

**MINUTES OF PERMANENT ACP 2021-088 ASSESSMENT MEETING**  
**HELD via MICROSOFT TEAMS MEETING ON 17<sup>th</sup> Jan 2022**

17<sup>th</sup> January 2022

<b>Present</b>	<b>Appointment</b>	<b>Representing</b>
██████	UKSAR UAS Operations Manager	BHL
██████████	Aviation Policy Lead	MCA
████████	UKSAR PMO Lead	BHL
██████	UKSAR PMO Admin	BHL
████████	Account Manager/Airspace Regulator (Technical)	CAA
██████████	Principal Airspace Regulator	CAA
██████████	Airspace Regulator (Environment)	CAA
██████████	Airspace Regulator (Engagement and Consultation)	CAA
██████████	Airspace Regulator (Economist)	CAA
██████████	ATS Inspector	CAA
██████████	Airspace Regulator (Technical)	CAA
██████████	Airspace Regulator (Technical)	CAA
██████████	Airspace Regulator (Utilisation)	CAA
██████████	Airspace Regulator (Environment)	CAA

**CAA Assessment Meeting Opening Statement**

CAA noted that the Statement of Need and Agenda were received in advance of the Assessment Meeting and confirmed that the documents must be published by the sponsor, together with minutes of the meeting, on the Airspace Change Portal page. 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 stages of the airspace change process.

	<b>ACTION</b>
<p><b>Item 1 – Introduction</b></p> <p>CAA introduced all parties and gave an overview of the CAP1616 process.</p>	<b>BHL/MCA</b>
<p><b>Item 2 – Statement of Need (discussion and review)</b></p> <p><i>Read out by CAA Account Manager.</i></p> <p>Introduction to the operational requirement from BHL and the MCA .</p> <p>Clarified BHL are the sponsor, per the MCA requirement.</p> <p>It was explained that due to the enduring nature of this requirement, a permanent solution to replace the current English Channel temporary danger area (TDA) complex is needed to continue to support the UK Government’s response to the current migrant issue. It was confirmed that it was expected that as well as supporting MCA UAS operations, the final airspace solution would consider the requirements of all parties operating in the region. The CAA advised that the current statement of need should be amended to better reflect this although the importance of the need was not in question. BHL and the MCA recognised that the text within the statement of need should be broader to convey this intention. BHL/MCA will follow up with a revised Version 2 that will better reflect this.</p> <p>CAA confirmed the CAP1616 and ACP process as the appropriate process in which to proceed with this requirement.</p>	<b>CAA/BHL/MCA</b>
<p><b>Item 3 – Issues or opportunities arising from proposed change</b></p> <p>Deploying unmanned aircraft to conduct routine situational awareness patrols and safety overwatch in the English Channel will provide HMCG with vital intelligence which can be shared with other Government departments, and emergency services as part of the wider UK response to the current migrant issue in the English Channel. This will ensure the most effective and co-ordinated response can be delivered across all available assets. As a result this will facilitate the best use of the UK SAR helicopter service ensuring where appropriate , opportunity may be given to maintain their primary life-saving role therefore, reducing pressure on the Service and crews.</p>	<b>BHL/MCA</b>

<p><b>Item 4 – Options to exploit opportunities or address issues identified</b></p> <p>Consideration should be given to all parties operating in the region. Potential opportunity to align regional operational requirements to deliver a solution that fits all operators.</p>	<p><b>CAA/BHL/ MCA</b></p>
<p><b>Item 5 – Provisional indication of the scale level and process requirements*</b></p> <p>Level 2C provisionally 'change which reflect current use of airspace concerned', this will be confirmed in stage 2.</p> <p>Requirement for justification for level 2C grading</p> <p>Overview and information on engagement and consultation process requirements provided by CAA Airspace Regulator (Engagement and Consultation 2).</p> <p>The CAA Airspace Regulator (Environment 1) stated that the environmental assessment requirements are given in Appendix B of CAP 1616, with further technical detail available in CAP 1616A and CAP 2091. As per paragraph B26 of Appendix B – CAP 1616, environmental impact assessments may be scaled down or scoped out where applicable depending on the proportionality of impact, including scenarios where the Sponsor believes that there will be no environmental impact. If this is the case, a clear rationale for doing so along with supporting evidence must be submitted to the CAA at the earliest for consideration. Direct as well as consequential environmental impacts of the intended change in airspace must also be assessed. The Initial Options Appraisal must include all environmental aspects in addition to those listed in Table E2 of Appendix E – CAP 1616, unless a rationale as per paragraph B26 requirements has been provided.</p> <p>After the meeting the CAA revised their assessment that provisionally a Level 1 grading should be adopted due to the potential for impact over an inhabited area below 700ft and potential impact to airport departure and arrival routes. CAA reiterated that regulators can provide specific guidance on process requirements at any stage, through further conversations/meetings/email established via the Account Manager or direct.</p>	<p><b>CAA</b></p>
<p><b>Item 6 – Provisional process timescales*</b></p> <p>Clarification was sought by BHL to confirm the proposed extension of AIC 058/2021. This would help BHL to understand the remaining life-span of the TDA complex and may help steer a proposed implementation date for the replacement of the TDA complex. BHL confirmed that the loss of airspace would heavily impact BHL and other airspace user's ability to continue to deliver UAS operations.</p>	<p><b>BHL/CAA</b></p>

<p>CAA reiterated that regardless of the above due process should be followed inline with the requirements stipulated within CAP1616. Any rationale for scaled approach would be considered on a case by case basis.</p> <p>BHL requested further clarification that should the proposed ACP implementation process not be reached in time to coincide with the expiry of any extension to AIC 058/2021, would it be further extended to allow operations to continue .</p> <p>BHL will follow up and submit a proposed timeline in line with CAP1616 requirements, CAA will assess. BHL to action asap.</p> <p><i>* The timeline agreed may become subject to change by the CAA. This is because the Secretary of State for Transport has directed the CAA to prioritise RNP Instrument Approach Procedures (IAPs) without an Approach Control proposals; this may impact Airspace Regulation resource and consequently timelines.</i></p>	
<p><b>Item 7 – Next steps</b></p> <ol style="list-style-type: none"> <li>1. BHL/MCA prepare and submit revised SoN (V2) to better reflect the requirement.</li> <li>2. Minutes to CAA for review and to publish on portal</li> <li>3. BHL to supply timeline</li> </ol>	<b>BHL</b>
<p><b>Item 8 – Any other business</b></p> <p>N/A</p>	<b>CAA</b>

#### ACTIONS ARISING FROM ACP 2021-088 ASSESSMENT MEETING

Subject	Name	Action	Deadline
Item 2	BHL	Amend Statement of need (V2)	24/01/22
Item 6	BHL	Develop timeline	28/01/22
Item 7	BHL	Minutes to Account Manager	24/01/22
	Account Manager	Send a follow-up email regarding Stage 1	COMPLETE
	Airspace Regulator (E&C)	Send a follow-up email providing further information and guidance regarding Engagement & Consultation	COMPLETE D


*Bristow Helicopters Ltd*

ACP Sponsor