



**Land's End Transit Corridor – ACP Assessment Meeting  
5<sup>th</sup> December 2019**

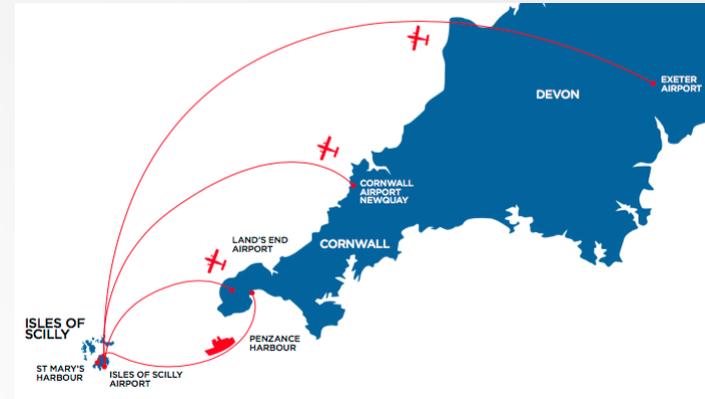
# The Commercial Operation - Skybus

## The Isles of Scilly Steamship Group (ISSG):

- Provides lifeline passenger and freight services to the Isles of Scilly.
- ISSG comprises:
  - Lands End Airport.
  - Isles of Scilly Skybus (Year round service from Land's End Airport & Newquay Airport – seasonal from Exeter Airport).
  - Maritime passenger and freight vessels (Passenger services March-November, Freight all year).

## Isles of Scilly.

- 28 Miles South West of Lands End.
- Archipelago 55 islands, 5 inhabited.
- Population approx. 2200. (Winter)
- Mildest climate in UK.
  - Tourism and cut flowers are major contributors to the economy of the islands.



# Lands End Airport - Overhead



# St. Mary's Airport - Overhead

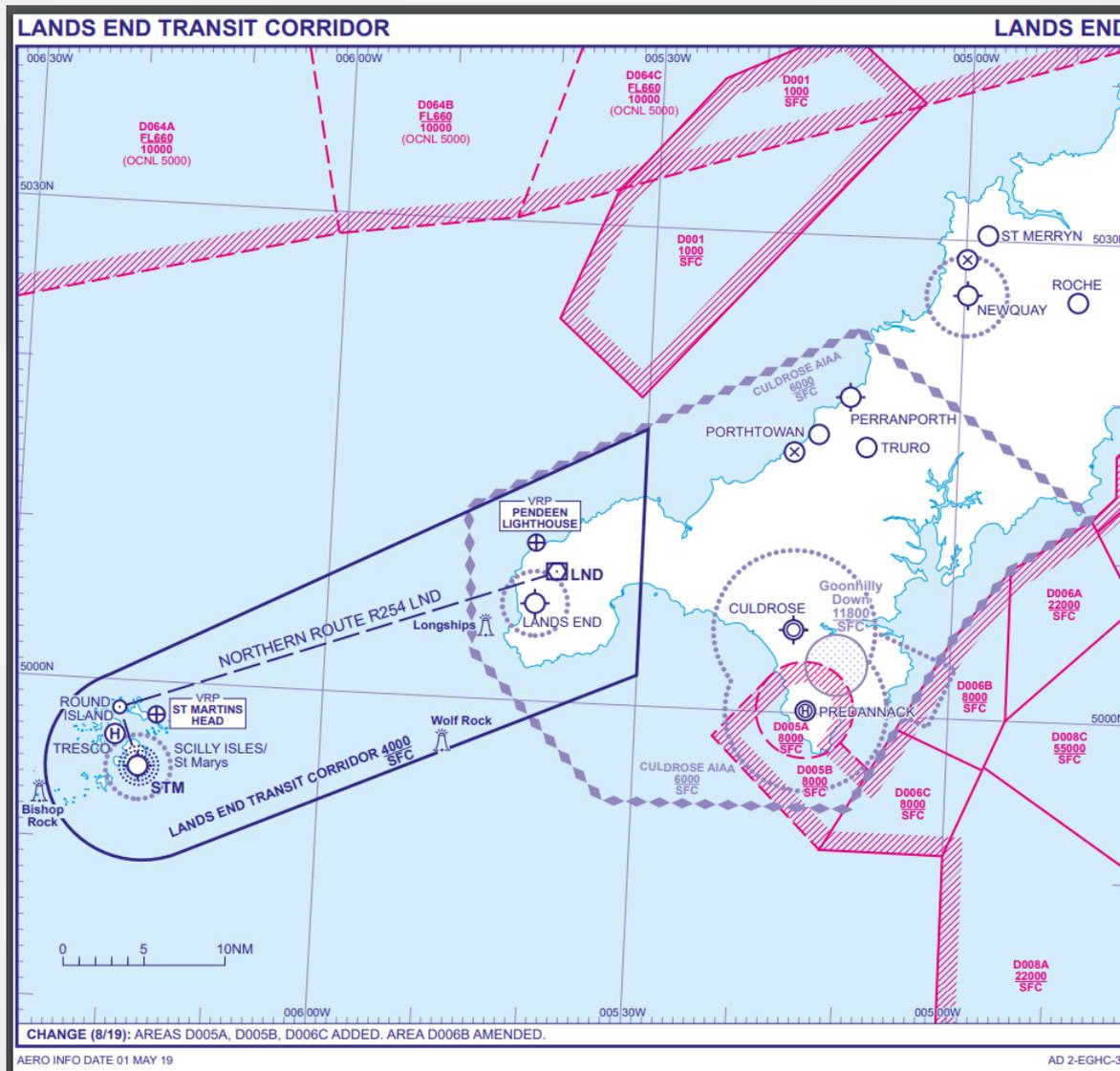


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# Land's End Transit Corridor – Users of the Airspace



# Lands End Transit Corridor (LETC)



## EGHC AD 2.22 FLIGHT PROCEDURES

### 1 LANDS END TRANSIT CORRIDOR

- a) Passenger carrying flights operating between Lands End Aerodrome and Scilly Isles/St Mary's Aerodrome operate within a corridor '**Lands End Transit Corridor**' centred on a direct track from Lands End to Scilly Isles from the SFC to 4000 FT ALT. Pilots intending to transit the '**Lands End Transit Corridor**' are strongly recommended to contact either St Mary's ATC on 124.880 MHz or Lands End ATC on 120.255 MHz 10 NM before the corridor boundary. Pilots of aircraft transiting the Culdrose AIAA should contact Culdrose ATC on 134.050 MHz. Refer to EGHE AD 2.22 and chart at page AD 2-EGHE-3-1.

### OVERVIEW:

- St. Mary's Airport and Land's End Airport (Major Investments in 2013/2014/2015)
- Penzance & Tresco Heliports (from March 2020)
- RNAS Culdrose & Cornwall Newquay Airports
- Culdrose AIAA, Class G Airspace
- Land's End Airport (2018) = 11,511 aircraft movements & 4,210 overflights
- St Mary's Airport (2018) = 12,546 aircraft movements
- Skybus (2018) = 95,000 total pax (64,000 from Land's End)
- 71 tons of Freight, 198 tonnes of Mail
- Lifeline Service to the Isles of Scilly (Royal Mail, NHS, Newspapers, Bloods, etc.)

## TECHNICAL BRIEF:

- This ACP is very much a joint application with St. Mary's Airport. The two Airport's work very closely together on a daily basis. Frequent users are supportive ( [REDACTED] ) and our CAA inspectors have indicated initial support.
- Established IAP's: RNAV (GNSS) Approaches at Land's End and NDB at St. Mary's
- New PIN's Approaches at Penzance and Tresco
- Full ATC service at both Land's End (ADI Tower) & St. Mary's (Approach Procedural)
- Letter of Agreement – allocation of levels (within limitations of a Basic Service)
- Skybus Twin-Otters have TCAS fitted
- Nearest Radar Units = Culdrose and Newquay
- ADS-B Conspicuity Trials
- Popular for GA Flights – around the Cornish coastline past "Land's End" and a visit to the Isles of Scilly.
- The current airspace environment has led to events, with unknown airspace users interacting with known air traffic. Such events have occurred during all phases of flight and short-notice ATC & Pilot actions add significantly to workload [REDACTED]
- Why now? Increasing movements in a limited volume of airspace, new and increased use of IAP's/IFR flights, new operator from March 2020 (adding circa 4,000 more flights), important issue on risk assessment hierarchy.

# LETC – Statement of Need (SoN)

Situated in the far South-West, the Land's End Transit Corridor (LETC) is an established block of airspace (Surface to 4,000ft altitude) linking Land's End Airport to the Isles of Scilly.

The Corridor is situated in Class G airspace and within the RNAS Culdrose AIAA.

The LETC is used predominantly by scheduled passenger and freight carrying flights - both fixed-wing and, as of March 2020 from Penzance Heliport, rotary aircraft. In addition, it is used by military aircraft (both fixed-wing and rotary), SAR & Helimed helicopters, Trinity House helicopters, General Aviation flights and other charter and air-taxi operators.

Aircraft using the LETC becomes funnelled within a very narrow lateral and vertical area of airspace. In order to provide increased protection for all users, and in particular, the scheduled public transport flights - some of which may be conducting IFR RNAV approaches - a need for an airspace change was identified.

In summary, the purpose of this ACP is to consider possible airspace solutions that could provide mitigation to the current unknown traffic environment within the LETC.