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Good Morning 

I am writing to you today in relation to the Airspace Change Proposal (ACP) titled “MCA/HMCG UAS Tasking North Wales” (ACP 2021-049). The nature of your request was principally to relieve pressure on the UK Search and Rescue Helicopter Force in the areas of Caernarfon by conducting some of the routine beach patrols thereby reducing the time required by the crewed asset from this task; demonstrating there had been an unplanned increase in demand to conduct this activity during the Summer months. Understanding the intended use, the CAA agreed to conduct an Assessment meeting as soon as possible.

During the Assessment Meeting you outlined a request to scale the process to address your requirements and timelines. The CAA would note the driver and short timeline for activation for this request but is bound to consider this request in line with our responsibilities with Section 70 of the Transport Act 2000. Cognisant of this requirement contrasted against your knowledge of the area due to ongoing operations it was proportionate for the engagement period to be scaled. Following the Assessment Meeting, you have conducted targeted stakeholder engagement provided evidence of your engagement in a Summary Report. It was noted that the design and other factors were amended based upon this engagement to mitigate impact as far as practicable to other airspace users, whilst still addressing the original intent of the ACP. Upon review of your submission the 10 August 2021 a conditional approval was issued with the following conditions.

**Operational Requirements:**

1. A copy of the signed Letter of Agreement between yourselves and RAF Valley is provided.
2. The Temporary Danger Area established under ACP 2019-050 is not activated concurrently as this was not included in your stakeholder engagement.
3. London Information confirms the ability to provide a Danger Area Activity Information Service (DAAIS) outside of RAF Valley operating times.
4. The amendment to the Operational Safety Cases (OSC) is approved.

**Engagement Requirements**

5. The final submission should be updated to reflect all two-way engagement that has occurred. It should include closure on the many queries/conversations/key themes that were raised as part of the engagement for example from AOPA, MoD DAATM, West Wales etc. This means communication back to stakeholders telling them what has changed/what has not changed (and why) as a result of engagement. If the stakeholder requires further engagement, this should be documented. If stakeholders do not respond; it should also be documented. Two-way engagement (to date) should be demonstrated by 13 August 2021
6. We need to see vigilance around complaints given the ambiguity around exact operating times of TDA. We’d expect to see complaints, monitored and reported to us on a weekly basis until the end of the TDA, and your intention to address this process

requirement set out within the final submission.

7. Any further questions/issues raised via correspondence or complaints should also be recorded and shared with stakeholders on a weekly basis, so they are aware of the issues raised and how the sponsor is responding, as to avoid multiple questions from different stakeholder.

The final updated submission was reviewed on the 18 August 2021 where upon it is clear conditions 1-4 have been satisfied. Conditions 5 however has not been fully addressed where conditions 6-7 remain ongoing requirements through the duration of the ACP.

Through the process it is evident from the various versions of your submissions many of the points raised within these conditions have been addressed incrementally and logged in various forms. The final submission however does not reflect this progression in a clear manner and only partially addresses the engagement conditions detailed above. Your engagement summary report does not therefore fully meet the necessary regulatory requirements. It is imperative that in any subsequent ACP submission, you provide a comprehensive and complete engagement summary report. Providing a detailed narrative that both acknowledges and provides a response to the key/significant feedback themes raised by stakeholders throughout the engagement process.

Owing to the nature of this request alongside the understanding that although not all presented conditions may have been addressed in the final engagement summary report, it is proportionate to **approve this ACP** enabling the TDA to be activated as soon as possible. Noting the constraints of the Aviation Information Circular (AIC) publication schedule considered against the intent of this ACP, this will necessitate the production of a Briefing Sheet. This will be issued as soon as practicable, where upon you will be informed. Subject to appropriate notification via NOTAM the TDA may be activated 24 hours after publication

It is again re-iterated the TDAs outlined in the existing ACP2019-050 may not be activated during the period of this ACP 2021-049 which will run from publication of the Briefing Sheet until the 19 September 2021. Owing to the AIC publication schedule, it is not possible to remove the AIC associated with ACP 2019-050 during this period however activations of the associated TDA will not be permitted; the associated TDAs may however be activated from the 20 September 2021 in line with ACP 2019-050 conditions, noting the potential change to the DAAIS provision.

It is further highlighted in line with the principle intent, in all instances TDAs approved through his ACP **must be notified as active at least 24 hours** in advance of use where a DACS or DAAIS will be provided in line with the Briefing Sheet and associated NOTAM. Furthermore, in line with your Final Submission it is understood you expect these flights to be conducted the region of 3-4 days per week, including weekends and evenings. Whilst it is understood there may be emergent requirements to increase this usage in line with your engagement, the CAA would not expect a significant routine departure from this figure. Fundamentally, these were key elements in addressing the impact when considering the constrained timelines.

Please ensure that all relevant stakeholders are informed of the CAA's regulatory decision and provided with confirmation of when it will be implemented, when able.

To activate the required Temporary Danger Areas, please contact Airspace Regulation Operations quoting an activity number and TDA reference, both will be provided to you shortly

Noting the potential impact of TDA considered against the requirement to take into account the interests of other stakeholder use of airspace, the CAA would be grateful to engage with yourselves on the use of this process to inform your future planned use of UAS for short notice requests

A redacted copy of this decision will be uploaded by ourselves to the portal.

Regards

