

**MINUTES OF TDA CONNECTING LAND'S END AIRPORT & ST. MARY'S AIRPORT FOR UAV  
FREIGHT OPERATIONS.  
ASSESSMENT MEETING HELD ONLINE ON THURSDAY, 3<sup>RD</sup> DECEMBER 2020**

09/12/2020

Distribution List:

<b>Present</b>	<b>Appointment</b>	<b>Representing</b>
[REDACTED]	Principle Airspace Regulator (Utilisation)	CAA
	Airspace Regulator (Consultation & Engagement)	CAA
	Airspace Regulator (Technical)	CAA
	Flight Operations Inspector (Helicopter)	CAA
	Airport Manager & Senior ATCO	Land's End Airport

CAA Assessment Meeting Opening Statement

The CAA has received the Statement of Need & 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.

	<b>ACTION</b>
<p><b>Item 1 – Introduction</b></p> <p>All attendees were introduced.</p> <ul style="list-style-type: none"> <li>■ read the CAA opening statement above.</li> <li>■ invited Land's End Airport to present their Statement of Need</li> </ul>	
<p><b>Item 2 – Statement of Need (discussion and review)</b></p> <p>■ summarised the submitted SoN – application for a TDA linking Land's End Airport and St. Mary's Airport for UAV Freight Operations by multiple UAV operators. This is to support the next phase of such operations following on from Trial Flights conducted in December 2020. It is hoped that this would allow frequent (possibly daily) operations. Once this TDA expires, it is hoped that ACP-2019-75 will have concluded with a successful outcome which is proposing that the existing Land's End Transit Corridor becomes a TMZ/RMZ. This, alongside an approved UAV DAA system, would allow the continuation of such operations without the need for a TDA.</p> <p>■ noted that whilst he was aware of trials to achieve the above, they were at the earlier stages. ■ further noted that whilst not related to this Temporary ACP request if a TMZ/RMZ was planned to be used in a novel way as stated this should be included within their ACP as at present TMZ/RMZ are not able to do this.</p>	

<p>█ advised that in general temporary changes would last for not longer than 90 days for which establishment of a Temporary Danger Area (TDA) was a temporary change to the airspace structure, this was in keeping with the DfT Directions to the CAA. It is rare for multiple TDA's to be approved (unless in exceptional circumstances). If a longer period than 90 days was envisaged, a permanent change should be considered. █ noted that any decision for subsequent TDA would be informed by the requirement and context of the area.</p> <p>In regard to stakeholder engagement, █ stated that only aviation stakeholders such as Airspace Users/ANSPs/Airports are required to be engaged, as per DA/TDA Policy statement. Other stakeholders should include NATMAC members (the sponsor can be selective and only engage with the stakeholders impacted by the TDA application) and MOD through DAATM. NATMAC list also contains various GA associations, and the sponsor should consider getting in touch with the organisations such as Airspace4All and the GA Alliance who position themselves as the voice of GA on developing airspace change proposals.</p> <p>For TDA applications 6 weeks is the standard engagement length. The process allows for it to be scaled, and if less time is thought to be needed, a rationale must be provided to the CAA to approve prior to undertaking engagement activities.</p> <p>The change sponsor does have the option to share their proposed engagement approach and materials with the CAA for a review (not a requirement of the process) prior to uploading to the ACP portal and commencing their engagement.</p> <p>Engagement evidence such as raw data responses collected from stakeholders must be included – this validates the engagement process. Once stakeholders have responded, a report needs to be compiled. If a permanent DA was to be considered, a more thorough process and wider engagement activity is required.</p> <p>The TDA policy statement was referred to – the need to monitor feedback, managerial responsibility and compliance with the flexible use of airspace. CAP740, para 6.3 refers.</p> <p>Discussing post engagement outputs, █ stated that the sponsor would analyse responses and produce a report summarising results of engagement activity including:</p> <ul style="list-style-type: none"> <li>• Feedback from stakeholders and how it has (or has not) influenced the final proposal.</li> <li>• List of targeted stakeholders and rationale for selecting them</li> <li>• Summary of the approach taken to engage with those stakeholders</li> <li>• Timeline and rationale for less than 6 weeks engagement</li> <li>• Details on how complaints/adverse comments will be collated, monitored and reported to the CAA once the proposal is implemented (if approved)</li> </ul> <p>Once submitted to CAA, a redacted version of the report must be uploaded to the ACP Portal.</p>	
<p><b>Item 3 – Issues or opportunities arising from proposed change</b></p> <p>BL stated there was a need to understand the design justification – ie the heights / widths / length / Shape of the TDA. If the UAV needed to turn-around, ensure enough width for the 'turning-circle'. An understanding of the minimum defined</p>	

requirements from the safety case, or at least the expected minimum requirements would help to understand the scale of the proposal.

■ asked that for the final submission, any planned operating agreements that follow from the engagement or required for the operating proposal, are in place with stakeholders (ie SAR/HEMS etc). Whilst we would not expect to see the signed LoA's etc we would expect to see mature drafts with an understanding that these will and can be finalised in line with the expected start date.

It is hoped that the experience gained from the flights using this TDA, will assist the implementation of a full commercial operation using a bespoke freight UAV within two years.

■ acknowledges this is effectively trial of a business proposal. In considering the requirement in that context of the areas it would be useful to understand how this would differentiate from the current TDA that has been established in the same location. This would help inform the assessment of the impact provided through the engagement. This itself may support their engagement.

The TDA would be wholly over the sea.

\*After meeting Note – CAA reminds the Sponsor that if the TDA is wholly over the sea they may need to consider how they will launch and recover the air system. This explanation again may support their engagement activities by making the operation more easily understood.

■ Noted that when considering their engagement with other aviation stakeholders, they should consider other temporary proposals which may have a cumulative or combined effect on the area.

#### **Item 4 – Options to exploit opportunities or address issues identified**

This TDA is very similar in nature to an existing TDA (EG D095) – which is available for use between 20/11/20 and 22/01/21. Land's End has taken several learning points from the use of this TDA and will ensure these points are incorporated into this new proposal.

This proposal has considered the interest Land's End Airport has received from several UAV operators. By collating all the different needs of these operators, this TDA will negate the need for multiple TDA applications that would be very similar in nature. This will also ensure that the local Airspace does not become over complex and reduces the risk of multiple TDA's being activated at the same time.

\*After meeting Note – ■ notes that each application would be subject to regulatory approval and would highlight the previous point that multiple temporary changes should not be proposed in place of a permanent proposal which in itself may only be activated temporarily.

As Land's End Airport will be the sponsor and manager of the TDA, they will be able to ensure that the TDA is managed in a co-ordinated manner and use their existing, well established links with key stakeholders in the area.

**Item 5 – Provisional indication of the scale level and process requirements\***

The process requirements were discussed and were summarised in a post meeting email as follows:

Stage/Step	Portal Outputs
1a	Statement of Need
1a	Assessment Meeting Minutes – once agreed
1a	Upload outgoing engagement materials here if you wish to include a link to it in your outgoing stakeholder engagement (optional)
4	<p>Airspace Change Proposal – this will need to include engagement evidence containing the following:</p> <ul style="list-style-type: none"> <li>• List of stakeholders and rationale for selecting them and engagement methodology used (e.g. email)</li> <li>• Engagement timelines</li> <li>• Analysis of responses highlighting how this has/has not influenced proposal</li> <li>• Associated raw data (outgoing/incoming correspondence).</li> </ul> <p>Within their submission, the sponsor will also need to set out how they will collate, monitor and report to the CAA on the level of complaints, if the proposal is approved and implemented.</p>
5	CAA regulatory decision
6	TDA complaints report (if applicable)

**Item 6 – Provisional process timescales\***

█ explained that the earlier part of the year (March/April/May) provided more opportunities for the TDA to be used as other users/commercial operators operated less frequent flights. The Summer months were the peak time that the airspace is used.

- Fri 8<sup>th</sup> Jan 2021: Commence 6-week engagement period
- Fri 19<sup>th</sup> Feb 2021: Engagement Period Ends
- Fri 26<sup>th</sup> Feb 2021: Document & Submit
- Thu 25<sup>th</sup> Mar 2021: CAA Assessment/Decision
- Fri 26<sup>th</sup> Mar 2021: Submit Data to AIS/NATS
- Thu 6<sup>th</sup> May 2021: Activity Start Date

*\* The provisional timeline put forward at this assessment meeting will be subject to change by the CAA. This will currently mainly be for two reasons;*

1. *The SoS has directed us to prioritise GNSS applications which may have an impact on your ACP if we need to direct resource accordingly.*

<p><b>Item 7 – Next steps</b></p> <p>These are summarised in the “Actions” table below.</p>	
<p><b>Item 8 – Any other business</b></p> <p>NTR.</p>	

**ACTIONS ARISING FROM MINUTES OF TDA CONNECTING LAND’S END AIRPORT & ST. MARY’S AIRPORT FOR UAV FREIGHT OPERATIONS ASSESSMENT MEETING.**

<b>Subject</b>	<b>Name</b>	<b>Action</b>	<b>Deadline</b>
NATMAC List	CAA [REDACTED]	Provide up-to-date NATMAC List – <b>completed (8/12/20)</b>	10/12/20
Meeting Minutes	Land’s End	Complete Minutes & Submit	10/12/20
Project Timeline	Land’s End	Submit Proposed Timeline	10/12/20
Meeting Minutes	Land’s End	Once Agreed, Upload Meeting Minutes	18/12/20
Engagement List	Land’s End	Submit Draft Engagement List to CAA	18/12/20
Consultation Strategy	Land’s End	Submit Draft Engagement Strategy to CAA	18/12/20

Land’s End Airport Limited  
ACP Sponsor