

**Safety and Airspace Regulation Group**  
**Minutes for CAP1616 Assessment Meeting**  
**TDA Temporary Airspace Change**

Date: 28th July 2020

Time: 10:00 – 11:30

CAA Attendees:

CT - XXXXXXXXXXXX

CA - XXXXXXXXXXXX

CTR- XXXXXXXXXXXX

UAVE Attendees:

UP - XXXXXXXXXXXX

UJ - XXXXXXXXXXXX

UG - XXXXXXXXXXXX



Abbreviation

ACP - Airspace Change Portal

CAA – Civil Aviation Authority

DAATM - Defence Airspace and Air Traffic Management

CLIENT – XXXXXXXXXXXX

MCA - Marine Coastguard Agency

MOD - Ministry of Defence

OSC - Operational Safety Case

POC - Point of Contact

TDA – Temporary Danger Area

UAV - Unmanned Aerial Vehicle

## Agenda

- |   |                |
|---|----------------|
| 1. Introduction   | CAA            |
| 2. Statement of Need (discussion & review)              | All            |
| 3. Issues or opportunities arising from proposed change | Change Sponsor |
| 4. Process requirements                                 | CAA            |
| i. TDA Policy Statement and Process                     |                |
| ii. Stakeholder engagement                              |                |
| iii. Safety Assessment                                  |                |
| 5. Provisional Timescales                               | All            |
| 6. Next steps   | All            |
| 7. AOB  | All            |

## Minutes

### 1. Introduction

CAA

The online meeting commenced at 10:10.

CT opened the meeting and introductions to all present were made and given.

CT read the opening statement as below:

#### Assessment Meeting Opening Statement

The CAA has received the Statement of Need and Agenda in advance of this Assessment Meeting and can confirm that the documents are required to be published together with the minutes of this meeting on the airspace change portal.

The purpose of the Assessment Meeting as set out CAP1616 is for the Change Sponsor to present and discuss their Statement of Need, provide information on how it intends to fulfil the requirements of the airspace change process and present its provisional timescales. Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the process.

## 2. Statement of Need (discussion & review)

All

UG outlined the statement of need.

CLIENT are a mineral exploration company with mineral concessions North and East of Newton Stewart, Dumfries, Scotland. CLIENT wish to undertake a magnetic geophysical survey of their mineral concession area. Historically magnetic surveying was either undertaken on foot or from low flying manned aircraft. UAVE have been contracted by CLIENT to plan and conduct the aeromagnetic survey using their Prion Mk3 Unmanned Aerial Vehicle (UAV), if it is deemed appropriate and safe to do so. The UAVE manufactured Prion Mk3 UAV was designed specifically for aeromagnetic surveying. It first flew in the UK in 2008 and conducted its first commercial aeromagnetic survey in Norway in 2011. UAVE as sponsor of this Temporary Airspace Change request have entered into this process with the CAA to determine if establishing a Temporary Danger Area (TDA) to enable safe and segregated Prion Mk3 UAV flights to be undertaken is appropriate.

UAVE have experience of the TDA process having been engaged with the CAA to successfully set up and fly in a TDA over the Bristol Channel in 2018 as part of Marine Coastguard Agency (MCA) trials.

UJ outlined UAVE initial assessment of Stakeholders and environmental concerns.

The proposed survey area falls within 20T in which low flying military exercises are conducted. CA offered a Point of Contact (POC) within the Ministry of Defence (MOD) Defence Airspace and Air Traffic Management (DAATM) with whom to coordinate.

The proposed survey area has:

- a) varying topography and hills over 2000ft
- b) Special Sites of Scientific Interest (SSSI)
- c) Mainly forested but with small conurbations and farmsteads

The proposed aeromagnetic survey payload contains no photography or video camera thus eliminating any GDPR concerns from overflight.

### 3. Issues or opportunities arising from proposed change

Change Sponsor

A TDA is by its nature temporary and can be put in place for a maximum of 90 days.

UG stated that the expected hours of operation of the survey data collection would be Monday to Friday, 09:00 to 17:00 or daylight hours whichever was shorter.

UG stated that the expected duration of the survey data collection was 2 ½ weeks, however given the changeable weather expected in the survey area a TDA operational period of 6 weeks was requested.

CT responded that he felt that 6 weeks was appropriate and requested that the airspace within that 6 week period was used “flexibly”, i.e. that the TDA was only activated on days and times that the airspace would be used in order to minimise any impact on the other Stakeholders. There is a process whereby “block” activation for a week could be established in advance however any days or times that UAV flights were not operational the TDA should be deactivated.

#### 4. Process requirements

CAA

##### i. Process

CA posted a link to the CAA Policy Statement on TDA's

CT suggested further information could be found on p90 of CAP1616

CA stated that the Airspace Change Portal (ACP) was the public facing system used by the change sponsor to provide transparency of the process and that all documents should be uploaded after being suitably redacted. It was UAVE, the sponsors, responsibility to undertake the redaction and upload the documents to the portal.

##### ii. Stakeholder engagement

CA outlined the Stakeholder engagement process for a TDA application, as the Airspace Change request was for a temporary change a formal consultation was not required. It was for UAVE to determine who to consult and prepare a Stakeholder Engagement Report for the CAA detailing with whom consultations had taken place. Any changes or modifications / mitigation measures to the draft TDA following the consultation with stakeholders should be documented. The process was expected to take 6 weeks, however the CAA is prepared to exercise some flexibility and will consider a shorter period where the change sponsor presents a case (as referenced in table C1 of CAP1616. The report to be compiled by UJ, once redacted, would be uploaded to the ACP.

##### iii. Safety Assessment

CT informed UAVE that the Safety Assessment would be conducted by the UAS Team. UP confirmed that it was UAVE's intent to submit a variation to the current Operational Safety Case (OSC) to the UAS Team in which the procedures for operations around Newton Stewart were outlined. CT confirmed this was the correct course.

## 5. Provisional Timescales

All

UG reported that UAVE did not have a provisional timescale to present at the meeting as they wanted to better understand the process. CT requested a follow up email with the provisional timetable for the CAA to review and agree. This is a required part of the process. UG to action.

6. Next steps

All

ACTION ITEMS

- a. CT requested a follow up email with the provisional timetable for the CAA to review and agree. UG to action.
- b. UG to send minutes to UT, UA, UTR to review. Agreed minutes to be redacted by UAVE and uploaded to the ACP within 2 weeks ( 11<sup>th</sup> August 2020)
- c. CA offered a Point of Contact (POC) within the Ministry of Defence (MOD) Defence Airspace and Air Traffic Management (DAATM) with whom to coordinate. CA to action.
- d. UJ to prepare the Stakeholder Engagement Report.
- e. UP to prepare OSC Variation.



7. AOB

All

UG requested clarification on reference level for TDA height notifications was it above ground level or above sea level. UT confirmed all TDA as notified as height above sea level.

UG requested clarification on whether a TDA could have a ceiling height that varied across its area. UT confirmed that a TDA could only have a single fixed ceiling height, however a TDA could be broken down into sub-areas with different ceiling heights if that was more appropriate.

The meeting concluded at 11:12.