

7th October 2020

Dear Stakeholder,

Firstly, I would like to take this opportunity to thank you for your engagement and feedback so far in this process it has been invaluable in helping develop design principles and options for us to take forward. I am writing to you again with an addendum to the design options that were recently sent out. It concerns the option to modify the size of the Land's End Transit Corridor (LETC).

Brief Description of the Current Situation

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 partially within the RNAS Culdrose AIAA.

The LETC is used predominantly by scheduled passenger and freight carrying flights - both fixedwing 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.

Land's End has Instrument Approach Procedures (IAP's) in place serving the four main runways. These IAP's increase the resilience of the lifeline service (which includes passenger transport, Royal Mail Cargo, NHS Stretcher Flights and other essentials) to the Isles of Scilly community.

The drawing below (Fig 1) shows the area around Land's End Airport with the Instrument Approaches laid on top in black. The two racetrack patterns are the airborne holds that aircraft may use before carrying out the approach. The dark purple lines show the current boundary of the LETC. As depicted, some of the approach legs and both holds are currently outside of the LETC.

The chart on the right (Fig 2) shows the whole of the LETC encompassing the route between the mainland and the Isles of Scilly.

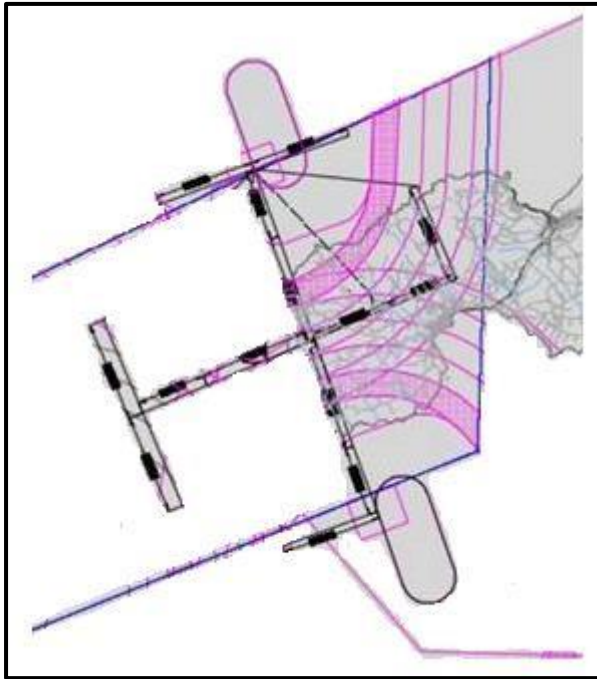


Fig 1: Land's End IAP's



Fig 2: LETC to the Isles of Scilly

Option – Modify the size of the LETC to include the IAP's and Holds within it

Design Principle 8 (DP8) states:

“As feedback was received regarding the size of the airspace (some requesting a small volume and others a larger volume), both the height and breadth of the LETC will be fully considered.”

The sponsor believes that making the LETC smaller is not a valid option as this wouldn't enhance the safe, orderly and expeditious flow of air traffic for any of the airspace users and would concentrate the busy traffic environment into an unacceptably small area.

However, increasing the size of the LETC, but only to incorporate the Land's End Airport IAP's to the North and South of Land's End Airport, would potentially help protect aircraft flying on these approaches (often in in reduced meteorological conditions). No vertical increase is being proposed (the LETC is currently promulgated as being Surface to 4,000ft altitude) and no change to current aircraft routing is expected.

Stakeholder Feedback

I am asking for your feedback regarding the above option. Please include any comments or suggestions on the attached form. **Please ensure feedback is returned to Land's End Airport no later than 12:30 on the 15th October 2020.**

Yours Sincerely,

C M Pearson.

Chris Pearson
SATCO & Airport Manager
Land's End Airport