

**MINUTES OF ACP-2022-021 ASSESSMENT MEETING
HELD MS TEAMS ON 19/08/2022**

19/08/2022

Present	Appointment	Representing
[REDACTED]	Case Officer & Technical Airspace Regulator	Civil Aviation Authority
[REDACTED]	Principal Airspace Regulator	Civil Aviation Authority
[REDACTED]	Engagement & Consultation Regulator	Civil Aviation Authority
[REDACTED]	Environment Regulator	Civil Aviation Authority
[REDACTED]	Airport Manager/SATCO	Land's End Airport Ltd
[REDACTED]	Business Development Manager	Isles of Scilly Steamship Group

CAA Assessment Meeting (Airspace Trial) Opening Statement

CAA noted that the Statement of Need was 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. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 Airspace Trial 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.

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 airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>All attendees introduced Case Officer & Technical Airspace Regulator mentioned apologies Case Officer & Technical Airspace Regulator read CAA opening statement (above).</p>	
<p>Item 2 – Statement of Need (discussion and review)</p> <p>Land's End Airport Manager/SATCO read original statement of need and provides background Case Officer & Technical Airspace Regulator mentioned that a revised version 2 of the statement of need will be required after suggestion from CAA</p>	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>Land's End Airport Manager/SATCO provided background to the company, the role the Isles of Scilly Steamship Group plays as lifeline to the islands, then gave overview of Land's End Airport and the local airspace. Land's End Airport Manager/SATCO mentioned previous work on activation of the Land's End Radio Mandatory Zone (LERMZ), replacing the Land's End Transit Corridor.</p>	

<p>Land's End Airport Manager/SATCO introduced the background to need of an ADS-B TMZ trial, mentioning the increasing traffic numbers, and how the use of FIDs will provide a better traffic picture of the local area, increasing situational awareness and safety for both ATS and aircraft. Also mentioned that with upcoming RNP and PinS approaches ADS-B would provide better situational awareness for ATS.</p> <p>Land's End Airport Manager/SATCO discussed benefits of local airspace, with strong working relationships with nearby ATS, commercial, military, and general aviation.</p> <p>Land's End Airport Manager/SATCO mentioned current and future instrument approaches, mentioning the benefit previously addressed that ADS-B would provide.</p> <p>Land's End Airport Manager/SATCO presented proposal for ADS-B TMZ trial within the current boundaries of the LERMZ and active during aerodrome hours of operation, with a 6-month proposed trial length. Land's End Airport Manager/SATCO mentioned that different ADS-B devices could provide different ADS-B coverage and that the trial will aim to evaluate the coverage within the TMZ.</p> <p>Land's End Airport Manager/SATCO mentioned support of St. Mary's Airport and the Isles of Scilly Council, along with support provided by Skybus.</p> <p>Land's End Airport Manager/SATCO discussed considerations for the trial moving forward, including the users of the airspace, technology required to facilitate the trial and to enable a TMZ, the potential additional workload of ATS to include FIDs into the workload and traffic considerations. Also mentioned the minimum equipment required to enter the TMZ, and the operational use of ADS-B data alongside TCAS/TAS in commercial operations.</p> <p>Land's End Airport Manager/SATCO stated the aims for the trial, including testing of FIDs within an operational ATC environment, logging of aircraft identified by ground ADS-B technology to assess accuracy of ADS-B systems. For aircraft not equipped with any ADS-B technology, the development and validation of procedures to enter the TMZ without the right equipment. Testing accuracy of certified ADS-B transponders versus CAP1391/non certified ADS-B devices. Engagement with airspace users throughout the trial process to determine feedback and viability of a permanent airspace change.</p> <p>Land's End Airport Manager/SATCO mentioned the work and equipment required for Skybus, Land's End Airport and St. Mary's ATC tower to enable the trial. Land's End Airport Manager/SATCO highlighted the need for the issue of CAP670/493 amendments and the how crucial they are to the trial.</p> <p>Land's End Airport Manager/SATCO stated no additional noise is predicted as the airspace should not affect the amount of traffic, or the routes flown within the airspace boundaries.</p> <p>Land's End Airport Manager/SATCO mentioned regular and irregular users of the airspace, routes and flight profiles flown within the airspace and frequency. Cited previous contact with these users to make aware of initial plans for ADS-B TMZ and to collect data on current ADS-B equipage.</p> <p>Land's End Airport Manager/SATCO discussed stakeholder engagement prior to the trial previously mentioned, the proposed 4-to-6-week pre-trial engagement to gain as much feedback as possible from any stakeholders, and continued engagement during and after the trial to determine the viability of a permanent airspace change to an ADS-B TMZ.</p> <p>Land's End Airport Manager/SATCO presented the proposed provisional timeline for the trial, with the installation timetable, again highlighting the importance of CAP670/493, and mentioning that the start of the trial coincides with the quieter operating season of the year to introduce the trial towards the busier period to evaluate the viability during various times.</p>	
<p>Item 4 – Process requirements</p> <p>Case Officer & Technical Airspace Regulator mentioned timeline from assessment meeting to submission of trial plan (stage 4b). Stage 5 is decision period, and a date is decided for decision and completion. Mentioned examples of airspace trials on CAA portal and highlighted the importance of engagement.</p> <p>Engagement & Consultation Regulator discussed engagement requirements and that the sponsor may wish to capture the proposed engagement approach before</p>	

commencing engagement and there is the option to share this with the CAA for comment. Targeted engagement with aviation stakeholders is required and the ACP sponsor is responsible for identifying relevant stakeholders. Mentioned list of stakeholders engaged with for previous ACP (RMZ) may be a useful starting point but a need to identify any more that could be affected by the airspace change. Highlighted NATMAC list and that engagement with all on list is mandatory, unless a rationale is provided why not. Mentioned that contact with MoD is essential, details included in NATMAC list. Stressed that in formal engagement details of the pre-engagement that has been conducted must be mentioned, along with the effect this pre-engagement has had on the trial plan and further engagement. Appropriate period of engagement is determined by the ACP sponsor, with 6 weeks suggested as good starting point, with a rationale required as to why the period chosen is considered appropriate. NATMAC list includes representative bodies that need time to disseminate information and collate responses. Records of engagement will be used to test validity and true scope of engagement. If trial is permitted, all stakeholders must be notified. Trial engagement must be summarised in report, containing feedback received and how this affected the proposal, summary of methodology used for engagement, and copies of responses from stakeholders. Engagement & Consultation Regulator stressed that engagement must be continued during trial, including collecting comments and collating feedback.

Case Officer & Technical Airspace Regulator emphasized that feedback may be varied, and engagement and discussion is crucial.

Case Officer & Technical Airspace Regulator ensures proper engagement data requirements are summarised and sent to Land's End Airport Manager/SATCO and ISSG Business Development Manager to ensure all engagement requirements are captured during process and included in report.

Environment Regulator discussed noise assessment requirements of an airspace trial, mentioned in CAP1616 Appendix B paragraphs B86 to B89. Noise below 7,000 ft. from sponsor's own operations and consequential impacts and changed flight routes of other aircraft below 7,000 ft. need to be assessed. Noise assessment requirements can be scaled down if the sponsor believes that the trial presents minimal noise impact. In this case, a rationale and supporting evidence needs to be presented to the CAA as per CAP1616 paragraph B26. The sponsor should discuss their methodology on evaluating the noise impact of the trial with the CAA prior to engagement with stakeholders and final report submission. Communities impacted must be informed of the change.

Case Officer & Technical Airspace Regulator mentioned scaling and noise assessment had been previously used as part of LERMZ ACP process for aircraft without required equipment to enter RMZ that are re-routed. Qualitative assessment of TMZ to determine number of airspace users unable to comply with equipment requirement who will be affected by the airspace change. The quantitative numbers and rationale to determine effect and impact to these users, and potential mitigation should be considered. Development of options and solutions to allow non-equipped aircraft to use airspace may be considered.

Case Officer & Technical Airspace Regulator mentioned the requirement and development of safety assessment for the trial, alongside potential safety benefit of operations in an ADS-B TMZ over current airspace. Qualitative initial safety assessment, then proven and supported by the trial process and data collected. Qualitative statements initially as part of trial plan. Formal submission of trial plan, with all elements mentioned included.

Case Officer & Technical Airspace Regulator pointed out no template for airspace trial, with plan tailored to need, and created as required for trial.

Case Officer & Technical Airspace Regulator suggested internal offline discussion on the use of amendments to CAP670/493 during the trial, or access to amendments for trial purposes, to be discussed and decided.

Item 5 – Provisional timescales*

<p>Case Officer & Technical Airspace Regulator mentioned timescale dependant on Land's End Airport Limited. Requires discussion with Engagement & Consultation Regulator to determine engagement requirements. Decision time not included in CAP1616 for airspace trial, so temporary ACP decision period of 28 days used as a baseline, including assessment of proposal and then decision.</p> <p>The timeline for the trial is under development and agreement and is yet to be finalised. The timeline details will be published when complete.</p> <p>Land's End Airport Manager/SATCO asked if specific points are required within published timeline.</p> <p>Case Officer & Technical Airspace Regulator noted agreed submission date for trial plan and agreed decision date on trial are two noted milestones.</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>Item 6 – Next steps</p> <p>Set of minutes agreed within 2 weeks and uploaded to portal 2nd of September, after agreement from CAA before the 1st of September.</p> <p>Case Officer & Technical Airspace Regulator mentioned required copy of presentation sent over. Redaction agreed in exceptional circumstances</p>	
<p>Item 7 – Any other business</p> <p>Land's End Airport Manager/SATCO agrees on required next steps</p> <p>Case Officer & Technical Airspace Regulator remarked that communication to Engagement & Consultation Regulator and Environment Regulator will be via Case Officer & Technical Airspace Regulator.</p>	

ACTIONS ARISING FROM ACP-2022-021 ASSESSMENT MEETING

Subject	Name	Action	Deadline
Meeting Minutes	Land's End Airport Ltd	Complete meeting minutes and submit	01/09/2022
Meeting Minutes	Land's End Airport Limited	Upload meeting minutes and presentation	02/09/2022

Land's End Airport Ltd
ACP Sponsor