDACTED]
W: <http://www.eastern-ifca.gov.uk/>



Date: 26/05/2026
Your Ref: ACP-2024-028
Our Ref: 2026_5_22-699

Dear Airspace Change Manager,

Permanent Airspace Change Proposal – Holbeach AWR

1.1 Role of Eastern Inshore Fisheries and Conservation Authority (Eastern IFCA)

The role of Eastern IFCA is “to lead, champion and manage a sustainable marine environment and inshore fisheries” in the context of our main duties¹ within our district, which extends from the Humber to Harwich, and six nautical miles out to sea. To achieve this, Eastern IFCA gathers and analyses fisheries and environmental information, including through dialogue with our stakeholders, catch returns and research, to inform management decisions.

The proposal has the potential to interact with fishing activities within the Eastern IFCA district. Eastern IFCA may have expertise relevant to the proposal or an interest in the proposal and it is therefore considered appropriate for Eastern IFCA to provide comment.

1.2 Eastern IFCA’s role in responding to consultations

Eastern IFCA reviews documentation and will seek to advise on potential interactions between fishing activity and the environment, the potential implications of these interactions and the effectiveness of mitigation proposed within the application as appropriate. We will also seek to identify, where possible, relevant stakeholders who may be impacted by the application.

2. Eastern IFCA’s Response

The Authority has concerns regarding the proposed expansion of segregated airspace associated with the Holbeach Air Weapons Range. The Authority routinely deploys unmanned aerial systems (drones) across The Wash to undertake monitoring, compliance, and enforcement activities. These operations are essential for collecting evidential video footage and for acting as a visible deterrent against illegal fishing activities.

The proposed airspace changes, if approved, could significantly limit, or potentially prevent, the Authority from deploying drones within the affected area while the airspace is active. This may, in turn, hinder the Authority’s ability to fulfil its statutory responsibilities for monitoring and enforcing fishing regulations across The Wash.

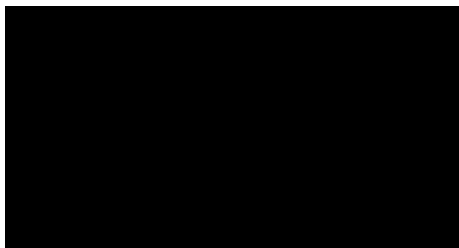
¹ S.153 & 154 of the Marine and Coastal Access Act 2009 (c.23).

Our preferred option is 'Option 1', as it appears least likely to interfere with enforcement activities in the area. However, we would appreciate clarification on the extent to how the changes proposed under each option might restrict Eastern IFCA's ability to carry out drone operations within The Wash.

The Authority also notes that there is no corresponding proposal to extend the existing vessel exclusion zone during periods when the range is active. As such, the proposal is expected to have minimal direct impact on commercial and recreational fishing activities, as well as on our vessel-based enforcement operations within The Wash.

Please do not hesitate to contact me should you have any queries on the above response.

Yours sincerely,



Marine Science Officer
Eastern Inshore Fisheries and Conservation Authority

[REDACTED]

From: Airspace Change 2
Sent: 11 June 2026 15:59
To: [REDACTED]; Airspace Change 2
Subject: RE: 2026-05-29 548718 ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Categories: Blue category

UK OFFICIAL

Good afternoon [REDACTED]

Firstly, thank you for your response to our Stage 2 Engagement Process for ACP-2024-028. We are currently in the process of reviewing and compiling our received feedback in preparation for submission to the Civil Aviation Authority as part of Stage 2 of the CAP1616 Airspace Change Process.

We have taken some time to review your feedback and work with the Ministry of Defence to provide a response. Please see below our responses in red, to your feedback you provided during Stage 2.

It is currently uncertain as to the overall intention of the amendment of the air space usage and how the conclusion has been given that the proposal will not have Adverse Effect on Integrity on the European designated sites. Our advice is that by increasing flight and practise times from the current base levels, a Habitat Regulations Assessment will be required to assess the impacts of the increased hours/training.

In accordance with para 3. 69 of CAP 1616f - Guidance on Airspace Change Process for Permanent Airspace Change Proposals (Stage 2), a habitats regulations assessment early screening criteria form will be completed, as given in CAP 1616i, Environmental Assessment Requirements and Guidance for Airspace Change Proposals. This will determine whether there is likely to be a significant effect on European sites and if a full Habitats Assessment is required for submission at Stage 3.

We note that the Change Sponsor does not envisage the period, or frequency, of activation to increase with implementation of the design options.

However, the Annex D Document indicates a forecast increase from 1299 hours to 2655 hours. Natural England seeks clarity on this.

The Baseline document was incorrectly named on the CAA Portal as Annex D to ACP-2024-028 Stakeholder Engagement: ACP-2024-028 – Baseline Scenarios – it has been corrected to Annex A.

The increase outlined in Annex A reflects a linear rise in EGD207 utilisation, with no associated changes to the airspace structure. It is anticipated that implementation of the design options will not affect either the frequency or duration of EGD207 activation. Consequently, the volume of military aircraft operating in the vicinity is expected to increase at the same rate as it would in the absence of any airspace change.

The AWR to accommodate the activity of a large Remotely Piloted Air System (RPAS), Protector RG Mk12, and that they have short term access to use this and that it is expected to last for 3 months. ACP-2024-

014 has been approved by the CAA and may help inform the development of this ACP for a permanent airspace change.

It is our understanding that any changes in operations or increases in operations requires that the Ministry of Defence should also consult Natural England.

The Change Sponsor completed all engagement activity for the approved temporary airspace change ACP-2024-014 in accordance with CAP1616g - Guidance on Airspace Change Process for Temporary and Trial Airspace Change Proposals, paras 5.5 to 5.8.

Natural England is currently unable to comment specifically on the different options as there is insufficient information to inform of current usage/expected usage. We seek further explanation of the options in terms of total area usage, as the plans indicate the whole of the Wash can be utilised.

The MOD is unable to provide further detail on current or forecast usage beyond that already set out in Annex A. The Wash area is currently classified as Class G airspace, and the proposed design options retain this classification while introducing a Danger Area. The airspace design seeks to support continued utilisation of existing range infrastructure at the AWR while affording enhanced protection to all aircraft. As a reminder, this airspace change proposal seeks to afford protection to current range activity and the flight profiles which extend outside the airspace construct today. The change will provide protection to the aircraft presently using the range and other airspace users operating outside the range in Class G airspace. Activity levels are expected to remain consistent with those currently observed above.

Natural England advises that we should be part of any stakeholder groups in which any changes to Holbeach that could potentially affect the named designated sites above.

At Stage 1 of the ACP, the Statement of Need (SON V2.03) sought to introduce an enduring volume of segregated airspace adjacent to, and potentially overlapping, the airspace currently designated as EGD207 Holbeach Air Weapons Range (AWR) to accommodate Protector flight profiles whilst utilizing the ground-based equipment in-situ. Appropriate stakeholders were contacted. Following the Stage 1 engagement process, it became evident that the requirements of all current and future platforms utilising EGD207 should be taken into consideration, to better accommodate the MoD's current and future requirements. The Change Sponsor consulted with the Civil Aviation Authority (CAA) on how best to proceed: A revised SON) V3.04 has been agreed and permission to proceed to Stage 2 was provided: Natural England are included as stakeholders from Stage 2. See para 2 of ACP-2024-028 AIRSPACE DESIGN OPTIONS – STAKEHOLDER ENGAGEMENT v2.0.

Reference is made to scenarios with/without change in Annex A, but this has not been provided in your consultation to Natural England, therefore we are unable to make any detailed comments.

The Baseline document was incorrectly named on the CAA Portal as Annex **D** to ACP-2024-028 Stakeholder Engagement: ACP-2024-028 – Baseline Scenarios – it has been corrected to Annex **A**.

There are no references to baseline usage for comparison to be able to provide detailed comments.

The Baseline document was incorrectly named on the CAA Portal as Annex **D** to ACP-2024-028 Stakeholder Engagement: ACP-2024-028 – Baseline Scenarios – it has been corrected to Annex **A**.

Natural England seeks further information on the implementation of the AWR at night during overwintering period and when this was put in place. We also would like to know how often this happens and what triggers the airspace to be opened.

The MOD is unable to provide a specific date for the commencement of night-time use of the AWR. While the exact origin of the current operating hours is unclear, records dating back to 2012 indicate that they have remained unchanged since that time. Additionally, the MOD cannot comment on the specific training or operational requirements that necessitate night-time activation of EGD207. Airspace activation is conducted in accordance with paragraph 9.2 of ACP-2024-028 Airspace Design Options – Stakeholder Engagement v2.0. The airspace is deactivated when not required.

Finally, although the consultation is focused on air usage space, there is no reference as to whether the increase in air usage will affect species on the ground. Natural England would like to see additional evidence that this will also be considered as part of the overall assessment of the proposal.

The Change Sponsor will comply with CAP 1616f, paragraph 3.61, for Stage 2. As a minimum, the initial options appraisal for each design option will include a qualitative assessment of the likely environmental impacts, encompassing both direct and consequential effects, with reference to CAP 1616i, Environmental Assessment Requirements and Guidance for Airspace Change. Paragraph 2.19 states: ‘The Ministry of Defence need only ever assess the anticipated environmental impacts of the consequential changes on civil aviation patterns. Environmental impacts that are a direct result of military aircraft or military operations (including civil aircraft carrying out military function under contract) are not required to be considered or assessed. Consequential environmental impacts from other airspace users (i.e., civil aviation) that are a result of the airspace change proposal must be assessed in accordance with Level 1 ... requirements’

The Initial Options Appraisal will be completed at the end of Stage 2, following receipt and consideration of all stakeholder feedback.

The Change Sponsor is grateful for the discretionary advice and will certainly make use of the links provided.

Kind regards,

Airspace Change Manager

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QINETIQ

UK OFFICIAL

From: [REDACTED]
Sent: 29 May 2026 16:41
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Subject: 2026-05-29 548718 ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option
Importance: High

You don't often get email from andrew.stubbs@naturalengland.org.uk. [Learn why this is important](#)

Dear team,

Please find enclosed Natural England's response to the above consultation,

Kind regards,

[REDACTED]

[REDACTED]

Senior Planning and Environment Officer

East Midlands Area Team

Natural England

Trentside

Scarrington Road

West Bridgford

Nottingham

NG2 5FA

Tel **02080261978**

Mobile [REDACTED]

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Date: 29 May 2026
Our ref: 548718
Your ref: ACP-2024-028



Air Space Change Manager

BY EMAIL ONLY

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

Dear Team

Planning consultation: MoD Stage 2 Engagement Baseline Scenarios and Design Option
Location: Holbeach Range.

Thank you for your consultation on the above dated 30 April 2026.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

SUMMARY OF NATURAL ENGLAND'S ADVICE

FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES

The proposed development has the potential to have a harmful effect on terrestrial Sites of Special Scientific Interest (SSSIs) and those Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites that they underpin.

Natural England's statutory advice on these potential impacts is set out below.

Designated sites

The Wash & North Norfolk Coast SAC

The Wash SPA

The Wash RAMSAR

The Wash SSSI

Habitats Regulations Assessment (HRA)- Screening stages

If this consultation is regarding the Screening stages of an HRA, step by step [guidance](#) is provided on the [GOV. UK website](#).

When assessing the Likely Significant Effect (LSE), you must check if the proposal could have a significant effect on a Habitats (European) Site, as defined in NPPF that could affect its conservation objectives. If you cannot rule out the risk of the proposal having a significant effect, you will need to do an appropriate assessment. If there's no likely significant effect on the site, either alone or in combination, then you do not need to carry out an appropriate assessment.

Following the [People Over Wind ruling](#) by the European Court of Justice, mitigation may not be taken into account at screening stage when considering 'likely significant effects', but can be considered at appropriate assessment. In the light of this, these measures should be formally checked and confirmed by your authority, as the competent authority, via an appropriate assessment in view of the [European Site's conservation objectives](#) and in accordance with the Conservation of Habitats & Species Regulations 2017 (as amended).

Natural England's comments are based upon the documents submitted as part of the Stage Two consultation.

It is currently uncertain as to the overall intention of the amendment of the air space usage and how the conclusion has been given that the proposal will not have Adverse Effect on Integrity on the European designated sites. Our advice is that by increasing flight and practise times from the current base levels, a Habitat Regulations Assessment will be required to assess the impacts of the increase hours/training.

Further detailed comments

Document ACP-2024-028 AIRSPACE DESIGN OPTIONS – STAKEHOLDER ENGAGEMENT v2.0,

We note that the Change Sponsor does not envisage the period, or frequency, of activation to increase with implementation of the design options.

However, the Annex D Document indicates a forecast increase from 1299 hours to 2655 hours. Natural England seeks clarity on this

It is stated that:

The AWR to accommodate the activity of a large Remotely Piloted Air System (RPAS), Protector RG Mk12, and that they have short term access to use this and that it is expected to last for 3 months. ACP-2024-014 has been approved by the CAA and may help inform the development of this ACP for a permanent airspace change.

It is our understanding that any changes in operations or increases in operations requires that the Ministry of Defence should also consult Natural England.

Natural England is currently unable to comment specifically on the different options as there is insufficient information to inform of current usage/expected usage. We seek further explanation of the options in terms of total area usage, as the plans indicate the whole of the Wash can be utilised.

Section 6 – Design Principles,

Natural England advises that we should be part of any stakeholder groups in which any changes to Holbeach that could potentially affect the named designated sites above.

Section 7 Baseline Scenarios –

Reference is made to scenarios with/without change in Annex A, but this has not been provided in your consultation to Natural England, therefore we are unable to make any detailed comments.

Section 8 – Design Options

There are no references to baseline usage for comparison to be able to provide detailed comments.

Section 9 – Measures to minimise the impact on other airspace users

Natural England seeks further information on the implementation of the AWR at night during overwintering period and when this was put in place. We also would like to know how often this happens and what triggers the airspace to be opened.

Document Annex A to ACP-2024-028 Stakeholder Engagement: ACP-2024-028 – Baseline Scenarios

Reference is made to low flying. Low flying across the Wash has the potential to cause mass disturbance and an increased risk of bird strike. We have evidence of bird flushing occurring because of low flying. Flushing has several potential impacts; such as increased usage of energy stores used by birds flying; nests being left vulnerable to predation due to birds leaving the nests and even total abandonment of an nesting area. There is also the increased risk of bird strikes. Natural England would like to see options where avoidance of flights over the most sensitive areas of the Wash has been considered.

As previously mentioned above in our letter, increases in activity yearly, especially at the 10-year marker is significant and should be assessed accordingly.

The Environmental Impacts (including tranquillity, air quality and noise) have stated that conclusions have been made and are expected to be in line with forecast civilian and military traffic levels only. Natural England advises that other relevant bodies including relevant Local Planning Authorities and other organisations should also be consulted for other air quality data to be able to fully assess overall noise impacts.

Although both documents refer to the Wash, neither document provide a detailed breakdown of the features of the Wash and the potential impacts on each feature. Each component species can be affected differently by noise/disturbance, Natural England therefore advises that an additional section should be provided that lists the relevant species and the potential impacts. We would also like to see evidence of how biodiversity can be increased across your site as part of this proposal.

Finally, although the consultation is focused on air usage space, there is no reference as to whether the increase in air usage will affect species on the ground. Natural England would like to see additional evidence that this will also be considered as part of the overall assessment of the proposal.

Discretionary Advice

Natural England may provide further advice to the applicant through the discretionary advice service (DAS). Refer to [Developers: get environmental advice on your planning proposals - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/get-environmental-advice-on-your-planning-proposals) for more information.

We would be happy to comment further should the need arise but if in the meantime you have any queries, please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely



Senior Planning Officer
East Midlands Area Team
Natural England

[REDACTED]

From: [REDACTED]
Sent: 01 June 2026 16:20
To: [REDACTED]
Subject: MOD response to ACP-2024-028

Afternoon [REDACTED]

After circulating the stage 2 material amongst military air users, there has been no impact raised and as you would expect, general support for the proposal. The only feedback we wish to submit is that Option 3 would be the preferred option, for the simplicity of booking and notification. However, noting that with less individually bookable areas that would decrease the flexible use of airspace, for which we have a responsibility, then Option 2 would be the next preferred option with the proviso that Area B be increased up to 23000ft. Limiting area B to 10000ft creates a number of stepped changes to the airspace which, in a VFR environment without an assured air picture, builds in complications when holding off and separating aircraft.

Many thanks

[REDACTED]

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

[REDACTED]

From: [REDACTED]
Sent: 22 May 2026 10:55
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: ACP-2024-028 // Holbeach Stage 2 Engagement // Baseline Scenarios and Design Option

Hi [REDACTED]

Please see below for Stage 2 feedback from the ASWC. Looks they concur with our (Holbeach) feedback.

Kind Regards

[REDACTED]

[REDACTED] | OR-7/E-7 | SAWRC | DIO Holbeach Air Weapons Range | Durhams Road | Dawsmere | Spalding | Lincs | PE12 9NJ | **E-mail:** [REDACTED] | MS TEAMS +44 303 382 7076 | Tel Mil: 95715 Ext 7119 | Tel Civ: +44(0) 1406 550296 or 550083



Useful Links:

- [-Holbeach AWR SharePoint Portal](#)
- [-UK AWRs SharePoint Portal](#)
- [-Air Officer Airbases \(BMF HQ\) SharePoint Portal](#)
- [-Air Command Air Weapons & Electronic Warfare Range Orders \(ACAWEWROs\) SharePoint Portal](#)
- [-Holbeach AWR General Orders Apr 26](#)

From: [REDACTED] (ASWC-41Sqn TMO3) [REDACTED]
Sent: 22 May 2026 10:52
To: [REDACTED]
Subject: RE: ACP-2024-028 // Holbeach Stage 2 Engagement // Baseline Scenarios and Design Option

Hey [REDACTED] TMOs

Concur with your preference of ACP – anything that allows us to conduct Combat Laser fire on any LOA vs Target is useful for us – IE the addition of C and D in that option.

It looks like CAF / TyF have already been consulted as the request was partly made by them.

Thanks!



[Redacted] | Trials Management / Combat Air SME | 41 Test and Evaluation Squadron
Mil: 95721 6255 | Civ: 01526 346056 | Skype: +44 300157 4219 | 41 SQN Rm RF08, RAF Coningsby, Lincoln, LN4 4SY
✉ [Redacted] | ✉ [Redacted] | ✉ [Redacted]

From: [Redacted]
Sent: 22 May 2026 09:41
To: [Redacted]
Cc: [Redacted]
Subject: FW: ACP-2024-028 // Holbeach Stage 2 Engagement // Baseline Scenarios and Design Option

Morning Sir,

Please see attached and below.

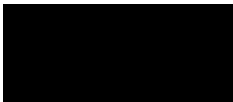
The email was originally sent to the ASWC Air Safety team, so I'm not sure whether it made it to you?

QinetiQ are looking for all stakeholder feedback from all perspectives. Holbeach AWR is at Tile 3, on the Holbeach "Permanent" ACP at Tile 1 and 2.

Please disseminate if required as this is a big opportunity to ask for more segregated airspace. I guess your feedback gets pushed back through your Air Safety team?

I will advise QinetiQ some feedback might arrive beyond [Redacted] deadline of 27 May 26.

Kind Regards



[Redacted] | OR-7/E-7 | SAWRC | DIO Holbeach Air Weapons Range | Durhams Road | Dawsmere | Spalding | Lincs | PE12 9NJ | **E-mail:** [Redacted] MS TEAMS +44 303 382 7076 | Tel Mil: 95715 Ext 7119 | Tel Civ: +44(0) 1406 550296 or 550083



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- [Air Officer Airbases \(BMF HQ\) SharePoint Portal](#)
- [Air Command Air Weapons & Electronic Warfare Range Orders \(ACAWEWROs\) SharePoint Portal](#)
- [Holbeach AWR General Orders Apr 26](#)

From: [Redacted]
Sen [Redacted]
[Redacted]

Subject: FW: ACP-2024-028 // Holbeach Stage 2 Engagement // Baseline Scenarios and Design Option

Morning [Redacted]

PSB email from [Redacted] Not sure if you have submitted anything previously, but please could you take a look and send me any feedback that you may have?

Kind Regards

[Redacted]

[Redacted] | 2Gp Battlespace Management Force | SO3 SUAM (Special Use Airspace Manager) |
RAF Shawbury | Shawbury | Wem Road | Shrewsbury | SY4 4DZ |

Remote Working Contacts - Teams: +44 (0) 3033729348 | Email: [Redacted]



DACOS Aerodrome Operations & Battlespace Management Air Traffic Services Senior Officer (ATSSO) Inspector of Battlespace Management Safety Gp Capt Karen Moran				
SO1 Air & Space Operations Advisor Team [Redacted]	SO1 Aerodrome Operations [Redacted]	SO1 SUAM (Air), AAWR and BM Assurance [Redacted]	SO1 BM Marshall [Redacted]	SO1 BM [Redacted]
Air & Space Operations workforce structures, training, policy and guidance Profession Advisor Team	Aerodrome support, resource management and planning Aerodrome Operations	Management of SUAM (Air) & AAWR management and policy SUAM HQ & AWRs BM Assurance management, policy and regulations across all BM AORs BM Assurance	Programme Marshall - ATM equipment upgrade management Programme Marshall	Air Saf for po Safe aerod S

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From: [REDACTED]

Sent: 12 May 2026 15:20

To: 22Gp-DFT ASAR Group Mailbox (MULTIUSER) <22Gp-DFTASARGroupMailbox@mod.gov.uk>; [REDACTED]

[REDACTED]



Subject: ACP-2024-028 // Holbeach Stage 2 Engagement // Baseline Scenarios and Design Option

Sirs, Ma'ams et al,

Please see attached the engagement material for the permanent change proposal for Holbeach range. These changes started out to accommodate flight profiles for Protector (as seen in the temporary change that preceded this ACP) but have now been extended at the request of Typhoon Force and USAFE to incorporate additional airspace for their training sorties.

Please review and feedback any impact / **concerns by 27th May so I can** collate. Please be cognisant to the fact that this is an MOD sponsored ACP to support military flying training. Any issues or concerns raised to me, we will endeavour to resolve in the design options before final submission.

Kind regards



From: Airspace Change 2 <airspacechange2@qinetiq.com>

Sent: 30 April 2026 16:59

To: Airspace Change 2 <airspacechange2@qinetiq.com>

Subject: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Dear Stakeholder,

You have been identified, and may have been previously contacted during Stage 1, as a key stakeholder in the [Civil Airspace Publication \(CAP\) 1616](#) process for a permanent airspace change (ACP), which is being sponsored by the Ministry of Defence (MOD) in the vicinity of Holbeach Air Weapons Range. This change, under the identification number ACP-2024-028, proposes a review of the airspace currently afforded for EGD207 (Holbeach) to accommodate Protectors intended activity, in addition to the accommodation of current and future range activity.

The ACP has progressed to [Stage 2](#), as defined in CAP 1616. There are two additional supporting documents, attached, that are now available on the [CAA ACP Portal](#):

ACP-2024-028 Design Options – Stakeholder Engagement

ACP-2024-028 Annex D Baseline Scenarios

The MOD is seeking your feedback on these documents and requests that you comment on the suitability and accuracy of the information made available. Feedback received will be analysed and used to further shape the Baseline Scenarios and Design Option. The Baseline Scenario and Design Option will then be assessed using a Design Principle Evaluation and Initial Options Appraisal before being submitted to the CAA for review. *Please note that engagement at this stage is related only to this documentation linked above. Full public consultation regarding the impact of the ACP will take place during Stage 3 of the process.*

Comments are welcome directly in an email, or if you prefer, a postal address can be provided for hard copy replies. Please advise if you have any issues in accessing the engagement material via the CAA ACP Portal. Email responses should be sent by reply to this email (AirspaceChange2@qinetiq.com).

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 29th May 2026**.

Airspace Change Manager

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[REDACTED]

From: [REDACTED]
Sent: 20 May 2026 15:10
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: ACP-2024-028 // Holbeach Stage 2 Engagement // Baseline Scenarios and Design Option

All,

Please see below for my response to Stage 2 through my Command Chain.

HTH.

Kind Regards

[REDACTED]

[REDACTED] | OR-7/E-7 | SAWRC | DIO Holbeach Air Weapons Range | Durhams Road | Dawsmere | Spalding | Lincs | PE12 9NJ | **E-mail:** [REDACTED] | MS TEAMS +44 303 382 7076 | Tel Mil: 95715 Ext 7119 | Tel Civ: +44(0) 1406 550296 or 550083



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- [Air Command Air Weapons & Electronic Warfare Range Orders \(ACAWEWROs\) SharePoint Portal](#)
- [Holbeach AWR General Orders Apr 26](#)

From: [REDACTED]
Sent: 20 May 2026 15:06
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: ACP-2024-028 // Holbeach Stage 2 Engagement // Baseline Scenarios and Design Option

Hi Sir,

Having consulted with QinetiQ and USAFE-UK, Option 3 is our preference.

Option 3 provides simplicity and a large volume of airspace available continually during published opening hours. This would cater for formation CAS and the ability to hugely enhance our weapon Safety Trace catalogue. We would prospectively have the option to Safety Trace in from the North and North East to avoid the deep water channel where large [slow] marine vessels manoeuvre to and from Kings Lynn port. Further, we would have the ability to hold aircraft in segregated airspace; separated laterally. Without an assured air picture (AAP), monitoring complex airspace add-ons with stepped changes in vertical limits becomes challenging; being a VFR environment with no Radar (AAP). i.e. it builds in complications.

A SUACS and SUAAIS are both available during published hours, this would be made easier with an AAP. Also more straightforward as both participating non-participating traffic would be visible.

Option 2 would be our secondary choice, though Option 2 Area B should extend **SFC – 23000ft amsl** for the reasons stated above.

Para 10.1 requires a small amendment:

10 Safety. 10.1. *Holbeach AWR ATC will be present during all AWR operations, and all aircraft will be under positive ATC control from a military ATC terminal or area radar unit. Information on the status of the airspace will be available via both UHF and VHF frequencies. In addition, a Special Use Airspace Activity Information Service (SUAAIS) may be provided by London Information. Full details of how to obtain information on the status of the TDA will be provided in the activation NOTAM.*

Should read: “and all aircraft will be under positive ATC control, either from Holbeach or from a military ATC terminal or area radar unit”.

Kind Regards



 OR-7/E-7 | SAWRC | DIO Holbeach Air Weapons Range | Durhams Road | Dawsmere | Spalding | Lincs | PE12 9NJ | **E-mail:**  | MS TEAMS +44 303 382 7076 | Tel Mil: 95715 Ext 7119 | Tel Civ: +44(0) 1406 550296 or 550083



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-[Air Command Air Weapons & Electronic Warfare Range Orders \(ACAWEWROs\) SharePoint Portal](#)
 -[Holbeach AWR General Orders Apr 26](#)

From: [REDACTED]
Sent: 14 May 2026 09:38
To: [REDACTED]
Subject: FW: ACP-2024-028 // Holbeach Stage 2 Engagement // Baseline Scenarios and Design Option

Morning [REDACTED]

PSB email from [REDACTED] Not sure if you have submitted anything previously, but please could you take a look and send me any feedback that you may have?

Kind Regards



[REDACTED] | 2Gp Battlespace Management Force | SO3 SUAM (Special Use Airspace Manager) |
 RAF Shawbury | Shawbury | Wem Road | Shrewsbury | SY4 4DZ |

Remote Working Contacts - Teams: +44 (0) 3033729348 | Email: [REDACTED]



DACOS Aerodrome Operations & Battlespace Management Air Traffic Services Senior Officer (ATSSO) Inspector of Battlespace Management Safety Gp Capt Karen Moran				
SO1 Air & Space Operations Advisor Team [REDACTED]	SO1 Aerodrome Operations [REDACTED]	SO1 SUAM (Air), AAWR and BM Assurance [REDACTED]	SO1 BM Marshall [REDACTED]	SO1 BM [REDACTED]
Air & Space Operations workforce structures, training, policy and guidance Profession Advisor Team	Aerodrome support, resource management and planning Aerodrome Operations	Management of SUAM (Air) & AAWR management and policy SUAM HQ & AWRs BM Assurance management, policy and regulations across all BM AORs BM Assurance	Programme Marshall - ATM equipment upgrade management Programme Marshall	Air Saf for po Safe aerod S

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From: [REDACTED]

Sent: 12 May 2026 15:20

To: 22Gp-DFT ASAR Group Mailbox (MULTIUSER) [REDACTED]

[REDACTED]

[REDACTED]

Sirs, Ma'ams et al,

Please see attached the engagement material for the permanent change proposal for Holbeach range. These changes started out to accommodate flight profiles for Protector (as seen in the temporary change that preceded this ACP) but have now been extended at the request of Typhoon Force and USAFE to incorporate additional airspace for their training sorties.

Please review and feedback any impact / concerns by **27th May** so I can collate. Please be cognisant to the fact that this is an MOD sponsored ACP to support military flying training. Any issues or concerns raised to me, we will endeavour to resolve in the design options before final submission.

Kind regards

[REDACTED]

From: Airspace Change 2 <airspacechange2@qinetiq.com>
Sent: 30 April 2026 16:59
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Subject: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Dear Stakeholder,

You have been identified, and may have been previously contacted during Stage 1, as a key stakeholder in the [Civil Airspace Publication \(CAP\) 1616](#) process for a permanent airspace change (ACP), which is being sponsored by the Ministry of Defence (MOD) in the vicinity of Holbeach Air Weapons Range. This change, under the identification number ACP-2024-028, proposes a review of the airspace currently afforded for EGD207 (Holbeach) to accommodate Protectors intended activity, in addition to the accommodation of current and future range activity.

The ACP has progressed to [Stage 2](#), as defined in CAP 1616. There are two additional supporting documents, attached, that are now available on the [CAA ACP Portal](#):

ACP-2024-028 Design Options – Stakeholder Engagement
ACP-2024-028 Annex D Baseline Scenarios

The MOD is seeking your feedback on these documents and requests that you comment on the suitability and accuracy of the information made available. Feedback received will be analysed and used to further shape the Baseline Scenarios and Design Option. The Baseline Scenario and Design Option will then be assessed using a Design Principle Evaluation and Initial Options Appraisal before being submitted to the CAA for review. *Please note that engagement at this stage is related only to this documentation linked above. Full public consultation regarding the impact of the ACP will take place during Stage 3 of the process.*

Comments are welcome directly in an email, or if you prefer, a postal address can be provided for hard copy replies. Please advise if you have any issues in accessing the engagement material via the CAA ACP Portal. Email responses should be sent by reply to this email (AirspaceChange2@qinetiq.com).

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 29th May 2026**.

Airspace Change Manager

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[REDACTED]

From: [REDACTED]
Sent: 15 May 2026 09:19
To: [REDACTED]
Subject: RE: 20260414-EAAUWG Invitation-O

Hi [REDACTED]

Having just spoken to [REDACTED] could we organise a meeting early next week please?

We would like to discuss a few options.

Kind Regards

[REDACTED]

[REDACTED] OR-7/E-7 | SAWRC | DIO Holbeach Air Weapons Range | Durhams Road | Dawsmere |
Spalding | Lincs | PE12 9NJ | **E-mail:** [REDACTED] | MS TEAMS +44 303 382 7076 | Tel
Mil: 95715 Ext 7119 | Tel Civ: +44(0) 1406 550296 or 550083



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- [-Air Command Air Weapons & Electronic Warfare Range Orders \(ACAWEWROs\) SharePoint Portal](#)
- [-Holbeach AWR General Orders Apr 26](#)

From: [REDACTED]
Sen [REDACTED]
Cc: [REDACTED]
<airspacechange2@qinetiq.com>
Subject: RE: 20260414-EAAUWG Invitation-O

Hey [REDACTED]

Great stuff.

[REDACTED] and I are reviewing the Stage 2 stakeholder engagement documents sent to us by [REDACTED]

We have a couple of questions if that's ok?

Option 2: We can't remember why Area B has a max level of 10000ft amsl? Was that a user requirement or confliction with Y70? We are looking at our future ability to safely trace Guided Weapons which would be released above 10000ft. Is Op2 Area B to 23000ft going to be more difficult to argue? We are also considering how we monitor "stepped airspace" accurately without an assured Air Picture.

Para 10 States:

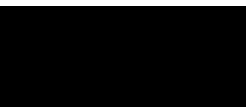
10 Safety. 10.1. *Holbeach AWR ATC will be present during all AWR operations, and all aircraft will be under positive ATC control from a military ATC terminal or area radar unit. Information on the status of the airspace will be available via both UHF and VHF frequencies. In addition, a Special Use Airspace Activity Information Service (SUAIS) may be provided by London Information. Full details of how to obtain information on the status of the TDA will be provided in the activation NOTAM.*

It is not always the case that acft are under positive ATC control from a military ATC terminal or area radar unit. Although much less common now, aircraft can operate VFR within EG D207 Sq7002 without a radar service.

As a note, once the new airspace is available, assuming Holbeach is managing the new airspace, we would employ current UK Mil AiP airspace activation policy with airspace having to be booked by D-1 1100L and NOTAMd by D-1 1700L.

Many Thanks.

Kind Regards



[REDACTED] | OR-7/E-7 | SAWRC | DIO Holbeach Air Weapons Range | Durhams Road | Dawsmere | Spalding | Lincs | PE12 9NJ | **E-mail:** [REDACTED] | MS TEAMS +44 303 382 7076 | Tel Mil: 95715 Ext 7119 | Tel Civ: +44(0) 1406 550296 or 550083



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[-Air Command Air Weapons & Electronic Warfare Range Orders \(ACAWEWROs\) SharePoint Portal](#)
[-Holbeach AWR General Orders Apr 26](#)

From: [REDACTED]
Sent: 14 May 2026 16:35
To: [REDACTED]
Cc: [REDACTED] Airspace Change 2
<airspacechange2@qinetiq.com>
Subject: RE: 20260414-EAAUWG Invitation-O

QINETIQ GENERAL

Hi [REDACTED]

We've previously attended these forums and briefed airspace change for Waddington and Marham and have also received an invitation to attend this one. A brief would definitely be of benefit, so hopefully [REDACTED], myself (or both of us) will be able to come along and present.

Many thanks,

[REDACTED]

QINETIQ

Connect with us:



QINETIQ GENERAL

From: [REDACTED]
Sent: 14 May 2026 15:35
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: 20260414-EAAUWG Invitation-O

Hi [REDACTED]

RAF Marham have one of their bi-annual Air Working Groups on Thur 30 Jul 26 at 1300L, details attached.

The meeting is well attended by aviation stakeholders from East Anglia and surrounds with several short presentations are given by some of the attendees.

I'm not sure what stage it would be at by Jul 26, but would it be an audience that might benefit from an ACP-2024-028 progress brief?

Kind Regards



[Redacted] | OR-7/E-7 | SAWRC | DIO Holbeach Air Weapons Range | Durhams Road | Dawsmere | Spalding | Lincs | PE12 9NJ | **E-mail:** [Redacted] | MS TEAMS +44 303 382 7076 | Tel Mil: 95715 Ext 7119 | Tel Civ: +44(0) 1406 550296 or 550083



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- [Air Officer Airbases \(BMF HQ\) SharePoint Portal](#)
- [Air Command Air Weapons & Electronic Warfare Range Orders \(ACAWEWROs\) SharePoint Portal](#)
- [Holbeach AWR General Orders Apr 26](#)

From: [Redacted]

Sent: 14 May 2026 14:47

To: [Redacted]

[REDACTED]

Subject: 20260414-EAAUWG Invitation-O

Good afternoon Sirs, Ma'ams, all,

It is my pleasure to extend our invitation on behalf of Station Commander, Gp Capt L Boyd, and OC Ops, Wg Cdr D Hewat, to the next East Anglia Air Users Working Group to be held at 1300L on 30th Jul 26.

I would be extremely appreciative if you could inform me of your intent to attend, and if you'd like to present, by 12th Jun 26.

Following a positive confirmation, I shall distribute the VI's with a detailed breakdown of the day. I thank you in advance for your expertise, input and time required to facilitate creating a safer air picture.

Kind regards,



| ATC | WIT BMUE | East TATCC | RAF Marham | Kings Lynn | PE33 9NP | MOB: 07814545247

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From: [REDACTED]
Sent: 10 June 2026 15:18
To: [REDACTED]
Subject: RE: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option
Categories: Blue category

Good afternoon [REDACTED]

Firstly, we would like to thank you for your response to our Stage 2 Engagement process for ACP-2024-028. We recognise that there have been substantial changes to the ACP since Stage 1 commenced last year. We have been working closely with the Civil Aviation Authority (CAA) to determine the most appropriate way to address the additional requirements introduced by the Airspace Change Sponsor, the Ministry of Defence (MoD).

Your feedback will be shared with the sponsor and included within the Stage 2 submission to the CAA. We have noted your preference for Option 1, along with your comments regarding airspace contiguous to the surface. These points will be reviewed by the MoD and, where possible, any agreed changes will be taken forward into Stage 3.

We will continue to engage with Ufly4fun as the proposal progresses through the CAP1616 Airspace Change Process.

Kind regards,

Airspace Change Manager

www.QinetiQ.com | [Our blog](#) | [LinkedIn](#) | [Twitter](#)

QINETIQ

From: [REDACTED]
Sent: 09 June 2026 17:49
To: Airspace Change 2 <airspacechange2@qinetiq.com>
Subject: Re: ACP-2024-028 // Stage 2 Engagement // Baseline Scenarios and Design Option

Dear Change Sponser,

Firstly apologies for time, this is an extremely busy time of the year for us.

The changes to the original proposal are substantial.

The only viable option we can see is option 1 where additional areas are activated by NOTAM as the other proposals allow the airspace to start at the surface level. With the low level of low flights undertaken

these days we do not see why this need to go to surface. Having 1500ft clear below would seem to make more sense.

Even with this option, it pushes considerable traffic over populated areas whereas before, traffic could avoid overflying populated areas.

Rather concerning is the severe choke point where Sandringham has been enlarged along a very popular route along the coastline leaving a very narrow strip. The risk of airprox in this area greatly increases.

Ufly4fun Paramotor Training School (BHPA registered school 383) operates from Wingland Airfield. We have between 4000 and 6000 movements annually from this airfield nearly all of which are non radio and non transponder. Nearly all pilots are equipped and use SafeSky when departing the local airfield vicinity and flying XC usually along the coast towards Hunstanton and Skegness.

These slow moving aircraft try to avoid flying over populated areas due to our speed and noise. This proposal if not NOTAM'd gives them no other option than to overfly local towns and populated areas and as a popular route for other aircraft also having to do the same created additional choke points increasing the danger of airprox situations.

Our proposal is that airspace that doesn't need to start at surface starts higher up and we suggest 1500ft to allow slower moving aircraft to pass underneath, thus avoiding the need to push all aircraft over the populated areas unnecessarily.

Best regards,



CFI Ufly4fun
Wingland Airfield.

Sent from my iPhone

On Thu, 30 Apr 2026 at 17:04, Airspace Change 2 <airspacechange2@qinetiq.com> wrote:

Dear Stakeholder,

You have been identified, and may have been previously contacted during Stage 1, as a key stakeholder in the [Civil Airspace Publication \(CAP\) 1616](#) process for a permanent airspace change (ACP), which is being sponsored by the Ministry of Defence (MOD) in the vicinity of Holbeach Air Weapons Range. This change, under the identification number ACP-2024-028, proposes a review of the airspace currently afforded for EGD207 (Holbeach) to accommodate Protector's intended activity, in addition to the accommodation of current and future range activity.

The ACP has progressed to Stage 2, as defined in CAP 1616. There are two additional supporting documents, attached, that are now available on the [CAA ACP Portal](#):

ACP-2024-028 Design Options – Stakeholder Engagement

ACP-2024-028 Annex D Baseline Scenarios

The MOD is seeking your feedback on these documents and requests that you comment on the suitability and accuracy of the information made available. Feedback received will be analysed and used to further shape the Baseline Scenarios and Design Option. The Baseline Scenario and Design Option will then be assessed using a Design Principle Evaluation and Initial Options Appraisal before being submitted to the CAA for review. *Please note that engagement at this stage is related only to this documentation linked above. Full public consultation regarding the impact of the ACP will take place during Stage 3 of the process.*

Comments are welcome directly in an email, or if you prefer, a postal address can be provided for hard copy replies. Please advise if you have any issues in accessing the engagement material via the CAA ACP Portal. Email responses should be sent by reply to this email (AirspaceChange2@qinetiq.com).

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 29th May 2026**.

Airspace Change Manager

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