

**LAND'S END AIRPORT**

**CAP 1616 – AIRSPACE CHANGE  
PROPOSAL**

**FOR THE**

**LAND'S END TRANSIT CORRIDOR  
(LETC)**

-

**STAGE 3: CONSULT**

**3D: Collate and Review Responses**

ID : ACP-2019-75



## LAND'S END AIRPORT

### ACP SUBMISSION STEP 3D: COLLATE AND REVIEW RESPONSES

April 2021 v1.2

#### CONTENTS

- i. Glossary of Terms & Abbreviations
- 1. Introduction
- 2. Consultation
- 3. Summary of Consultation Responses
- 4. Consultation Responses
- 5. Conclusion and Next Steps
- 6. Reversion Statement

Appendix A	Current LETC
Appendix B	List of Stakeholders
Appendix C	Online Portal Questions
Appendix D	Postal Survey Questions

Issue	Month/Year	Change Requests
1.0	Mar 2021	Initial Version
1.1	Mar 2021	More detail given regarding responses
1.2	Apr 2021	Checked responses to ensure they were catagorised correctly

## i Abbreviations & Glossary of Terms

ACAS	Airborne Collision Avoidance System	Equipment fitted to an aircraft that will provide information on other aircraft regarding range, altitude and bearing.
ACP	Airspace Change Proposal	The process by which a sponsor applies for a change to the design of a part of the UK airspace
ADS-B	Automatic Dependant Surveillance Broadcast	A way for an aircraft to determine its position via satellite navigation and periodically broadcast it, enabling it to be tracked
AIAA	Area of Intense Aerial Activity	
ATC	Air Traffic Control	
ATCA	Air Traffic Control Assistant	
ATCO	Air Traffic Control Officer	
ATCU	Air Traffic Control Unit	
ATM	Aerodrome Traffic Monitor	A type of radar used to assist in the safe operation of runways and airport utilisation
CAA	Civil Aviation Authority	The UK's aviation regulator ensuring that aviation reaches the highest safety standards
CAP	Civil Aviation Authority Publication	
CAT	Commercial Air Transport	
DP	Design Principle	
EC	Electronic Conspicuity	A means of aircraft transmitting their position to other ground or air-based systems
GA	General Aviation	
HEMS	Helicopter Emergency Medical Service	
IFR	Instrument Flight Rules	A term used to describe a pilot flying and navigating the aircraft with reference to the instruments in the flight deck
ISSC	Isles of Scilly Steamship Company	

ISSG	Isles of Scilly Steamship Group	
LETC	Land's End Transit Corridor	
MLAT	Multilateration	A navigation and surveillance technique used to provide information on the position of an aircraft
PAX	Passengers	
PINS	Point In Space	A non-precision instrument approach mainly used by helicopters
RMZ	Radio Mandatory Zone	A designated piece of airspace that requires all aircraft to be fitted with and operate suitable two-way radio equipment
RNAS	Royal Naval Air Station	
RNP	Required Navigation Performance	Is a family of navigation specifications which permit the operation of aircraft along a precise flight path with a high level of accuracy and the ability to determine aircraft position with both accuracy and integrity.
SAR	Search and Rescue	
TCAS	Traffic Collision Avoidance System	Suitably equipped aircraft communicate digitally, between themselves, information regarding range, altitude and bearing to provide advice on airborne collision avoidance
TMZ	Transponder Mandatory Zone	A designated piece of airspace that requires all aircraft to be fitted with and operate electronic conspicuity equipment
UK	United Kingdom	

## 1 Introduction

- 1.1 This document forms part of the document set required in accordance with the requirements of the CAP1616 airspace change process.
- 1.2 This document aims to provide adequate evidence to satisfy Stage 3, Step 3D: Collate, Review & Categorise responses.
- 1.3 Land's End Airport is proposing to introduce an improved airspace solution to the Land's End Transit Corridor (an existing block of airspace linking the mainland to the Isles of Scilly) that could provide mitigation to the current unknown traffic environment. With an increase in air traffic movements within the Land's End Transit Corridor, the commencement of a second commercial operator (Penzance Helicopters) and the introduction of multiple IFR approaches (with more planned) a need for an Airspace Change was identified.
- 1.4 The owner of Land's End Airport, the Isles of Scilly Steamship Company (ISSC), has been providing lifeline services between the mainland and the islands for over 100 years. Air services provide a year-round lifeline link between the mainland and the Isles of Scilly and this proposal represents the final stage of a major investment program for the benefit of the island-based community and visitors.
- 1.5 This proposal is related to improving the safety of existing services and not about stimulating new traffic or altering any existing routes. Hence, in accordance with the levels as defined in CAP1616, the CAA has categorised this proposal as a Level 2C change. In line with the requirements for a Level 2C change, the environmental impact assessment has been conducted on the basis of CO2 emissions only. There would be no perceptible change to noise impacts to stakeholders on the ground; hence no noise analysis has been undertaken.
- 1.6 The Land's End Transit Corridor is situated in the far South-West of England and is an established block of airspace approximately 38nm long and 15nm wide (Surface to 4,000ft altitude) linking the mainland to the Isles of Scilly.

It is situated in Class G airspace and partially within the RNAS Culdrose AIAA. (See [Appendix A](#) for diagram)

- 1.7 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 become 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 RNP approaches - a need for an airspace change was identified.

Air Traffic Control Officers (ATCO's) at Land's End Airport and St. Mary's Airport oversee the safe, orderly and expeditious flow of aircraft using the LETC. The current LETC operation is further enhanced by an existing Letter of Agreement made between Operators and Land's End and St. Mary's ATCU's. An additional specific Letter of Agreement between Land's End ATCU and RNAS Culdrose ATCU details the procedures for when the Land's End RNP approaches are in use.

There are now four Airports/Heliports situated within the LETC – Land's End Airport, St. Mary's Airport, Penzance Heliport and Tresco Heliport. All these destinations are served by commercial air transport and all have, or intend to have, their own IFR RNP or PIN's approaches.

- 1.8 Land's End Airport handled 15,042 aircraft movements (11,177 Airport Movements and 3,865 Overflights) and 64,000 terminal pax in 2019 (Jan-Dec). This makes it the 36<sup>th</sup> busiest Airport in the UK.

St. Mary's Airport handled 12,329 Airport Movements and 94,000 terminal pax in 2019 (Jan-Dec). This makes it the 35<sup>th</sup> busiest Airport in the UK.

## 2 Consultation

- 2.1 The day of the consultation launch coincided with the first day of Lockdown 3, 4<sup>th</sup> January 2021. There was some discussion as to what impact this would have on the consultation, if any, and it was concluded that we could go ahead without any detriment to the effectiveness of the consultation. The majority of our key stakeholders were either still operating as per usual or were working from home and available to be contacted through telephone and email. The same was true of the other stakeholders on the list and since we hadn't planned any meetings or public seminars couldn't see why the consultation shouldn't go ahead as planned.
- 2.2 Land's End Airport Ltd has completed a consultation focused on improving the safety of the Land's End Transit Corridor for all airspace users.
- 2.3 The consultation strategy document describes the focus of the consultation including previous engagement activities completed, the audience of the consultation and its justification.
- 2.4 A consultation document and slideshow were produced for the proposed airspace change and provided to stakeholders. This includes a description of the current airspace, the proposed change options and the impacts of those changes.
- 2.5 A targeted group of varied stakeholders were specifically engaged for this consultation with a further group of key stakeholders identified from within it. It was regarded as important that not just aviation groups be targeted, so the stakeholder list included environmental groups, local councils and the Duchy of Cornwall to name but a few. A full list of stakeholders is included in this document in Appendix B. The key stakeholders are shown below.

Key Stakeholders
RNAS Culdrose
Sloane Helicopters
Environment Agency
Natural England
St Mary's Airport
Isles of Scilly Skybus
Perranporth Flying Club
PDG Helicopters
Tresco Heliport
Penzance Heliport
Newquay Cornwall Airport
Fly Newquay
Cloud 9 Hang Gliding and Paragliding Association
Cobham Aviation Services Ltd (Now Draken Europe Helicopter Academy)

- 2.6 A description of engagement activities and reasoning behind why stakeholders were targeted can be found in the Consultation Strategy Document, available on the following link. <https://airspacechange.caa.co.uk/PublicProposalArea?plD=199>
- 2.7 Land's End Airport has sought responses from all stakeholders listed, through a series of measures detailed below and has actively requested a response from key stakeholders in order to maximise participation in the consultation.

Date	Action
Monday 4 <sup>th</sup> Jan 2021	Email to all stakeholders announcing the start of the consultation
Monday 8 <sup>th</sup> Feb 2021	Email to all stakeholders reminding them about the ongoing consultation
Wednesday 3 <sup>rd</sup> Mar 2021	Email and/or phone call to Key stakeholders to ask for a response and feedback
Tuesday 9 <sup>th</sup> Mar 2021	Email to all stakeholders as a final reminder of closing date

- 2.8 All stakeholders were notified via email to inform them when the consultation went live. They were able to view and download the consultation document and all supporting documentation from the online consultation portal, Citizen Space. This is where they were also able to submit a response to the consultation.
- 2.9 Should any stakeholder have required a paper copy of the consultation documents the procedure for doing so and contact details were provided. There were no requests for paper copies of any of the consultation documents.

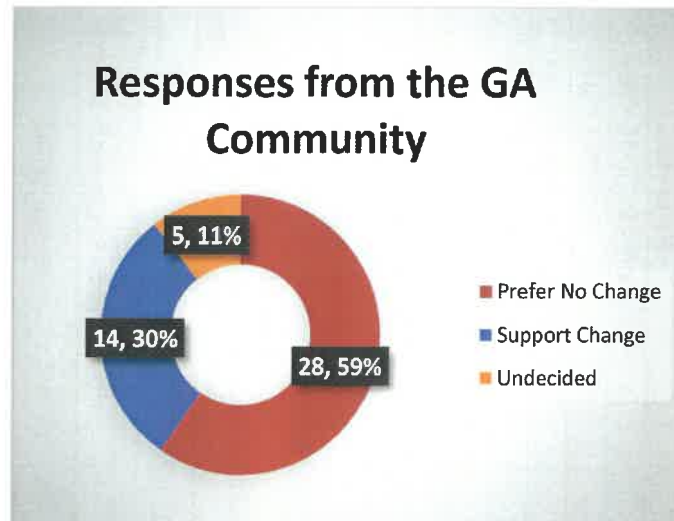


- 2.10 A list of the consultation questions is provided in Appendix C and a copy of the postal survey in Appendix D.
- 2.11 A link to the consultation was shared on the Land's End Airport website.
- 2.12 The consultation commenced on Monday 4<sup>th</sup> January 2021 and ended on Monday 15<sup>th</sup> March 2021, a period of ten weeks.
- 2.13 Follow-up emails were sent to all stakeholders at the mid-point and in the final week of the consultation. A telephone call was made to all of the key stakeholders who had not submitted a response by week 8.

### **3 Summary of Consultation Responses**

- 3.1 A total of 63 responses were received in the ten-week consultation period. 44 of the responses were received via the online portal and 19 emailed directly to the Manager at Land's End Airport. These responses were manually uploaded to the online portal.
- 3.2 Two responses were received after the stated deadline, one on the 16<sup>th</sup> March and one on the 24<sup>th</sup> March. The one received on the 16<sup>th</sup> was emailed directly to the airport manager and a decision was made to include this response, it was then uploaded manually to the online portal. The one received on the 24<sup>th</sup> was not included as it was felt that too much time had passed since the end of the consultation and the content of the response was already adequately covered by others.
- 3.3 The categorisation of responses has been split into those which may impact final proposals and those which would not. This is summarised in Section 4 of this document.
- 3.4 Responses were received from all the 14 key stakeholders identified in the consultation strategy document. Although a successful consultation was not defined in this manner having all of the key stakeholders respond to the consultation alongside other stakeholder responses gives us a fair indication that it was indeed successful.
- 3.5 There were 47 responses received from the GA Community, 28 of which were against any change in the LETC, 14 were in favour of a positive change towards improving safety in the LETC with a further 5 categorised as undecided but leaning towards the improved use of radio to help matters.





- 3.6 There were 14 response from professional aviation organisations. 100% of these responses agreed that there was a case for improving safety in the LETC with almost 80% of them agreeing with the preferred option of RMZ/TMZ + alter the size.
- 3.7 The 63 responses have been broken down into those that showed support for one of the options, those that preferred no change, those that suggested another option and those that made no comment. Table 1 below details this.

Summary of All Responses			
Responses from All Stakeholders		Responses from Key Stakeholders	
<b>Support</b>		These figures are taken from within the total number of responses and indicate how Key stakeholders responded	
RMZ	11		
RMZ/TMZ	0		
RMZ + alter the size	2		
RMZ/TMZ + alter the size	16		
		<b>29</b>	<b>10</b>
<b>Prefer No Change</b>	28	<b>28</b>	<b>2</b>
<b>Other Option</b>	2	<b>2</b>	
<b>No Comment</b>	4	<b>4</b>	<b>2</b>
<b>Total</b>		<b>63</b>	

Table 1: Summary of all responses

- 3.8 Responses have been summarised in Table 2, below, with part 1 showing the order in which online responses were received and part 2 showing the order in which emailed responses were uploaded manually to the portal. All responses whether online or emailed have been included in table 1.

**PART 1 - Responses received via the Online Portal**

Response ID	Organisation/Name	Position Title	Option Scores				Notes
			RMZ	RMZ/TMZ	RMZ + Size	RMZ/TMZ + Size	
AA7K-A	[REDACTED]	BMAA	1	3	2	4	Support RMZ
AA7V-N	[REDACTED]	Cornwall Flying Club Ltd	1	3	2	4	Support RMZ
AA7X-Q	[REDACTED]		1	3	2	4	Support TMZ - consider ADS-B
AA7E-4	[REDACTED]		4	1	3	2	Consider Class E + TMZ
AA75-M	[REDACTED]	British Balloon & Airship Club	3	4	1	2	No issues
AA7B-1	[REDACTED]		4	3	2	1	Support RMZ/TMZ + size
AA73-J	[REDACTED]	Skybus	4	2	3	1	Support RMZ/TMZ + size
AA7W-P	[REDACTED]		1	3	2	4	Would prefer no change
AA7Z-S	[REDACTED]	Council of Isles of Scilly	4	2	3	1	Support RMZ/TMZ + size
AA74-K	[REDACTED]	N/A	4	2	3	1	Support RMZ/TMZ + size
AA7N-D	[REDACTED]	Isles of Scilly Skybus	4	3	2	1	Support RMZ/TMZ + size
AA78-Q	[REDACTED]	Flynqy Pilot Training	2	1	4	3	Support - Safety main priority
AA7M-C	[REDACTED]	Draken Europe Helicopter Academy	4	3	2	1	Support - Safety main priority
AA71-G	[REDACTED]	Draken Europe Helicopter Academy	4	3	2	1	Support - Safety main priority
AA7H-7	[REDACTED]	Sloane Helicopters Ltd	4	2	3	1	Safety main priority, consider ADS-B
AA79-R	[REDACTED]	Tresco Heliport	4	2	3	1	Support RMZ/TMZ + size
AA7S-J	[REDACTED]	Cornwall Airport Newquay	4	2	3	1	Support - Safety main priority
AA76-N	[REDACTED]	PDG Aviation Services	4	2	3	1	Support - Safety main priority
AAB7-1	[REDACTED]	UK Flight Safety Committee (NATMAC)	1	2	3	4	Support RMZ
AA7F-5	[REDACTED]	NATS	4	3	2	1	Support RMZ/TMZ + size
AABG-H	[REDACTED]						Would prefer no change
AABK-N	[REDACTED]	Flylogix	4	2	3	1	Support - consider ADS-B
AABA-B	[REDACTED]						Would prefer no change
AABY-3	[REDACTED]						Would prefer no change
AABN-R	[REDACTED]		1	3	2	4	Support RMZ

AA8T-X	[REDACTED]	BMAA								No TMZ
AA8Q-U	[REDACTED]				1	3	2	4	Support RMZ	
AA8W-1	[REDACTED]				2	3	1	4	Support RMZ	
AA83-W	[REDACTED]				3	4	2	1	Support RMZ	
AA84-X	[REDACTED]				1	3	2	4	Support RMZ – No comments	
AA8Z-4	[REDACTED]								Would prefer no change	
AA81-U	[REDACTED]	BHPA							Would prefer no change	
AA89-3	[REDACTED]				1	2	3	4	Would prefer no change	
AA8D-E	[REDACTED]				2	4	1	3	Support RMZ + size – No comments	
AA8G-8	[REDACTED]								Would prefer no change	
AA8V-Q	[REDACTED]	BMAS			1	4	2	3	Would prefer no change	
AA8X-S	[REDACTED]				1	3	2	4	Support RMZ	
AA82-V	[REDACTED]				1	3	2	4	Would prefer no change – possibly RMZ	
AA8Y-T	[REDACTED]	N/A			1	4	2	3	Support RMZ	
AA85-P	[REDACTED]				2	4	1	3	Would prefer no change	
AA8E-6	[REDACTED]	Cheshire Flyers			1	3	2	4	Would prefer no change	
AA8T-N	[REDACTED]								Would prefer no change	
AA8Q-J	[REDACTED]				1	3	2	4	No TMZ	
AA8U-M	[REDACTED]	Perranporth Flying Club Ltd.							Would prefer no change	

<b>PART 2 - Responses received via email to Land's End Airport and uploaded manually to the portal</b>										
Response ID	Organisation/Name	Position Title	Option Scores				Notes			
			RMZ	RMZ/TMZ	RMZ + Size	RMZ/TMZ + Size				
AA83-M	[REDACTED]								Would prefer no change	
AA8J-B	[REDACTED]								Would prefer no change	
AA8W-R	[REDACTED]								Would prefer no change	
AA8Z-U	[REDACTED]								Would prefer no change	
AA84-N	[REDACTED]								Would prefer no change	
AA8F-7	[REDACTED]								Would prefer no change	
AA88-S	[REDACTED]								Would prefer no change	
AA8M-E	[REDACTED]								Would prefer no change	
AA8H-9	[REDACTED]								No problem with Radio contact	
									Would prefer no change	

AA91-J	[REDACTED]				Would prefer no change
AA99-T	[REDACTED]				Would prefer no change
AA9S-M	[REDACTED]				Would prefer no change
AA96-Q	[REDACTED]	Defence Airspace and Air Traffic Management - Ministry of Defence			No preference of option but in full support
AAN7-D	[REDACTED]	Cloud 9 Hang Gliding Paragliding & Paramotoring			Would prefer no change
AANK-1	[REDACTED]	Kernow Hang Gliding			Would prefer no change
AANG-W	[REDACTED]	Environment Agency			No comments
AANV-C	[REDACTED]	Natural England			Consider flight exclusion zones during bird breeding season
AANU-B	[REDACTED]				Would prefer no change
AANX-E	[REDACTED]	Light Aircraft Association	1	2	Support RMZ or RMZ+size

Table 2: All received responses

3.9 The consultation survey invited feedback on

**Q6. General comments**

**Q7. Design Principle 8**

*"As feedback was received regarding the size of the airspace (some requesting a smaller volume and others a larger volume), both the height and the breadth of the LETC will be fully considered"*

**Q8. Design Principle 9**

*"The airspace design shall consider operation by a single authority"*

**Q9. Consultation as a whole**

These questions were not mandatory and therefore not answered by all respondents.

## 4 Consultation Responses

4.1 The responses received have been reviewed and all comments looked at in detail. Some comments had more than one element. Some comments both positive and negative, have had no practical bearing on the proposed design options.

4.2 The responses and associated elements that have a practical bearing on the proposal have been broken down into two types:

- Those which may lead to changes of the proposal
- And those which do not

These have been split out in Sections 4.4 & 4.5 below.

4.3 There were a number of comments regarding the call for not making a change to the LETC and these have been gathered together and will be progressed to step 4A for further consideration.

#### 4.4 Responses which may impact the final proposal

The following responses have the potential to impact on the proposed design:

Response ID	Name/Organisation	Summary	Potential Impact	Land's End Airport response/action
AANX-E	[REDACTED]	Recommend creation of RMZ with open FIR slot SFC-2000ft along the coast	LETC joins ATZ at 2000ft with open airspace below	Progress this item to step 4A for further consideration
AAB9-3	[REDACTED]			
AA7W-P	[REDACTED]			
AA7V-N	[REDACTED]			
AA9M-E	[REDACTED]	Always flies with EC and radio wants us to consider ADS-B and not TMZ	Different types of EC could be accepted	Progress this item to step 4A for further consideration
AA7U-M	[REDACTED] (Perranporth)	Believes root cause of Unknown Traffic to be poor indication of LETC on charts and poor airmanship. Also concerned that boundaries of RMZ/TMZ would become busier with orbiting traffic	Congestion points around airspace	Progress this item to step 4A for further consideration

AA9E-6			The LETC over the mainland should be lowered and minimised	LETC becomes smaller	Progress this item to step 4A for further consideration
AA95-P			Concerned RMZ/TMZ would only be able to operate H24	Non-operation of a/c when ATC not open	Progress this item to step 4A for further consideration
AA7S-J			Concerned of the impact an increase in the vertical limit of the LETC would have on Newquay LARS	Size of the proposed new LETC	No increase in the vertical limits of the LETC are planned
AA7H-7			Wants us to consider ADS-B	Different types of EC could be accepted	Progress this item to step 4A for further consideration
AA7X-Q				There would be no change to the LETC	Progress this item to step 4A for further consideration
AA2B-V		28 individuals detailed in Table 2 above	Identifies that there have been airprox's in the LETC, RMZ would be sufficient, the LETC should be smaller, can RMZ/TMZ be non H24?	Size of the proposed new LETC	Progress this item to step 4A for further consideration



AA9Y-T	[REDACTED]	Airspace is used safely, perfectly safe to use radio only	No TMZ introduced	Progress this item to step 4A for further consideration
AA9Q-J	[REDACTED]	Cannot afford transponder so would be excluded	No TMZ introduced	Progress this item to step 4A for further consideration
AA7K-A	[REDACTED] (BMAA)	A known traffic environment can be achieved by the use of a Radio Mandatory Zone. The BMAA supports the minimum level of airspace classification to achieve flight safety. Should consider use of ADS-B	No TMZ introduced. Different types of EC could be accepted	Progress this item to step 4A for further consideration
AA96_Q	[REDACTED] (MOD)	No objections	Full proposal put forward	Progress this item to step 4A for further consideration
AA9X-S	[REDACTED]	Less regulation is best. RMZ is ok	RMZ proposal put forward	Progress this item to step 4A for further consideration
AABW-1	[REDACTED]	See the sense of RMZ, see no safety case for TMZ	RMZ proposal put forward	Progress this item to step 4A for further consideration
AABQ-U	[REDACTED]	Don't like any of options, RMZ could be acceptable	RMZ proposal put forward	Progress this item to step 4A for further consideration

AABN-R			Does not dispute the mandatory use of radio prudent, cannot see why TMZ	RMZ proposal put forward	Progress this item to step 4A for further consideration
AA76-N		(PDG)	Fully agree with proposals for RMZ/TMZ + size	Full proposal put forward	Progress this item to step 4A for further consideration
AA7-1			RMZ would address the issue of unknown traffic	RMZ proposal put forward	Progress this item to step 4A for further consideration
AA7F-5		(NATS)	Fully agree	Full proposal put forward	Progress this item to step 4A for further consideration
AA7M-C			Safety first, RMZ/TMZ with greater area benefit to crews and aircraft	Full proposal put forward	Progress this item to step 4A for further consideration
AA7N-D		(Chief Pilot Skybus)	Fully support RMZ/TMZ + size change	Full proposal put forward	Progress this item to step 4A for further consideration
AA78-Q		(Fly NQY)	Due to remote location radio and transponder should be mandatory. This is about safety.	Full proposal put forward	Progress this item to step 4A for further consideration
AA74-K		(Rtrd Airline)	A/c should be fitted with radios and basic transponder	Full proposal put forward	Progress this item to step 4A for further consideration

AA73-J	(Manager Skybus)	RMZ/TMZ + size change supported	Full proposal put forward	Progress this item to step 4A for further consideration
AA7Z-S	( Isles of Scilly)	Fully support RMZ/TMZ + size change	Full proposal put forward	Progress this item to step 4A for further consideration
AA7B-1		Fully support RMZ/TMZ + size change	Full proposal put forward	Progress this item to step 4A for further consideration
AABK-N		Flylogix	Full Support - consider ADS-B	Progress this item to step 4A for further consideration

Table 3: Responses which may impact the final proposal

#### 4.5 Responses which do not impact the final proposal

The following responses do not contain any new information or suggestions that could lead to an adaptation in the final proposed design. Additional relevant feedback is captured, including any actions or considerations arising.

Response ID	Name/Organisation	Summary	Potential Impact	Land's End Airport response/action
AANK-1	KHPA Committee	Worried it would exclude current activities at Sennen Cove (within ATZ)	Current Paraglider activity would cease	Airport authority sees no reason why the existing satisfactory arrangements between the KHPA & Cloud 9 and ATC
AAN7-D	Cloud 9 Hang Gliding & Paragliding	and corridor would stretch to Newquay Airport in future		Land's End should change. There is no intention to extend the LETC towards Newquay Airport
AA9S-M				
AA99-T				

AA9H-9	[REDACTED]				
AA9T-N	[REDACTED]				
AA7E-4	[REDACTED]		Should consider Class E + TMZ	LETC would become controlled airspace	This has been discounted during previous stages. Follow the link below to the CAA ACP website to find documents relating <a href="https://airspacechange.caa.co.uk/PublicProposalArea?plD=199">https://airspacechange.caa.co.uk/PublicProposalArea?plD=199</a>
AABZ-4	[REDACTED]		Considers there is no safety case and that proposal is a disguised attempt at controlling airspace	N/A	Safety case has been made and stated during the process so far. There is no call for controlled airspace. <a href="https://airspacechange.caa.co.uk/PublicProposalArea?plD=199">https://airspacechange.caa.co.uk/PublicProposalArea?plD=199</a>
AANG-W	Environment Agency		No impact for EA, consider flight exclusion zones during bird breeding season	N/A	Sensitive wildlife areas are already identified within the LETC and procedures in place to ensure their safety
AANV-C	Natural England				
AANU-B	[REDACTED]		Didn't have time to read proposal, airspace for all not privileged few, doesn't believe there is a safety threat, suggests option of removing all airspace restrictions	N/A	Safety case has been made and stated during the process so far. <a href="https://airspacechange.caa.co.uk/PublicProposalArea?plD=199">https://airspacechange.caa.co.uk/PublicProposalArea?plD=199</a>

AA79-R	<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> (Tresco)	Busy heliport needs to be consulted.	N/A	Tresco Heliport has been included from the outset, thank you for your feedback and support
--------	---	--------------------------------------	-----	--

Table 4: Responses which may impact the final proposal

## **5 Conclusion and Next Steps**

- 5.1 The immediate next step will be to write and publish the Step 4A document which will detail the “you said, we did” analysis.
- 5.2 In that document we will decide upon the final design to be set before the CAA in step 4a. Any relevant responses received and laid out in Table 3 above will be considered and either progressed or discounted with reasons.
- 5.3 The following step will be to write and publish the formal Step 4B Airspace Change Proposal and submit to the CAA.

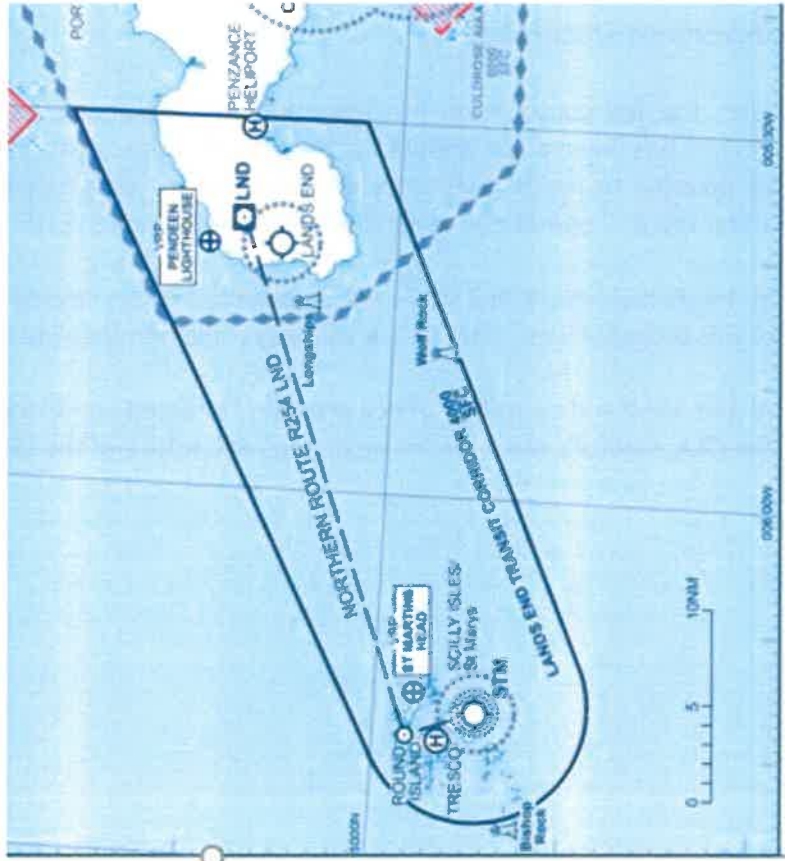
## **6 Reversion Statement**

- 6.1 After the full consultation process and selection of one of the proposed change options has taken place, should the proposal be approved and implemented, it would be possible to revert to the pre-implementation state, however this would greatly affect the ATC operations of all of the ANSPs within the LETC.
- 6.2 In the unlikely event that there are unexpected issues caused by the implementation of this proposal then short notice changes could be made via NOTAM.
- 6.3 All the ANSP and air traffic service providers affected would then, in consultation with the CAA, carefully consider the next steps and future of the LETC airspace.

# Appendix A

Land's End Airport Ltd

CHART SHOWING THE CURRENT LETC



AIRAC AD 2-EGHC-3-1 Land's End Transit Corridor



# Appendix B

Land's End Airport Ltd

List of Targeted Stakeholders in Stages 1, 2 & 3

Stakeholders marked in **red strikethrough** were included in Stages 1 & 2 but have requested not to be included in stage 3 so will not be contacted further

Key Stakeholders
RNAS Culdrose
Sloane Helicopters
Environment Agency
Natural England
St Mary's Airport
Isles of Scilly Skybus
Perranporth Flying Club
PDG Helicopters
Tresco Heliport
Penzance Heliport
Newquay Cornwall Airport
Fly Newquay
Cloud 9 Hang Gliding and Paragliding Association
Cobham Aviation Services Ltd (Now Draken Europe Helicopter Academy)
Other Stakeholders
British Microlight Aircraft Association (BMAA)
St Just Town Council
Honourable Company of Air Pilots (HCAP)
Skybus Flight Safety Manager
<del>Cornwall Protection of Rural England CPRE</del>
Cornwall Council
National Trust
Duchy of Cornwall
Health Watch
Island Partnership
Derek Thomas MP
British Helicopter Association
<del>Airprox Board</del>
AOPA
Director of Aviation Affairs
Seahawk Gliding Club @ RNAS Culdrose

35 out of 39 NATMAC Organisations
Airlines UK
Airspace4All
Airport Operators Association – [REDACTED]
Airport Operators Association – [REDACTED]
Airfield Operators Group
Aircraft Owners and Pilots Association – [REDACTED]
Aircraft Owners and Pilots Association – [REDACTED]
Association of Remotely Piloted Aircraft Systems UK
Aviation Environment Federation
B Ae Systems
British Airline Pilots Association – [REDACTED]
British Airline Pilots Association – [REDACTED]
British Airline Pilots Association – [REDACTED]
British Balloon and Airship Club
British Business and General Aviation Association
British Gliding Association
British Helicopter Association
British Hang Gliding and Paragliding Association
British Microlight Aircraft Association/general Aviation Safety Council
British Model Flying Association
British Parachute Association
General Aviation Alliance
Guild of Air Traffic Control Officers
Honourable Company of Air Pilots
Helicopter Club of Great Britain
Light Aircraft Association
Military Aviation Authority
Ministry of Defence – Defence Airspace and Air Traffic Management
NATS – [REDACTED]
NATS – [REDACTED]
Navy Command HQ
PPL/IR Europe – Group Mailbox
PPL/IR Europe – [REDACTED]
UK Flight Safety Committee
United States Airforce Europe

# Appendix C

## ONLINE PORTAL QUESTIONS

The following questions were included in the online portal for users to complete. A copy of the postal survey is included in Appendix D.

	Text	Required?	Options
1	What is your name?	Yes	
2	What is your Email address?	Yes	
3	Who are you representing?	Yes	<ul style="list-style-type: none"> <li>- Individual</li> <li>- Organisation</li> </ul>
4	In accordance with the UK Civil Aviation Authority's CAP 1616 airspace change process, consultation responses will be published on Citizen Space via the Airspace Change Portal. Responses will be subject to moderation by the Civil Aviation Authority. If you wish your response to be published anonymously your personal details (Name, Address & Position) will be redacted and only be seen by the Civil Aviation Authority?	Yes	<ul style="list-style-type: none"> <li>- Yes - I want my response to be published with my details</li> <li>- No - I want my response to be published anonymously</li> </ul>
5	<p>Using the drop-down boxes alongside each choice please put the options in order of preference.</p> <p>For Example Preferred option = 1, Next Preferred = 2 etc</p> <p>Option 1 – Change to RMZ Option 2 – Change to RMZ/TMZ Option 3 – Change to RMZ + Alter the size Option 4 – Change to RMZ/TMZ + Alter the size</p>	Yes	Drop-down boxes to choose a number 1-4 for each option
6	<p>What are your reasons for your answers to the ranking? Please consider</p> <ul style="list-style-type: none"> <li>- Your reasons for choosing your answers</li> <li>- Your feedback on any impacts that options may have on your operation</li> <li>- How often those impacts may occur</li> <li>- Any suggested mitigations</li> <li>- Please provide evidence.</li> </ul> <p>If you wish to supply more documentary evidence than would fit on these pages you can upload it using the link below.</p>	No	Option for File Upload

7	<p>Design Principle 8 states</p> <p>"As feedback was received regarding the size of the airspace (some requesting a smaller volume and others a larger volume), both the height and the breadth of the LETC will be fully considered"</p> <p>Do you have any comments regarding this?</p>	No	
8	<p>Design Principle 9 states</p> <p>"The airspace design shall consider operation by a single authority"</p> <p>Do you have any comments about this?</p>	No	
9	<p>Do you have any comments regarding the consultation as a whole?</p>	No	
	<p>You are about to submit your response.</p> <p>By clicking 'Submit Response' you give us permission to analyse and include your response in our results. After you click Submit, you will no longer be able to go back and change any of your answers.</p> <p>If you provide an email address you will be sent a receipt and a link to a PDF copy of your response.</p>	No	Option to include Email Address

# Appendix D

## POSTAL SURVEY QUESTIONS

Your Name:	
Your Address:	
Postcode:	
Your email address:	
Delete one of the following boxes, as applicable	
I am responding as a private individual	I am responding on behalf of an organisation My organisation is  My position in that organisation is
All responses will be published online. You may ask for your name to be published or removed. Delete one of the following boxes	
Publish my name along with my response	Remove my name before publishing my response
<b>Please put the following in order preference E.g. Preferred option = 1, next = 2 etc</b>	
Option 1 - changing the LETC to an RMZ	
Option 2 - changing the LETC to a Combined RMZ/TMZ	
Option 3 - changing to an RMZ and altering the size of the LETC	
Option 4 - changing to a Combined RMZ/TMZ and altering the size of the LETC	

What are your reasons for providing the above responses? Please consider:

- Your reasons for choosing the category above,
- Your feedback on any impacts that options may have on your operation
- How often those impact might occur
- Any suggested mitigations

Please provide evidence.

If you wish to supply more documentary evidence than would fit on these pages, enclose it with this form

Design Principle 8 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.”*

Do you have any comments or ideas regarding this?

Design Principle 9 states *“The airspace design shall consider operation by a single authority”*

Do you have any comments or ideas regarding this?

Do you have any comments on the consultation itself?