



**ACP-2018-02 HUSBANDS BOSWORTH AIRFIELD ENHANCE SAFETY OPERATING AREA
MINUTES OF ASSESSMENT MEETING HELD AT AVIATION HOUSE, GATWICK ON 23 JAN
2019**

23 Jan 2019

CAA Portal (Redacted Version)
CAA Case Officer
Meeting Attendees

Present	Appointment	Representing
	Chair/Case Officer	CAA
	HB GC Sponsor/Sec	Husbands Bosworth GC
	Airspace Regulator (Tech)	CAA
	Comms/Co-ord	CAA
	Environmental	CAA

CAA Assessment Meeting Opening Statement

CAA noted that the following Statement of Need Assessment Mtg Presentation and Assessment Mtg Agenda were received in advance of the Assessment Meeting and confirmed that the documents would be published together with minutes of the meeting on the CAA website. 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>Following his opening statement, the CAA Chair/Case Officer conducted the round of introductions, welcomed the Husbands Bosworth Gliding Club representative and invited him to deliver his presentation on the Statement of Need and the issues and opportunities arising from it.</p>	
<p>Item 2 – Statement of Need (discussion and review)</p>	

<p>The Gliding Club representative conducted a power point presentation showing the statement of need.</p> <p>A question was raised on the classification of Air Proxies A, B, C & D.</p> <p>They are:</p> <p>A - Risk of Collision, serious risk of collision has existed. B - Safety not assured, the safety of the aircraft was compromised. C - No risk of collision, no risk of collision has existed, or risk averted. D - Risk not determined, insufficient information was available to determine the risk involved. Or inconclusive or conflicting evidence precluded such determination. E - Met the criteria for reporting but by analysis, it was determined that normal procedures, safety standards & parameters pertained.</p> <p>The sponsor continued, showing that 2016 was particularly a bad year for the gliding club with a loss of a member due to a mid-air collision and the three close calls involving winch cables. This has led to the current process.</p> <p>There have been many airproxes in the past but can only show those going back to the year 2000. A chart was produced showing these around a proximally 10-mile radius of Husbands Bosworth.</p> <p>He pointed out that nearly all gliders at Husbands Bosworth have radios fitted and that there is an established radio frequency in use. Also, that the majority of gliders are FLARM¹ fitted. It is recognised that most aircraft passing Husbands Bosworth are not FLARM equipped and that there are other conspicuity devices in use that are not compatible with gliders, or they cannot be fitted to gliders.</p> <p>An aviation chart was shown, showing the poor markings of airfield elevation and altitude of cables at Husbands Bosworth. The Case Officer would seek further guidance through the CAA to see if this could be improved.</p> <p>Flight radar 24 evidence was produced to show that there is a continuing of overflights of Husbands Bosworth airfield below the max winch launching altitude that is published on the chart.</p> <p>The sponsor showed the approximate annual amount of movements at Husbands Bosworth. Pointing out that it is the second largest gliding club in the UK. Also, that there is a busy South side of the airfield (nothing to do with the club) an aircraft engine maintenance facility and Police helicopter operation that all add to a busy operation. In comparison to a Regional airport which has Class D, Husbands Bosworth has more movements.</p>	<p>CAA Case Officer</p>
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>The proposal will heighten situational awareness among users.</p>	

¹ FLARM is an electronic system used to selectively alert pilots to potential collisions between aircraft.

<p>The sponsor acknowledged the need to liaise with other stakeholders to include NATMAC. Also, to include any environmental impact, SSSI, AONB etc. Change of behaviour of other airspace users. There are already tug/powerd aircraft noise abatement procedures and patterns in use. This will not change.</p> <p>The gliding club is unable to provide an ATC service, this will rule out any controlled airspace.</p> <p>There is no known economic impact.</p>	
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>There will be clashes with the design of the airspace and the sponsor is fully aware and does not want to hinder access to the airspace.</p>	
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>The CAA Case Office confirmed that the provisional scaling level for this ACP would be an indicative Level 1 ACP. It was assessed as an indicative level 1 ACP due to the fact that it has potential to affect traffic pattern over the ground below 7000 ft. The determination of the level would occur after 2B. The ACP Level would be confirmed at the develop and assess GW.</p>	
<p>Item 6 – Provisional process timescales</p> <p>It was agreed that the target dates for the first two Gateway Review meetings should be 28 Jun 2019 for the Define Gateway and 27 Sep 2019 for the Develop & Assess Gateway. An indicative target for the Consult Gateway is 29 May 2020.</p>	
<p>Item 7 – Next steps</p> <p>Minutes to be agreed and uploaded to the portal by 6 Feb 2019.</p>	
<p>Item 8 – Any other business</p> <p>If there were any changes to the airspace the environment desk officer highlighted the potential for aircraft to be re-routed. Further details could be found in CAP 1616 at Appendix B</p> <p>The CAA Comms/Cord desk officer discussed of CAP 1616 Appendix C the need to explain CAP 1616 to interested parties.</p> <p>The CAA Comms/Cord stated that they would provide a NATMAC list, via the CAA case officer of potential stakeholders for engagement.</p> <p>Meeting closed at 13.45</p>	<p>CAA Comms/Cord</p>

**ACTIONS ARISING FROM ACP-2018-02 HUSBANDS BOSWORTH AIRFIELD ENHANCE
SAFETY OPERATING AREA ASSESSMENT MEETING**

Subject	Name	Action	Deadline
Update to VFR Charts	CAA Case Officer	Would input into the VFR Chart meeting reference enhancing Husbands Bosworth annotation on VFR Charts	Complete
Engagement List	CAA Comms/Cord	Would provide the NATMAC which details of Stakeholders for potential engagement.	Complete


ACP Sponsor