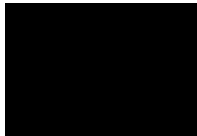


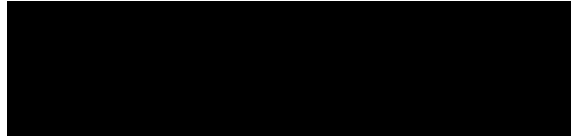
**Minutes of Bristow Helicopters Ltd (BHL) and Maritime and Coastguard Agency (MCA)  
Stakeholder engagement meeting held remotely via Microsoft Teams at 1400 – 1500  
on 27/07/2021**

27/07/2021

**Present (Sponsor)**



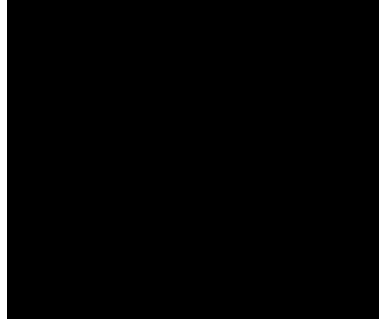
**Appointment**



**Representing**

BHL  
BHL  
MCA  
MCA

**Present (Stakeholder)**



RAF Valley  
MOD  
Caernarfon Airport  
SAC  
Babcock Int.  
BHA  
LAA  
BGA  
GAA/PPG  
PDG

**Invited Non-Attendees (Stakeholder)**

NPAS  
Welsh Air Ambulance  
West Wales Airport  
BHPA  
Airspace4all

	<b>ACTION</b>
<p><b>Item 1 – Introduction</b></p> <p>BHL/MCA – Welcomed everyone to today’s Stakeholder Engagement Meeting convened to discuss the MCA and BHL’s temporary airspace change proposal submitted in support of HM Coastguard UAS operations in North Wales this summer. The MCA confirmed this proposal has come as a direct request from the State.</p> <p>BHL – Thanked those organisations that have already responded via email indicating their support to the proposal.</p>	<p><b>BHL/MCA</b></p>



<p>BHL – Expressed that in addition to these emailed returns, this meeting had been convened to allow all parties the opportunity to engage on the proposal directly with the Bristow and MCA teams to voice their support or raise any issues or concerns they may have via this forum.</p> <p>BHL – In addition to these minutes, all parties were made aware that the meeting was being recorded to provide further evidence of stakeholder engagement as part of this ACP process. No objections to this were made.</p> <p>BHL- Opened the floor to questions. Stakeholders were asked to use the 'question/hand raise' function on Teams to provide structure to proceedings.</p> <p>MCA- Offered to coordinate the running order of stakeholder questions.</p>	
<p><b>Item 2 – Stakeholder Engagement - SAC</b></p> <p>SAC – Requested confirmation that although the South side of the LLeyn Peninsula is an area of interest, the sponsor did not intend to activate TDA’s in the region at this time.</p> <p>BHL- Clarified and confirmed the design submitted in the engagement document was reflective of the intended areas of activation and the previously proposed area in the region of Portmadog had been removed.</p> <p>SAC – Indicted this was absolutely fine and stated their full support to the proposal and wished BHL and the MCA the very best.</p>	<p><b>BHL/SAC</b></p>
<p><b>Item 3 – Stakeholder Engagement - LAA</b></p> <p>LAA – Requested clarification on how the TDA complex will be controlled.</p>	<p><b>BHL/LAA/MCA</b></p>



BHL – Confirmed weekday operations in the region of the Llyen Peninsula would be conducted under a DAAIS/DACS service provide by RAF Valley. Weekend operations on the West Anglesey coastline will be conducted under a DAAIS provided by Caernarfon Airport who have sufficient radio capability to cover the area of operation.

LAA – Queried the beyond visual line of sight capability of Caernarfon Airport as it has no radar service.

BHL – Confirmed a radar service is not a mandated requirement to provide a DAAIS service.

LAA – Asked for justification of this proposal as a State requirement

BHL – Invited response from the MCA.

MCA – Indicated the directive from the Department of Transport to increase routine beach patrols. Given the time scales involved, using the established UAS capability based from Caernarfon Airport provides the most viable opportunity to conduct these routine operations in areas highlighted by historic, HM Coastguard incident data. This will facilitate the most effective use of all State assets in the region.

LAA – Thanked the MCA for their response.

**Item 4 – Stakeholder Engagement - DAATM**

DAATM – Asked for confirmation that the TDA sectors in the region of D201J have been designed in such a way as to abut the danger area and asked for clarification on how the sponsor proposed to operate in this region.

BHL – Confirmed the sectors in this region have been designed to abut D201J and confirmed the UAS did not intend to operate right up to the edge. The sector has been designed to provide enough room to allow the UAS to manoeuvre around the coastline in this area but the main emphasis is on covering the beaches in this region.

**BHL/DAATM**



<p>DAATM – Thanked BHL for their response.</p>	
<p><b>Item 5 – Stakeholder Engagement – BGA</b></p> <p>BGA – Asked for confirmation on weekend DACS provision.</p> <p>BHL- Confirmed that during weekend operations no DACS service will be provided by Caernarfon Airport due to them having no radar capability.</p> <p>BGA – asked for clarification on intended frequency of operations</p> <p>BHL – Responded that this would be in line with HM Coastguard requirements and invited the MCA to respond.</p> <p>MCA – Confirmed the intent is to identify areas of routine patrol and provide 24 hours’ notice of activation however in line with the proposal document, if an actual emergency is declared the UAS may be tasked to respond to this. This activation would be conducted under standard operating procedures for short notice activation via the ARCC and Distress and Diversion cell and may be an area within the complex or a sector of airspace segregated under the auspices of Restricted Airspace Temporary (RA(T).</p> <p>BGA – Acknowledge and understand the concept for emergency incident response. BGA request further clarification on the frequency of routine operation.</p> <p>MCA – confirmed frequency of operation would be in line with the availability of the asset.</p> <p>BGA – asked for confirmation that this may potentially indicate 7 days a week if the asset is available.</p> <p>MCA – confirmed the possibility should the asset be available.</p> <p>BGA- acknowledge the intent and potential utilisation of the asset is now clear.</p>	<p><b>BHL/BGA/MCA</b></p>
<p><b>Item 6 – Stakeholder Engagement - LAA</b></p>	<p><b>BHL/MCA/LAA</b></p>



LAA – Asked for an update on how BHL have integrated the UAS within the regional ‘known airspace environment’

BHL – Provided an update on how BHL UAS operations have become routine and normal over the course of the last 18 months. BHL UAS regularly integrate with GA and military air traffic in the region as part BHL’s current airspace trial. As mandated by the regulator, evidence of this has been submitted by BHL to the CAA for full review. BHL’s regulatory engagement continues to progress to develop options for future airspace solutions in an effort to define a viable way forward for more dynamic deployment of UAS within the construct of current and future UK airspace models.

LAA – Asked the sponsor what impact they expect this proposal may have on airspace users in the region.

BHL- Indicated the impact to air users in the region is expected to be in line with BHL’s current usage and all efforts have been made to mitigate the impact to RAF Valley through weekend operation in that region. Further mitigation is provided by designing the TDA’s in such a way that they provide viable options to fly underneath or above a given complex sector further reducing the potential impact to all regional airspace users.

MCA – Added that concessions have already been made following pre-emptive engagement to ensure any indirect impact to GA (i.e funneling has been considered. This along with considering the impact to SAC and other all other regional air users, resulted in the removal of the Porthmadog operating area from the initial design.

**Item 7 – Stakeholder Engagement – GAA/APPG**

GAA – Asked for clarification on the concept of operation and integration of UAS within HM Coastguard operations.

MCA – highlighted the UAS is predominantly a situational awareness tool that allows HM Coastguard commanders to make the most effective use of all rescue assets at their disposal whilst providing opportunity to reserve the UK SAR Helicopter service for it primary lifesaving role.

GAA- Due to the lack of radar service at the weekend it was perceived that RAF Valley had prevented UAS operation in the

**BHL/GAA/APPG/RAF  
VALLEY/MCA/BGA**



region of West Anglesey during their normal weekday operating hours.

MCA- interjected and clarified that RAF Valley had not prevented weekday operation in that region but an agreement between HM Coastguard and RAF Valley had been made to operate in this manner due to reduced time scales available to conduct the level of engagement required to facilitate this.

GAA – accepted this but reiterated that GA may be seen to be disproportionately limited when compared to RAF Valley operations given Valley’s inability to provide a DACS service at the weekend. GAA reiterated it would be desirable for RAF Valley LARS to facilitate free movement in the region by providing a weekend DACS service.

RAF Valley – Firstly addressed the LAA’s previous attempt to ascertain the relationship between the military and BHL and indicated that coordination between RAF Valley and BHL has, and continues to be, second to none over the course of the last 18 months in terms of airspace partnership with weekly engagement facilitating effective regional coordination within the current D398 complex. Both Valley and BHL have worked hand in hand to make this work in the local area.

RAF Valley – turned to address the comments from the GAA.

RAF Valley – Are trying to conduct two things, Military fast jet training in the region of North Wales and supporting BHL with their emerging UAS capability as it also reflects the wider direction of travel for unmanned military operations.

RAF Valley – Confirm that within their scope, RAF Valley will continue to offer the same recognised high standard of service to the GA community and BHL within 40 miles of RAF Valley Mon-Fri when they are resourced to have their airfield open. RAF Valley indicate they currently have in the region of 35000 military aircraft movements per annum to sustain front line fast jet operations at at home and overseas. This is what RAF Valley is currently resourced to support.

RAF Valley - Reinforced however that during their normal operating hours they will absolutely lean in and continue to provide DACS to the GA and wider airspace user community, but they are not currently resourced to provide this at weekends. This satisfies the aspirations of all parties at the moment.



<p>GAA – Repeated their request to consider the possibility of manning the radar service at the weekend following Stn Cdr engagement.</p> <p>MCA – Interjected to explain that request would have to be undertaken under the MAACAA process at ministerial level and the State requirement at this stage is not for MAACAA but for airspace. The MCA are content with the mitigations that have been put in place to reduce the impact to other air users to ALARP and the agreements put in place with RAF Valley and the MOD.</p> <p>GAA – Will address this via their parliamentary systems.</p> <p>GAA – Requested confirmation of BHL’s intent for ongoing deployment of UAS</p> <p>BHL – Confirmed the direction of travel for the future UK SAR service will include an unmanned element and that the introduction of this type of capability is very much on the horizon. BHL continue to work closely with the UK regulator to explore viable options to allow wider integration of UAS within UK airspace. BHL also confirmed future trial activity outside of this proposal is ongoing and offered to discuss this offline with the GAA as it perhaps not relevant to this proposal.</p> <p>GAA – Indicated they were trying to ascertain the level of regional airspace surveillance available from RAF Valley.</p> <p>RAF Valley – New equipment has recently been installed but not fully operational. Surveillance will be provided by Primary and Secondary surveillance radar backed up by transponder.</p> <p>DAATM – Reiterated that RAF Valley are not scaled or resourced to provide radar cover at the weekends and confirmed the MCA’s comments that any discussions on changing that current situation would be need be taken at parliamentary level.</p> <p>BGA – more than happy to provide consolation on the appropriate equipment level to introduce FLARM capability.</p>	
<p><b>Item 8 – Stakeholder Engagement - BGA</b></p> <p>BGA – Asked for an amendment to Southern Op Area 2</p> <p>BHL/MCA – Agreed to the adjustment.</p>	<p><b>BHL/BGA</b></p>



<p><b>Item 9 – Stakeholder Engagement – Caernarfon Airport</b></p> <p>Caernarfon – Indicate they see very, very little GA traffic travelling up and down the West coast of Anglesey and Lleyn Peninsula on a weekend. In addition to this, one of the airports key concerns was a construct that would see TDA sectors extending to surface. In Caernarfon’s opinion, the ‘floating TDA’ presents a far more palatable and viable solution to reduce the impact to GA traffic in the region by providing opportunity to pass under or cross over the top of these NOTAM’d active areas. Caernarfon and its resident GA community see very little use of these areas at the weekend.</p>	<p><b>BHL/Caernarfon</b></p>
<p><b>Item 10 Stakeholder Engagement – GAA/APPG</b></p> <p>GAA/APPG – It appears clear this type of government sponsored activity needs access to full air traffic support. All parties need to work together to provide access to airspace and in the opinion of the APPG, consideration should be given to a mandating this requirement as its of paramount important that all assets are made available to support development of this emerging capability and it should be engaged on at ministerial level. In order to transition away from the CAA’s current position of management through segregation requires the full backing of Uk PLC and access to full air traffic support.</p>	<p><b>GAA/APPG</b></p>
<p><b>Item 11 Closing Remarks</b></p> <p>BHL – Thanked all stakeholders for their attendance and asked if they hadn’t done so already, could they please email their feedback/response via the consultation email provided in the engagement document.</p> <p>MCA – Thanked all attendees for joining todays call detailing the State requirement and reinforced that the MCA and BHL will continue to work with all parties to ensure a solution that works for all air users.</p> <p>All - Meeting Adjourned @ 1450.</p>	<p><b>BHL/MCA</b></p>





Maritime &  
Coastguard  
Agency



**Actions arising from Stakeholder Assessment meeting.**

<b>Name</b>	<b>Action</b>	<b>Subject</b>	<b>Deadline</b>
█	BHL	Amendment to Southern Area 2	ASAP
█	BHL	Minutes	ASAP

Bristow Helicopters Ltd

ACP Sponsor