

Minutes of Bristow Helicopters Ltd (BHL) TDA assessment meeting held remotely via Teams at 1300 – 1400 on 15/07/2021

19/07/2021

Present	Appointment	Representing
[REDACTED]	[REDACTED]	CAA
[REDACTED]	[REDACTED]	CAA
[REDACTED]	[REDACTED]	CAA
[REDACTED]	[REDACTED]	CAA
[REDACTED]	[REDACTED]	CAA
[REDACTED]	[REDACTED]	MCA
[REDACTED]	[REDACTED]	BHL
[REDACTED]	[REDACTED]	BHL

CAA Assessment Meeting Opening Statement

CAA acknowledged that Bristow provided access to their define documentation prior to the meeting and that this was distributed amongst all other attendees on the call. Further to this and due to the urgent nature of this State request, Bristow were also asked to provide a copy of their draft engagement document containing proposed airspace solutions that were discussed informally with key stakeholders prior to this meeting. Following the Assessment Meeting, the CAA confirmed that documents would be published together with minutes of the meeting on the CAA website. The CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.



	ACTION
<p>Item 1 – Introduction</p> <p>CAA – Confirmed this meeting has been convened for the change sponsor to present a statement of need for a temporary airspace change and give information on how it intends to meet the requirements of the airspace change process and present provisional timescales. It is also an opportunity for the sponsor to present how they propose to meet the engagement requirements of the process. The CAA confirmed the application is for a temporary danger area to cover the summer months and acknowledged the requirement is supported by the State.</p> <p>CAA – Invitation extended to Bristow and the MCA to deliver their statement of need and engagement presentation.</p>	<p>CAA</p>
<p>Item 2 – Statement of Need (discussion and review)</p> <p>BHL/MCA – Delivered the Statement of Need and an overview of the Formal State Requirement. BHL and the MCA indicated the proposed duration of the change and the subsequent need for a scaled engagement process.</p> <p>CAA- clarified with the MCA that this proposal has come at the request of the Department of Transport.</p> <p>MCA – confirmed the State directive.</p> <p>BHL/MCA – Delivered a presentation evidencing the reasoning behind the requirement based on the formal State requirement and regional incident data as collated by HM Coastguard. It was explained that due to the current pressure on the UK SAR Helicopter service and the forecasted levels of visitors to the region, the MCA have requested support from Bristow’s resident UAS capability currently based at Caernarfon Airport to conduct these routine, reassurance flights and beach patrols to provide HM Coastguard operations commanders with valuable, on-scene intelligence and increased situational awareness. It’s proposed this will empower more informed decision-making allowing commanders to make the most efficient use of all assets at their disposal and most importantly, provide opportunity for the UK SAR Helicopter service to be held in reserve to conduct their primary life-saving role.</p>	<p>BHL/MCA/CAA</p>



<p>BHL- Went into more depth to indicate the specific areas of interest, proposed UAS operating model, airspace options, DAAIS/DACS provision, TDA activation/utilisation and pre-emptive stakeholder engagement with key airspace management authorities.</p>	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>Opportunities</p> <ol style="list-style-type: none"> 1. Relieve pressure on the UK SAR Helicopter force by providing opportunity to conduct routine beach patrols and reassurance flights using Bristow unmanned aircraft systems already established at Caernarfon Airport. 2. Provide HM Coastguard Commanders with an additional asset to provide on-scene, situational awareness over a period of elevated incident rate. 3. Reduce the risk to life for the General Public by increasing the availability of the UK SAR Helicopter service. <p>Issues</p> <ol style="list-style-type: none"> 1. Short window to conduct stakeholder engagement process. 2. Noise Impact (Direct/Indirect). 3. Timeframe to include any agreed airspace solution within Bristow’s current RPAS Operational Authorisation. 	<p>BHL/MCA/CAA</p>
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>CAA – Highlighted the expectation that due process must be followed but indicated a rationale for a scaled engagement process to capture a targeted stakeholder list would be appropriate in this case.</p>	<p>CAA/RPAS</p>

The CAA reiterated that it is up to the sponsor to establish suitable and effective 2-way communication with each stakeholder and every opportunity is provided to them to respond in the given timeframe. The CAA reinforced that it is in the sponsors interest to be as proactive as possible when conducting any engagement process, but this is especially important within a scaled time frame and suitable evidence must be provided to provide an auditable trail of this stakeholder contact. The CAA advised that the sponsor is also expected to maintain a record of ongoing stakeholder engagement post activation and track and record complaints over the course of life of the temporary airspace change.

CAA- The CAA confirmed that previous relevant noise assessments submitted as part of Bristow's current UAS operations could be used to inform this airspace change and the scope of the required environmental assessment. This environmental assessment should consider both the direct impacts of the change (i.e. the UAS operations) and the indirect impact as result of aircraft re-routing around the Danger Area. However, as this is temporary change, only noise impacts need to be assessed and there is no requirement to assess any other environmental impacts. If the sponsor believes that assessment of noise would result in no identified adverse impacts then the sponsor should present its rationale to justify that assessment is unnecessary for the CAA to confirm that they are satisfied that the specific details of the proposal mean that the assessment is not needed. Should there be a need to do so, the sponsor can request to discuss the proposed assessment methodology with the CAA.

CAA RPAS – Bristow should submit a variation to their current operational authorisation to capture the new airspace. The RPAS unit indicated their familiarity with BHL's current UAS operations in the region and expressed they will do all they can to process the variation as quickly as possible to support the urgent State requirement.

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

In accordance with CAP 1616. No official gateway exists for temporary change although stages 1, 3, 4 and 5 will be captured on the CAA airspace change portal. BHL will follow the model below.

- DAP 1616 Statement of Need
- Define the Requirement.
- Stakeholder Engagement on proposed solutions.
- Amendment and final submission.
- CAA Decision.

CAA/BHL



<p><i>* When the sponsor submits their gateway materials for each Gateway at the agreed submission deadline, the period between this and the gateway decision will be an analysis by the CAA Airspace Regulatory team (Airspace Regulation) of the documentation submitted, for the purposes of making a recommendation to the CAA Gateway decision maker(s). In conducting the gateway assessment, the CAA is assessing the process employed and its compliance with the guidance stipulated within CAP1616. It is not an assessment of the merits of the submission itself, which is reviewed at Stage 5 - Decision. We may request documentation from the sponsor that is referred to in the gateway submission but has not been provided as part of the Gateway submission materials. We may also request the sponsor to provide information by way of clarification relating to statements or assumptions made in the submission. Any further information sought by Airspace Regulation at this stage is for clarificatory purposes and is only for determining compliance with the CAP 1616 process.</i></p> <p><i>In any instance where a sponsor has not met the requirements of the process, we will inform them after the gateway decision and advise of next steps.</i></p>	
<p>Item 6 – Provisional process timescales*</p> <p>Scaled and Targeted Stakeholder Engagement: - 22/07/21 – 31/07/21</p> <p>HM Coastguard FOC Required from 01/08/21 – 19/09/21.</p> <p><i>* 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;</i></p> <ol style="list-style-type: none"> <i>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</i> <i>2. The FAS(S) masterplan requires proposals within that plan to be progressed in a coordinated way, in accordance with a programme plan. Once this masterplan has been accepted by us, it may require us to rearrange Gateway bookings to achieve coordination which may include changing a gateway slot that you have previously been targeting.</i> 	<p>CAA/BHL/MCA</p>
<p>Item 7 – Next steps</p> <ol style="list-style-type: none"> 1. Submit Rational for Scaled engagement process. 2. Prepare final engagement document for release with updated stakeholder list. 3. Prepare and forward briefing sheet as requested. 4. Provide minutes for review. 5. Prepare RPAS Op Auth variation (as far a reasonably practicable). 	<p>BHL</p>
<p>Item 8 – Any other business</p> <p>N/A</p>	<p>CAA/BHL</p>



Maritime &
Coastguard
Agency



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Actions arising from Bristow Helicopters Ltd (BHL) TDA assessment meeting.

Name	Action	Subject	Deadline
	BHL	Rationale for scaled consultation	ASAP
	BHL	Revised engagement document	ASAP
	BHL	Briefing Sheet	ASAP
	BHL	Meeting minutes	ASAP
	BHL	RPAS Operational Authorisation Variation	ASAP

Bristow Helicopters Ltd

ACP Sponsor