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## English Channel Airspace Requirements – (ACP 2021 088)

Stakeholder Engagement Evidence – Design Principles (Stage 1B)  
November 2022





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## Executive Summary

This report documents the Stage 1B Design Principles engagement process undertaken as part the Civil Aviation Authority (CAA) Airspace Change Process (CAP1616) for the Airspace Change Proposal (ACP-2021-088).

The Department for Transport (DfT) has been requested to expand routine situational awareness (SA) patrols of the English Channel. This expansion is due to the increased levels of small boat crossings which regularly result in Search and Rescue (SAR) operations following multiple '999' calls. Based on the situational awareness from the UAS, HMCG decision makers can ascertain the scale and accurate location of an incident and mobilise the appropriate rescue assets. This essential State requirement is currently addressed by Bristow Helicopters Limited (BHL) utilising UAS deployed from Lydd Airport using the current temporary danger area (TDA) complex.

Due to the enduring nature of this requirement and in line with UK regulatory policy for TDAs, a permanent solution to replace the current English Channel TDA complex is needed to continue to support the UK Government's response in the region.

Therefore, BHL acting as the Change Sponsor are developing an Airspace Change Proposal on behalf of the Maritime and Coastguard Agency.

- ACP-2021-088 - [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-portal)

The framework within CAP1616 – Airspace Change Process sets out a six-stage process to implement a permanent airspace change.

- The design principles encompass the safety, environmental and operational criteria and the strategic policy objectives that the change sponsor seeks to achieve in developing the airspace change proposal. CAP 1616 (Mar 21, Pg 34, Para 112).
- An important part of Step 1B is for the design principles to be drawn up through discussion between the change sponsor and affected stakeholders at this early stage in the process. CAP1616 (Mar 21, Pg 35, Para 113). The design principles must be set through a two-way process and involve effective engagement. CAP 1616 (Mar 21, Pg 35, Para 116).
- In having this two-way conversation with relevant stakeholders, the change sponsor must be clear about the technical considerations that will inform the development of the designs, including CAP 1616 (Mar 21, Pg193, Para D4):
  - the operational aim of the proposal.
  - safety constraints or opportunities.
  - operational constraints or opportunities.
  - technical constraints or opportunities.
  - economic constraints or opportunities.
  - The policy and regulatory framework with which the proposal must comply.





- The outcome of this work will be a shortlist of principles to inform the development of airspace design options and against which they can be qualitatively evaluated (CAP1616 (Mar 21, Pg 195, Para D6).

BHL undertook a variety of stakeholder engagement activities to inform and shape the proposed design principles, with the formal engagement taking place over the period 22 Sep to 4 Nov 22. An additional day was added (4 Nov 22) due to a number of responses arriving after the official closure date of the 3 Nov 22. As part of the formal engagement the Stakeholder Engagement Letter and questionnaire (Annex A) were sent to 129 stakeholders, a further 5 stakeholders contacted us during the initial engagement, taking the total stakeholders to 134.

**The following conclusions were made:**

1. The responses were consolidated into a single response from each stakeholder. A total of 24 (18%) responses were received<sup>1</sup>, with the remaining 110 (82%) being nil responses. Of the responses 16 (67%) were positive, 6 (25%) were negative, and 2 (8%) were neutral.
2. The majority of feedback received was positive and where possible used to inform the development of the design principles. The negative feedback received was generally tied to airspace design which will take place during stage 2, this feedback will therefore be carried forwards to inform this next stage.
3. The proposed design principles following stakeholder engagement:

Priority	Category (CAP1616)	Proposed Design Principle
1	Safety	Maintain or enhance current levels of safety.
2	Operational / Technical	Consider the requirements of all potential users
3	Operational / Economic	Minimise the impact on other airspace users.
4	Policy / regulatory	Comply with UAS regulatory framework
5	Operational / Technical	Operating area to be located over the sea.
6	Environmental / Operational	Minimise the noise and environmental impact on areas affected by the proposed change.

Once the CAA Stage 1 gateway has been passed, we will enter Stage 2. This is where the change sponsor (BHL) will develop and propose specific airspace design options for further engagement with our stakeholders. To initiate stage 2, we will contact our stakeholders detailing the approved design principles, and the next steps for engagement and consultation.

<sup>1</sup> A response was considered to be one where feedback was provided, therefore a received automated email response was not included.



## Pre-Stakeholder Engagement Summary

### Stakeholder identification and management

Stakeholders were identified, categorised, and prioritised using the methodology set out within the Stakeholder Engagement Strategy. Annex C includes the identified Stakeholders.

The decision was taken to include all identified stakeholders within the stage 1B engagement due to the significant volume of airspace that the Airspace Change is likely to affect. However, the stakeholder list would be reviewed and refined on the conclusion of Stage 1 to ensure that appropriate stakeholders views continue to be considered, in the next stage in the airspace change process:

- As the Stage 1B engagement progressed, where it became evident that the stakeholder's views were being managed by another organisation (An example of this was where the Ministry of Defence (MoD) – Defence Airspace and Air Traffic Management (DAATM) is responsible for the coordination of MoD use of Airspace), or where additional stakeholders were identified as part of the engagement.
- On the conclusion of Stage 1B and submission to the CAA. This will take place where no response was received during the Stage 1B engagement and where the stakeholder has not responded within two weeks to a notification.
- Governing and representative bodies will remain on the stakeholder list throughout the process unless notification has been received to remove them.

Throughout the process the Stakeholder Strategy and Plan will be used to ensure that stakeholders are managed appropriately.

### Developed draft design principles

The draft design principles were developed based on the rationale above and used within the initial engagement with stakeholders:

Priority	Category (CAP1616)	Draft Design Principle
1	Safety	Maintain or enhance current levels of safety.
2	Policy / Regulatory	Comply with UAS regulatory framework
3	Operational / Economic	Minimise the impact on other airspace users.
4	Operational / Technical	Consider the requirements of all potential users
5	Safety / Policy / Regulatory	Avoid overflight of congested areas.
6	Operational / Technical	Operating area to be located over the sea.
7	Environmental / Operational	Minimise the noise and environmental impact on areas affected by the proposed change.



## Rationale for the development of draft design principles

The draft design principles for stakeholder engagement were developed based on:

1. Safety is of paramount importance when designing any new airspace solution moving forward. It is universally agreed that the new airspace structure should, as a minimum, maintain the current levels of safety provided by the existing TDA complex whilst exploring opportunities to increase this where possible.
2. In accordance with CAP722 and considering UAS capability across all current users of the TDA complex, any airspace solution must be compliant with the current regulatory framework for BVLOS UAS operation to be considered as a viable option. Please see Chapter 7.
3. Any future airspace design must consider the wider UK government response to small boat crossings in the region. The final design must satisfy the operational requirements of all users to maintain current response capability as a minimum.
4. It is clear that the impact of airspace segregation is a key stakeholder concern. As such, its deemed appropriate that this consideration be captured in the founding design principles.
5. Access routes to the maritime operating environment should be designed to avoid intentional overflight of congested areas. The topography of the area provides opportunity to exercise the first rule of risk mitigation 'avoid'.
6. With the exception of the access route to Lydd Airport and Dover JRCC, UAS operations are conducted entirely over the English Channel. There is no requirement to conduct operations over land. This also provides opportunity to reinforce design principles 5 and 7.
7. Protection of the existing environment in the vicinity of the proposed change area is of paramount importance. By adding this principle to the design criteria ensures this key consideration is captured at the inception of the process and is maintained throughout this application.

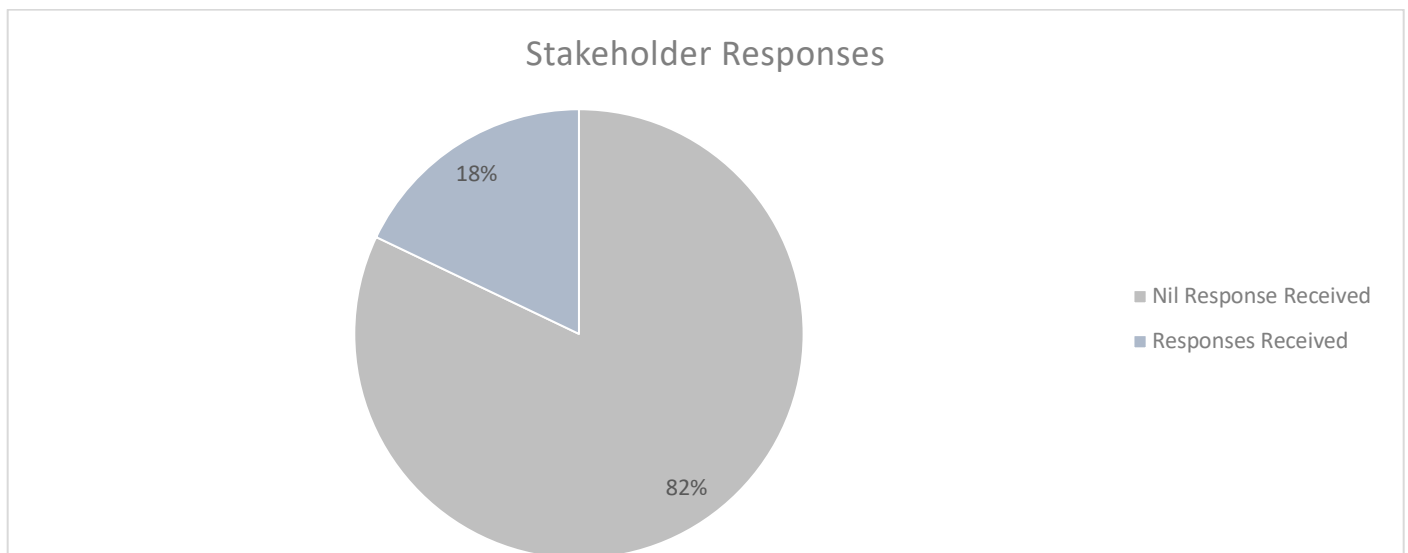


## Engagement Analysis

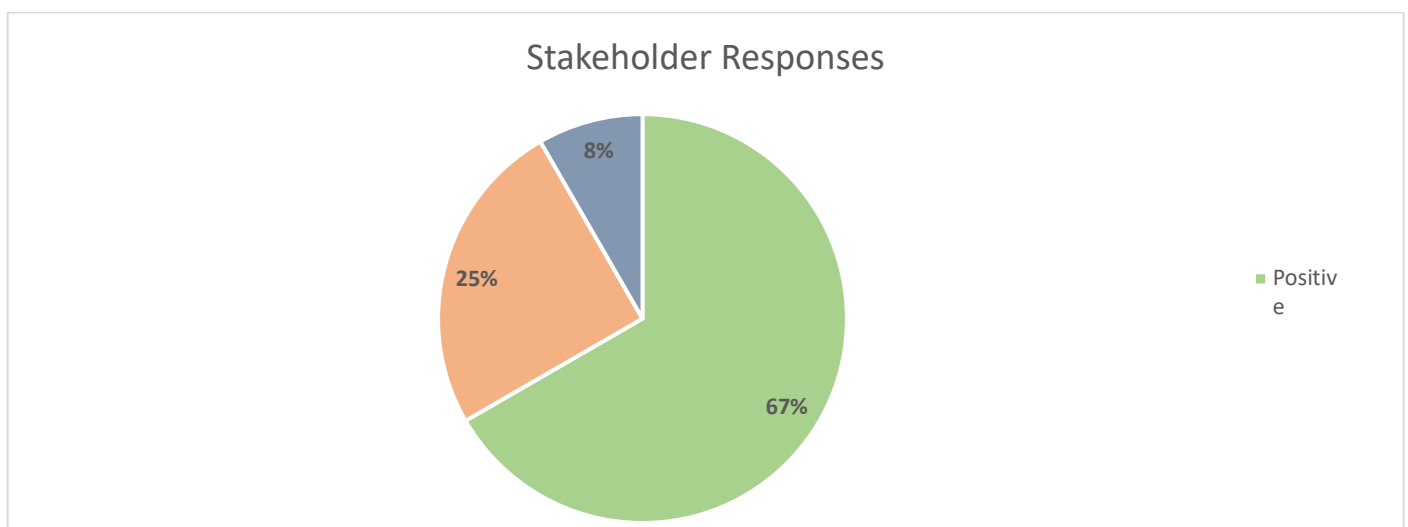
Following the receipt and collation of the received responses as part of the Stage 1B engagement 22 Sep – 4 Nov 22, the feedback was analysed:

### Responses

From a total of 134 stakeholders, we received 24 (18%) responses with the remaining 110 (82%) nil response.



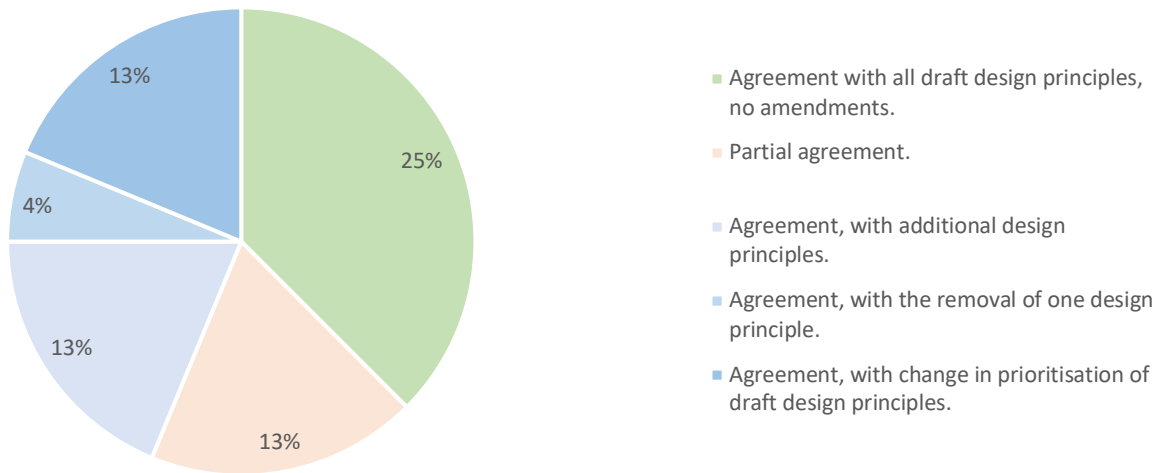
Of the 24 responses, 16 (67%) were positive, 6 (25%) were negative, and 2 (8%) were neutral.





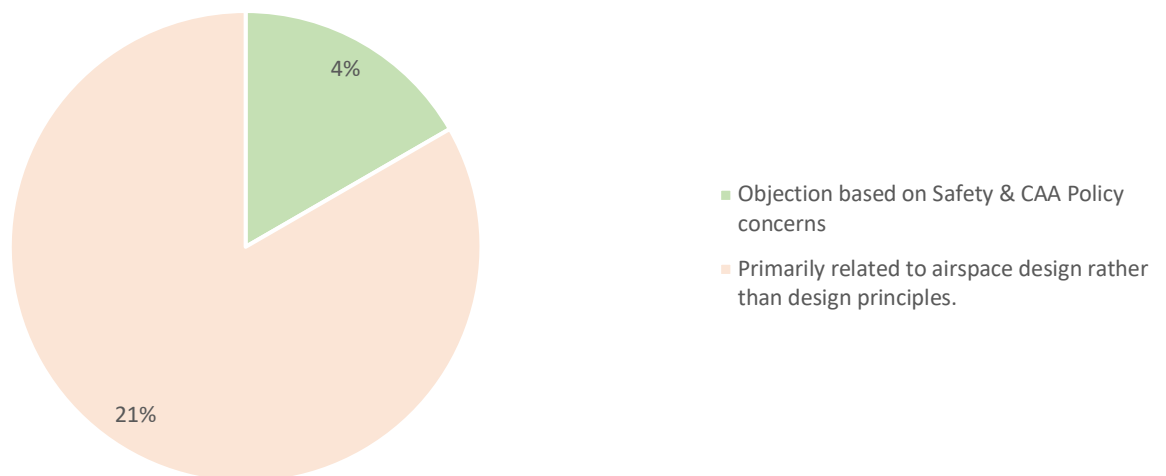
When looking at the 16 (67%) positive responses they can be further broken down:

Positive (67%) feedback breakdown



When looking at the 6 (25%) negative responses they can be further broken down:

Negative (25%) feedback breakdown





Themes raised by stakeholders

Themes raised	Summary of feedback	Our consideration
Restricted airspace access	Current TDA complex blocks a large proportion of English Channel crossing routes at lower altitude when active. It should have lower altitude ceilings to enable General Aviation traffic ability to transit above.	Feedback not related to Stage 1B - design principles, however it is relevant to Stage 2 when airspace options are developed.
	Current TDA complex activated for a significant proportion of the day and not deactivated when not in use by UAS.	Mitigation to be considered in Stage 2 options (DACS etc)
	Danger Area Crossing Service should be provided to enable crossing of the segregated airspace.	BHL acknowledge the positive impact a DACS may have and advised this option is to be considered in Stage 2.
	Alternative methods of segregation should be explored such as Transponder Mandatory Zones, Air Traffic Services etc to enable General Aviation traffic to access the current or future airspace being utilised by UAS.	BHL detailed the constraints of current regulation. Novel concepts would not be realised in the life of this ACP.
Airspace situational awareness	<p>Electronic conspicuity e.g. ADSB could be used for airspace situational awareness purposes.</p> <p>Airspace situational awareness could be provided by a radar service.</p>	<p>As detailed in the engagement doc BHL UAS are equipped with MODE S and ADS-B out. Novel airspace options are not part of this submission.</p> <p>There is currently no, low- level radar coverage of the English Channel.</p> <p>Feedback received not related to Stage 1B - design principles, however it is relevant to Stage 2</p>



		when airspace options are developed.
Flight safety	The current TDA complex blocks general aviation traffic from crossing English Channel under Visual Flight Rules at lower altitudes required in adverse weather conditions. This can result in substantial diversions over water resulting in increased risk to aviators.	<p>BHL acknowledged the positive impact a DACS may have and advised this option is to be considered in Stage 2</p> <p>Feedback not related to Stage 1B - design principles, however it is relevant to Stage 2 when airspace options are developed.</p> <p>Mitigation to be considered in Stage 2 options (DACS etc)</p>
	Objection based on reduced safety of aviators.	<p>Feedback not related to Stage 1B - design principles. However, the principle is covered under design principle 1 - Maintain or enhance current levels of safety.</p> <p>Mitigation to be considered in Stage 2 options (DACS etc)</p>
Regulation and Compliance	Objection based on perception that current TDA does not comply with CAA regulation.	This submission is not in relation to the current TDA complex and BHL are not the sponsor of the current airspace complex. Feedback not related to Stage 1B.
	<p>To comply with the UAS regulatory framework, UAS should be operated under the certified category.</p> <p>UAS should have Autonomous Detect and Avoid (DAA) system.</p>	<p>UAS categories are defined by operating risk model. As such BHL UAS fall under the Specific category as directed by the CAA.</p> <p>No defined regulatory path to a certified, autonomous detect and avoid (DAA) system.</p> <p>Feedback not related to Stage 1B - design principles.</p>



<p>Environmental</p>	<p>General comments and potential issues including:</p> <ul style="list-style-type: none"> <li>- Timing and location of flights. During times of peak migration, it may be best to restrict flights or carefully select where to operate at other times, there may be high concentrations of some species, such as gulls and terns feeding offshore or wildfowl concentrations in winter, that are best bypassed.</li> <li>- Similarly, avoiding airspace around the RSPB reserve or key wetlands in the area will help reduce disturbance impacts and the risk of bird strike.</li> <li>- Flying higher will help reduce disturbance impacts and risk to aircraft.</li> </ul>	<p>BHL received a positive response to the design principles from our environmental stakeholders and will continue to ensure any concerns are fully considered in Stage 2.</p> <p>Feedback not related to Stage 1B - design principles, however it is relevant to Stage 2 when airspace options are developed.</p>
<p>Design Principles</p>	<p>Draft design principle 5 - Avoid overflight of congested areas, is not relevant given the Airspace in question is over the English Channel.</p>	<p>Draft design principle 5 - Avoid overflight of congested areas, is invalid due to no overflight of congested areas likely as the airspace for this airspace change would be solely over the water and therefore no congested areas would be overflown.</p> <p>BHL considered this feedback and on reflection decided to remove this design principle as overflight of congested areas is captured within the regulatory framework for UAS.</p>





	<p>The draft design principles should be reprioritised based on safety and impact to other air users.</p>	<p>This feedback was adopted in full, due to the safety element and the desire to minimise the impact of any airspace change on other air users, consequently the proposed design principles reflect this reprioritisation.</p>
	<p>The additional design principles should be added:</p> <ul style="list-style-type: none"> <li>- Flexibility to the system to allow general usage access when drones are not currently in use or planned to be in use.</li> <li>- Airspace must not constrain VFR and IFR flight procedures to/from Lydd airport.</li> <li>- Assess all airspace options available to deploy UAS BVLOS.</li> </ul>	<p>The suggested additional design principles, relate to the design of airspace options.</p> <p>These principles are covered under draft design principle 3 - Minimise the impact on other airspace users. Therefore, the specifics of this feedback will be considered under stage 2.</p> <p>BHL highlighted the current constraints of regulation for BVLOS UAS flight.</p>
	<p>Design principles are valid and appropriate to assess the airspace options developed in Stage 2.</p>	<p>The draft design principles were retained, with some reprioritisation due to safety and regulatory considerations.</p>

## Analysis

The majority of the feedback received was generally positive 67% vs 25% negative.

- Some additional design principles were suggested, but after the analysis these were not included within proposed design principals at the end of the engagement. The rational being that the general principles of the additional design principles were already covered within the draft design principles.
- One design principle was removed following feedback, due to any proposed airspace not involving the overflight of congested areas, and hence this assessment criteria not required.
- Although not proposed in any specific order of importance, the design principles were reprioritised based on the stakeholder feedback to provide clarity and primacy of safety and impact on other air users.



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The negative feedback received 25%, was directed towards, the restriction of airspace access to General Aviation, airspace design options and compliance / regulation of UAS. These are not able to be addressed at stage 1B of the airspace change process as they do not relate to the formation of the design principles, and therefore they have been discounted at this stage and will be taken forward for consideration and future engagement as part of stage 2.

## Conclusions

The majority of the feedback received was positive and agreed with the design principles. A number of suggested additional requirements were also received for consideration which related to airspace design. These will be taken forward for consideration in Stage 2. Proposed Design Principle 4 – ‘Avoid overflight of congested areas’ has been removed following stakeholder feedback as this is captured under UAS regulatory compliance. Given the area of operation, it is also very unlikely. Although originally not proposed in any specific order of priority, following stakeholder feedback the design principles were re-ordered to prioritise operational impact. Safety as always remains top priority.

Neutral feedback generally indicated that the stakeholder wished to continue engagement and reserve their feedback for the airspace design stage (2).

Finally, the negative feedback received generally related to opinions on the impact of the current TDA complex, it's design and access to airspace. Although it's clear options may be somewhat limited by current regulation and technical capability, no specific solution has yet been proposed as this would not be appropriate during Stage 1. In accordance with CAP 1616, airspace design options and operational considerations will be taken into account during our Stage 2 engagement underpinned by the design principles proposed in this document

## Proposed design principles submitted for CAA consideration.

Following stakeholder feedback and as a result of this engagement process, the below design principles are deemed appropriate for submission for CAA consideration at the conclusion of Stage 1B.

Priority	Category (CAP1616)	Proposed Design Principle
1	Safety	Maintain or enhance current levels of safety.
2	Operational / Technical	Consider the requirements of all potential users
3	Operational / Economic	Minimise the impact on other airspace users.
4	Policy / Regulatory	Comply with UAS regulatory framework
5	Operational / Technical	Operating area to be located over the sea.
6	Environmental / Operational	Minimise the noise and environmental impact on areas affected by the proposed change.

## Next Steps



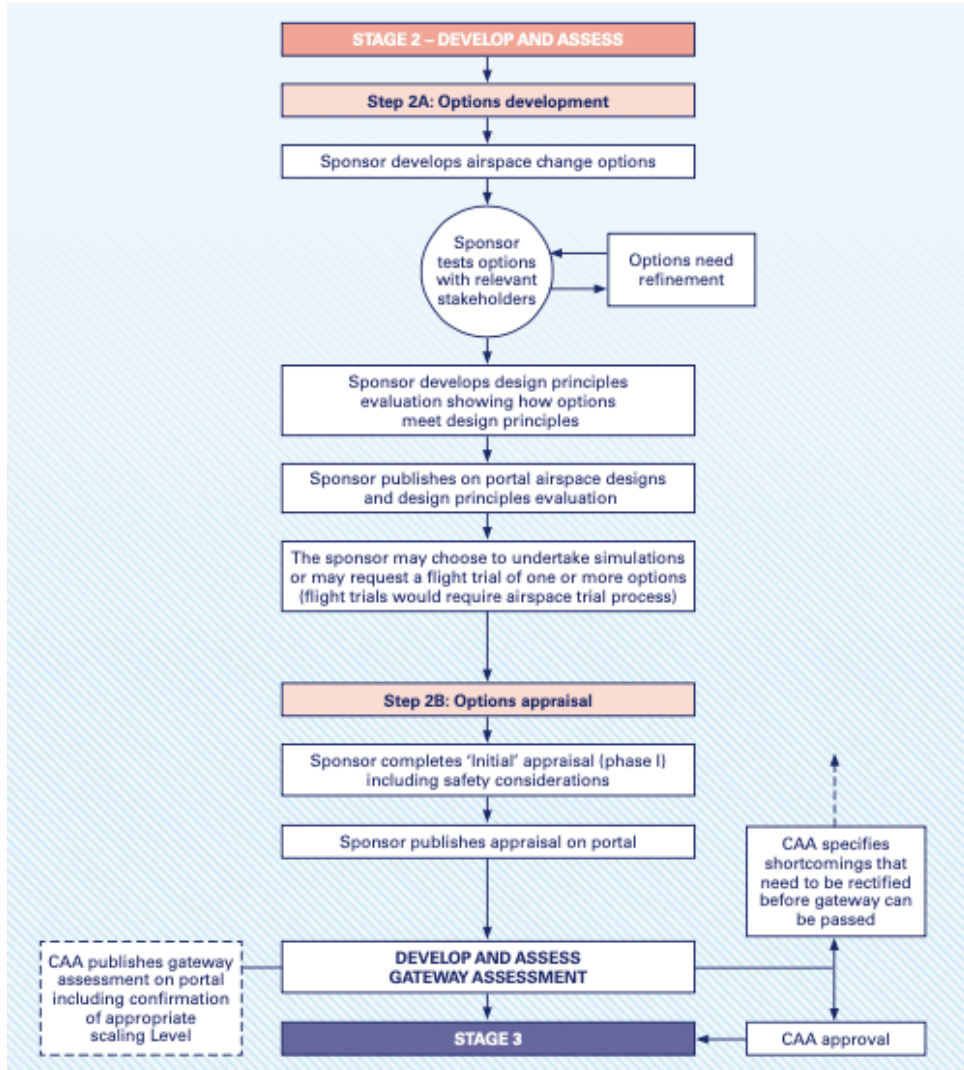
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This document and the stakeholder engagement evidence has been submitted to the CAA for their review as part of the airspace change process. Following this the CAA will review this evidence as part of the Stage 1 Gateway (28 Nov 22), before making the decision on whether the ACP can move onto Stage 2.

Once the CAA 'Define' gateway has been passed, Stage 2 is where the change sponsor develops options for the airspace change. In Step 2A, the change sponsor develops a list of options that address the Statement of Need and that align with the design principles from Stage 1. In Step 2B the change sponsor carries out an 'Initial' appraisal of the impacts of the different options, which it will later refine. Stage 2 completes with the CAA's sign-off of the 'Develop and Assess' gateway.

- Stage 2A: Options Development - The change sponsor develops one or more options that address the Statement of Need and align with the defined design principles. These are uploaded to the ACP online portal.
- Stage 2B: Options Appraisal - Each possible option, even if there is only one, is assessed to understand the impact, both positive and negative. The change sponsor carries out the options appraisal against requirements set by the CAA in an iterative approach: the Initial appraisal is the first of three appraisal phases. These are uploaded to the ACP online portal.
- CAA Develop & Assess Gateway





## Engagement Evidence – Stakeholders identified prior to engagement.

The section below includes the interaction with the stakeholders identified prior to the commencement of the engagement on the proposed design principles.

The stakeholder communications are arranged alphabetically by stakeholder and include those that took place between 22 September and 4 November 2022.

### 64253 - 2Excel Aviation

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Feedback on Design Principles	Email	No response was provided as feedback received after engagement period closed on 3 Nov 22. A response will be provided at a later date.

---

**From:** [REDACTED]  
**Sent:** 04 November 2022 13:00  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Design Principles Feedback

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**Consider the requirements of all potential users** – Any future airspace design must consider the wider UK government response to small boat crossings in the region. The final design must satisfy the operational requirements of all users to maintain current response capability as a minimum.

*2EA Comment: The above design principal rationale qualifies the aim to satisfy the operational requirements of all users at the current response capability. Since the current TDA airspace design is not actively managed by an Air Traffic Service (ATS) the manned aircraft provided by 2 Excel Aviation in support of Maritime Coastguard Tasks are not able operate within the TDA airspace. Our interpretation of the requirement for “segregated airspace” as defined in CAP 722 means that when the TDA airspace is activated there is a possibility that unmanned aerial activity will be taking place. Since the unmanned aircraft used in this airspace does not have Detect and Avoid capability and*



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*without an ATS offering a radar derived or procedural clearance derived control of the airspace we currently do not operate inside an active TDA under normal operations. We feel the above design principle should aim to allow managed access to both manned and unmanned assets by managing the airspace actively with an ATS which would maintain segregated airspace between both manned and unmanned aircraft.*

Best Regards

[REDACTED]  
[REDACTED] Search & Rescue  
Special Missions  
2Excel Aviation

Tel: [REDACTED]  
Mob: [REDACTED]

email [REDACTED] | [www.2excelaviation.com](http://www.2excelaviation.com)



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The information in this email is intended only for the addressee(s) named above. Access to this email by anyone else is unauthorised. If you are not the intended recipient of this message any disclosure, copying, distributing or any action taken in reliance on it is prohibited and may be unlawful; please reply to warn us of our error and delete the messages. 2Excel Aviation Ltd and / or its subsidiaries do not warrant that any attachments are free from viruses or other defects and accept no liability for any losses resulting from infected email transmissions.



1. → Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 18 October 2022 12:29  
**To:** [REDACTED]  
**Subject:** Re: ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 22 September 2022 12:57  
**To:** [REDACTED]  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions







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on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

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Dyce, Aberdeen  
AB21 0LQ



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35467 - AEM Limited

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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87999 - Aero Legends

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67463 - Air Search

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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14585 - Aircraft Owners and Pilots Association (AOPA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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40942 - Airfield Operators Group (AOG)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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27633 - Airport Operators Association (AOA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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72792 - Airspace Change Organising Group (ACOG)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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33717 - Airspace4All

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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16214 - Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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34444 - Atlantic Bridge Aviation Ltd

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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09583 - Av Man Engineering Ltd

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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24830 - Aviation Environment Federation (AEF)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
20 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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66847 - BAe Systems

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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69630 - Barnham's Mill Farm / Egerton Airstrip (Kent Microlight Club)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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## 68979 - BCAA - Belgium Civil Aviation Authority

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Automated Response	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 15:10

**To:** Info@mobiliteit.fgov.be <info@mobiliteit.fgov.be>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*





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**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*



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**From:** Info@mobilit.fgov.be <Info@mobilit.fgov.be>  
**Sent:** 22 September 2022 13:55  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Ontvangstbevestiging [Ticket=INFO:348573]

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mevrouw, Mijnheer,

We hebben uw e-mail goed ontvangen en hebben deze doorgestuurd naar de bevoegde dienst, die u zo snel mogelijk zal antwoorden.

**OPGELET:** vragen met betrekking tot de **DIV dienst** moeten naar [help.div@mobilit.fgov.be](mailto:help.div@mobilit.fgov.be) gestuurd worden. Deze worden niet doorgestuurd vanuit [info@mobilit.fgov.be](mailto:info@mobilit.fgov.be) naar [help.div@mobilit.fgov.be](mailto:help.div@mobilit.fgov.be).

De DIV dienst houdt zich bezig met de inschrijvingen (auto's, motorfietsen, elektrische fietsen, tractors, CD -platen, ...), terugbetalingen ten gevolge een door de DIV gemaakte fout, aanvragen van duplicaten. Vragen met betrekking tot de persoplaten moeten naar [perso.div@mobilit.fgov.be](mailto:perso.div@mobilit.fgov.be) gestuurd worden.

Vragen ivm technische controle, dient u te richten tot de gewesten ([www.mobielvlaanderen.be/contactpunt](http://www.mobielvlaanderen.be/contactpunt) , <http://www.wallonie.be>, <http://be.brussels/>)

Vragen ivm wegentaks, vallen eveneens onder de gewestelijke bevoegdheid (<https://belastingen.vlaanderen.be/verkeersbelastingen> - <http://www.wallonie.be/fr/competences/fiscalite> - <https://fiscalite.brussels/fr/page-d-accueil/competences>)

Met vriendelijke groeten,

De infobalie  
FOD Mobiliteit en Vervoer  
<http://www.mobilit.belgium.be/>

-----  
Madame, Monsieur,

Nous avons bien reçu votre courriel et nous l'avons transmis au service compétent, qui vous répondra dans les plus brefs délais.

**ATTENTION:** les demandes d'information concernant le **service DIV** doivent être envoyées à [help.div@mobilit.fgov.be](mailto:help.div@mobilit.fgov.be); elles ne seront pas transférées à partir de [info@mobilit.fgov.be](mailto:info@mobilit.fgov.be) vers [help.div@mobilit.fgov.be](mailto:help.div@mobilit.fgov.be).



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Le service DIV s'occupe des immatriculations (voitures, motos, taxis, vélos électriques tracteurs, plaques CD, ...), des remboursements suite à erreur due à la DIV, des duplicata. Les demandes relatives aux plaques personnalisées doivent être adressées à [perso.div@mobilite.fgov.be](mailto:perso.div@mobilite.fgov.be)

Les demandes concernant le contrôle technique, vous devez envoyer aux régions ([www.mobielvlaanderen.be/contactpunt](http://www.mobielvlaanderen.be/contactpunt) , <http://www.wallonie.be>, <http://be.brussels/>)

Les demandes concernant la taxe auto, vous devez envoyer aux régions ( <https://belastingen.vlaanderen.be/verkeersbelastingen> -

<http://www.wallonie.be/fr/competences/fiscalite> - <https://fiscalite.brussels/fr/page-d-accueil/competences>)

Nous vous prions de croire, Madame, Monsieur, à nos sentiments les meilleurs.

Le guichet d'information  
SPF Mobilité et Transports  
<http://www.mobilite.belgium.be/>

---

## TRANSLATION

Madame, Sir,

We have successfully received your e-mail and have forwarded it to the appropriate department, who will answer you as soon as possible.

ATTENTION: questions regarding the DIV service should be sent to [help.div@mobilite.fgov.be](mailto:help.div@mobilite.fgov.be). These are not forwarded from [info@mobilite.fgov.be](mailto:info@mobilite.fgov.be) to [help.div@mobilite.fgov.be](mailto:help.div@mobilite.fgov.be).

The DIV service deals with registrations (cars, motorcycles, electric bicycles, tractors, CD records, ...), refunds due to an error made by the DIV, requests for duplicates. Questions regarding the press plates should be sent to [perso.div@mobilite.fgov.be](mailto:perso.div@mobilite.fgov.be).



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Questions regarding technical control should be addressed to the regions ([www.mobielvlaanderen.be/contactpunt](http://www.mobielvlaanderen.be/contactpunt) ,  
<http://www.wallonie.be>, <http://be.brussels/>)

Questions regarding road tax also fall under the regional competence  
(<https://belastingen.vlaanderen.be/verkeersbelastingen> - <http://www.wallonie.be/fr/competences/fiscalite> -  
[https://fiscalite.brussels/fr/page -d-accueil/competences](https://fiscalite.brussels/fr/page-d-accueil/competences))

Kind regards,

The information desk

FPS Mobility and Transport

<http://www.mobilit.belgium.be/>

-----

Madame, Monsieur,

Nous avons bien reçu votre courriel et nous l'avons transmis au service compétent, qui vous répondra dans les plus brefs délais.

ATTENTION: les demandes d'information concernant le service DIV doivent être envoyées à [help.div@mobilit.fgov.be](mailto:help.div@mobilit.fgov.be); elles ne seront pas transférées à partir de [info@mobilit.fgov.be](mailto:info@mobilit.fgov.be) vers [help.div@mobilit.fgov.be](mailto:help.div@mobilit.fgov.be).

Le service DIV s'occupe des immatriculations (voitures, motos, taxis, vélos électriques tracteurs, plaques CD, ...), des remboursements suite à erreur due à la DIV, des duplicata. Les demandes relatives aux plaques personnalisées doivent être adressées à [perso.div@mobilit.fgov.be](mailto:perso.div@mobilit.fgov.be)



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Les demandes concernant le control technique, vous devez envoyer aux régions  
([www.mobielvlaanderen.be/contactpunt](http://www.mobielvlaanderen.be/contactpunt) , <http://www.wallonie.be>, <http://be.brussels/>)

Les demandes concernant la taxe auto, vous devez envoyer aux régions (  
<https://belastingen.vlaanderen.be/verkeersbelastingen> -

<http://www.wallonie.be/fr/competences/fiscalite> - <https://fiscalite.brussels/fr/page-d-accueil/competences>)

Nous vous prions de croire, Madame, Monsieur, à nos sentiments les meilleurs.

Le guichet d'information

SPF Mobilité et Transports

<http://www.mobilit.belgium.be/>

---

**From:** Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>

**Sent:** 22 September 2022 14:53

**To:** [info@mobilit.fgov.be](mailto:info@mobilit.fgov.be) <[info@mobilit.fgov.be](mailto:info@mobilit.fgov.be)>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.



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Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/air-space-change-portal), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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31348 - Biggin Hill Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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70609 - Blackbushe Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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67464 - Bonnington Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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70738 - Bristow Helicopters Limited

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
31 Oct 22	Feedback on design principles from BHL UK Search & Rescue Operations	Email	

---

**From:** [REDACTED]  
**Sent:** 31 October 2022 17:45  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Channel Airspace Change Proposal - BHL Op response

Please find attached response form Bristow Helicopters Ltd

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



1. → Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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**From:** David Scott

**Sent:** 23 September 2022 12:35

**To:** [REDACTED]; [REDACTED]

[REDACTED] nel Airspace Change Proposal

[REDACTED]

low and attached as issued. Could you delegate an operational response to capture our internal please? Feedback form attached.

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](http://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

[REDACTED]

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ

[REDACTED]





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Agency



44221 - British Airline Pilots Association (BALPA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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68705 - British Airways (BA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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52556 - British Balloon and Airship Club

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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80206 - British Business and General Aviation Association (BBGA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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Agency



89283 - British Gliding Association (BGA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
21 Oct 22	Feedback on design principles order of priority.	Email	
24 Oct 22	Query regarding agreement with design principles	Email	
24 Oct 22	Confirmation of agreement with design principles	Email	

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**From:** [REDACTED]  
**Sent:** 24 October 2022 13:34  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** RE: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Yes thanks.  
Kind regards

[REDACTED]

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 24 October 2022 10:08  
**To:** [REDACTED]; Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** RE: ACP-2021-088 - Design Principles Engagement

Morning [REDACTED]

Thanks for your feedback – other than ordering are you in agreement and content with the design principles proposed?

Kind Regards,



Maritime &  
Coastguard  
Agency



## Bristow Search & Rescue

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight.*

---

**From:** [REDACTED]  
**Sent:** 21 October 2022 16:09  
**To:** Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>  
**Subject:** RE: ACP-2021-088 - Design Principles Engagement

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To Bristow Search & Rescue

The proposed DPs should be re-ordered as:

1. Maintain or enhance current levels of safety.
2. Consider the requirements of all potential users.
3. Minimise the impact on other airspace users.
4. Comply with UAS regulatory framework.
5. Avoid overflight of congested areas.
6. Operating area to be located over the sea.
7. Minimise the noise and environmental impact on areas affected by the proposed change.

Kind regards

[REDACTED]  
British Gliding Association

---

**From:** Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>  
**Sent:** 18 October 2022 15:22  
**To:** [REDACTED]  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,



Maritime &  
Coastguard  
Agency



We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

---

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.



Maritime &  
Coastguard  
Agency



Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

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Coastguard  
Agency



15601 - British Hang Gliding and Paragliding Association (BHPA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



03548 - British Helicopter Association (BHA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Response and feedback form	Email	
26 Sep 22	Reply thank you for feedback.	Email	

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 26 September 2022 16:05

**To:** [REDACTED]; Airspace Change Proposal  
<airspacechangeproposal@bristowgroup.com>

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

Good Afternoon Tim,

Thank you for the feedback.

Best regards,

Owen

---

**From:** [REDACTED]

**Sent:** 22 September 2022 13:37

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

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Please see attached

[REDACTED]

[REDACTED]

Chief Executive





Maritime &  
Coastguard  
Agency



British Helicopter Association  
Unit C2  
Fairoaks Airport  
Chobham  
Surrey. GU24 8HU



[www.britishhelicopterassociation.org](http://www.britishhelicopterassociation.org)





1. Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>

**8. Other:** Add flexibility to the system, to allow general usage access when the drones are not currently in use or planned to be in use.

For example, planned surveillance looking for small boat crossings is probably generally expected to occur in early mornings and on calm weather days. There may be no need to restrict the area for 24 hours a day, every day. Using a contact number at Lydd to ask if the area is busy or not may be an option. Arrangements like this currently exist to cross some other restricted areas.



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Agency



---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sen**

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*



Maritime &  
Coastguard  
Agency



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## 25256 - British Microlight Aircraft Association (BMAA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Automated response	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sen**

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





Maritime &  
Coastguard  
Agency



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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---

**From:** [REDACTED] >  
**Sent:** 22 September 2022 12:55  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am on leave, back on Monday 3 October.

For urgent help, contact our Business Manager [REDACTED], [REDACTED] or [REDACTED]

Otherwise, I will respond on my return.

[REDACTED]  
Chief Executive Officer

[www.bmaa.org](http://www.bmaa.org)

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 22 September 2022 13:54  
**To:** [REDACTED]  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.



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Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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Agency



30521 - British Model Flying Association (BMFA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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44450 - British Skydiving

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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28745 - Challock Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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73525 - Channel Gliding Club

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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78175 - Chichester/Goodwood Aerodrome

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67462 - Clipgate Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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46571 - Coldharbour Farm Airfield (Kent Microlight Club)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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09090 - Cristal Air

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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39257 - Deanland Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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64565 - DGAC - Directorate General for Civil Aviation

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	Not delivered.
23 Sep 22	Initial Engagement Letter (Annex A)	Letter	
19 Oct 22	Reminder letter sent for feedback on Design Principles (Annex C).	Letter	Initial Engagement Letter included within reminder letter.
4 Nov 22	Nil response received.	N/A	



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## 88898 - Dover and Folkestone Hang Gliding Club

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
23 Sep 22	Response with feedback	Email	
26 Sep 22	Reply thank you for feedback	Email	
27 Sep 22	Follow up explaining at what stage engagement will take place on airspace options.	Email	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 27 September 2022 11:31

**To:** [REDACTED]

**Cc:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

Good afternoon [REDACTED]

Thank you for your feedback. The intention at this early stage (1B) is for us to propose and agree on an appropriate set of design principles with our stakeholders. These will then form the basis on which any future airspace solution will be designed. During Stage 2 'design and assess', we will of course fully engage on potential solutions with our stakeholders which will take into account any operational specifics. In accordance with design principle 4, activation of any agreed future solution will be continue to be intelligence based.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight.*



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---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 26 September 2022 15:40

**To:** [REDACTED]

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

Good Afternoon [REDACTED],

Thank you for the feedback.

Best Regards,

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 23 September 2022 16:16

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for including us in the consultation.

I have completed the feedback form, and added some extra comments. See attached.

[REDACTED]

Dover and Folkestone Hang Gliding Club.



1. Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input type="checkbox"/> <b>X</b>	<input type="checkbox"/>

**8. Other:** Add flexibility to the system, to allow general usage access when the drones are not currently in use or planned to be in use.

For example, planned surveillance looking for small boat crossings is probably generally expected to occur in early mornings and on calm weather days. There may be no need to restrict the area for 24 hours a day, every day. Using a contact number at Lydd to ask if the area is busy or not may be an option. Arrangements like this currently exist to cross some other restricted areas.



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---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:44

**To:** [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



Maritime &  
Coastguard  
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*Global Leader in Vertical Flight*

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Coastguard  
Agency



## 81860 - Drone Major

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
18 Oct 22	Feedback on the Design Principles Feedback.	Email	
18 Oct 22	Email saying thank you for feedback.	Email	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 20:03

**To:** [REDACTED]

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

Dear [REDACTED],

Thank you for the feedback.

Best Regards,

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 18 October 2022 15:54

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[REDACTED]

many thanks for the sight of what is an excellent document. Please see the feedback form attached.

If we can be of further assistance, let me know.

Kind Regards



Maritime &  
Coastguard  
Agency



 [dronemajorgroup.com](mailto:dronemajorgroup.com)







1. → Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

On Tue, 18 Oct 2022 at 16:04, Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)> wrote:



Maritime &  
Coastguard  
Agency



---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 16:03

**To:** [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ

*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/Airspace-Change-Portal), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.



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Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

### **Disclaimer**

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89916 - Dungeness Power Station

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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98078 - Eagle Aero Maintenance

Date	Summary of Engagement	Method	Remarks
26 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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09876 - Eastchurch Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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57733 - Fair Oaks Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67465 - Farthing Corner Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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24324 - Fighter Collection - Chief Pilot

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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23124 - Flight Sport Aviation

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67468 - Flying Farmers Association

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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70102 - General Aviation Alliance (GAA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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### 98343 - Greenwood Farm Airstrip

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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10915 - Guild of Air Traffic Control Officers (GATCO)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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24354 - Haffenden Aviation

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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20188 - Hamilton Farm Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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### 58503 - Harringe Airstrip (Kent Microlight Club)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
20 Oct 22	Feedback on the design principles.	Email	
24 Oct 22	Thank you for feedback.	Email	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 24 October 2022 10:10

**To:** [REDACTED]; Airspace Change Proposal

<airspacechangeproposal@bristowgroup.com>; [REDACTED]

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

Good morning [REDACTED]

Many thanks for your feedback and completed Annex A.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight.*

**From:** [REDACTED]

**Sent:** 20 October 2022 22:55

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>; PAUL BROOKER





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**Subject:** Re: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bristow Helicopters,

Our response is attached.



1. Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Make sure that the contingencies and processes for non-radio aircraft are in place. Make sure contingencies are in place for changing weather.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Research the effect that a permanent piece of airspace the size of the current TDA would have on General Aviation aircraft crossing the channel, and how this would massively reduce opportunity in otherwise usable weather conditions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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On 18/10/2022 16:59, Airspace Change Proposal wrote:  
Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a





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PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

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---

**From:** Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>

**Sent:** 22 September 2022 14:22

**To:** [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,





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Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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09080 - Hayward & Green

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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43283 - Heavy Airlines

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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90425 - Helicopter Club of Great Britain (HCGB)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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91786 - Home Office - Border Force

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
27 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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26419 - Home Office - Clandestine Channel Threat Command (CCTC)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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76543 - Home Office - Kent Police

Date	Summary of Engagement	Method	Remarks
26 Sep 22	Initial Engagement Letter (Annex A)	Letter	
21 Oct 22	Reminder Letter sent for feedback on Design Principles (Annex C).	Letter	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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11232 - Honourable Company of Air Pilots (HCAP)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67456 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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08160 - Iprosurv

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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54637 - Isle of Man CAA

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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## 74793 - Kent County Council

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Automatic Response from Kent County Council	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
18 Oct 22	Automatic Response from Kent County Council	Email	
4 Nov 22	Nil response received.	N/A	

**From:** county.hall@kent.gov.uk <county.hall@kent.gov.uk>

**Sent:** 18 October 2022 16:08

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** \*\* This is an automatically generated email notification. Please do not respond to this email \*\*

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for contacting Kent County Council. We will respond to your email within 5 working days, unless your email relates to a **Highways** matter.

If your email relates to a highway's enquiry (an issue with the roads or pavements), we do not offer an email response service and your email will not be investigated.

**To log a new issue or to track an existing report, please use our online highways fault reporting tool by clicking this link: [www.kent.gov.uk/highwayfaults](http://www.kent.gov.uk/highwayfaults).**

Other information can be found by clicking the following links:

- For a Driver Education course; [www.kent.gov.uk/roads-and-travel/road-safety/driver-improvement-courses](http://www.kent.gov.uk/roads-and-travel/road-safety/driver-improvement-courses)
- For Road safety (eg: 20mph zones or traffic calming): [www.kent.gov.uk/roads-and-travel/what-we-look-after/roads/changing-roads-in-your-area](http://www.kent.gov.uk/roads-and-travel/what-we-look-after/roads/changing-roads-in-your-area)
- For crash data enquiries: [www.kent.gov.uk/roads-and-travel/road-safety/crash-and-casualty-data](http://www.kent.gov.uk/roads-and-travel/road-safety/crash-and-casualty-data)



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- For feedback about the Highway services (including complaints or compliments): [www.kent.gov.uk/about-the-council/contact-us/complaints-and-feedback](http://www.kent.gov.uk/about-the-council/contact-us/complaints-and-feedback)

**\*\*This is an automatically generated email notification. Please do not respond to this email\*\***

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 17:08

**To:** county.hall@kent.gov.uk <county.hall@kent.gov.uk>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement





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Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*



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**From:** county.hall@kent.gov.uk <county.hall@kent.gov.uk>

**Sent:** 22 September 2022 13:41

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** \*\* This is an automatically generated email notification. Please do not respond to this email \*\*

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for contacting Kent County Council. We will respond to your email within 5 working days, unless your email relates to a **Highways** matter.

If your email relates to a highway's enquiry (an issue with the roads or pavements), we do not offer an email response service and your email will not be investigated.

**To log a new issue or to track an existing report, please use our online highways fault reporting tool by clicking this link: [www.kent.gov.uk/highwayfaults](http://www.kent.gov.uk/highwayfaults).**

Other information can be found by clicking the following links:

- For a Driver Education course; [www.kent.gov.uk/roads-and-travel/road-safety/driver-improvement-courses](http://www.kent.gov.uk/roads-and-travel/road-safety/driver-improvement-courses)
- For Road safety (eg: 20mph zones or traffic calming): [www.kent.gov.uk/roads-and-travel/what-we-look-after/roads/changing-roads-in-your-area](http://www.kent.gov.uk/roads-and-travel/what-we-look-after/roads/changing-roads-in-your-area)
- For crash data enquiries: [www.kent.gov.uk/roads-and-travel/road-safety/crash-and-casualty-data](http://www.kent.gov.uk/roads-and-travel/road-safety/crash-and-casualty-data)
- For feedback about the Highway services (including complaints or compliments): [www.kent.gov.uk/about-the-council/contact-us/complaints-and-feedback](http://www.kent.gov.uk/about-the-council/contact-us/complaints-and-feedback)

**\*\*This is an automatically generated email notification. Please do not respond to this email\*\***

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:40

**To:** county.hall@kent.gov.uk <county.hall@kent.gov.uk>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following



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previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*



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## 99999 - Kent Surrey & Sussex Air Ambulance

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Automated response	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
18 Oct 22	Automated response	Email	
4 Nov 22	Nil response received.	N/A	

**From:** Hello <hello@aakss.org.uk>

**Sent:** 18 October 2022 16:09

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks for emailing Air Ambulance Charity Kent Surrey Sussex (KSS).

This auto-reply is to let you know we've received your email and a member of Team KSS will be in touch with you within three working days.

Find out more about our critical care at [www.aakss.org.uk](http://www.aakss.org.uk), or sign up to our digital newsletter by visiting [www.aakss.org.uk/newsletter](http://www.aakss.org.uk/newsletter).

If it's urgent or you need to speak to us on the phone please call 01634 471 900 between 9am and 5pm Monday - Thursday and between 9am and 4:30pm on Fridays.

Thank you,  
KSS Supporter Care Team

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 17:09

**To:** Hello <hello@aakss.org.uk>

**Subject:** ACP-2021-088 - Design Principles Engagement



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Agency



Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.





Maritime &  
Coastguard  
Agency



Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airpacechange.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airpacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

---

**From:** Hello <hello@aakss.org.uk>  
**Sent:** 22 September 2022 13:58  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks for emailing Air Ambulance Charity Kent Surrey Sussex (KSS).

This auto-reply is to let you know we've received your email and a member of Team KSS will be in touch with you within three working days.

Find out more about our critical care at [www.aakss.org.uk](http://www.aakss.org.uk), or sign up to our digital newsletter by visiting [www.aakss.org.uk/newsletter](http://www.aakss.org.uk/newsletter).







Maritime &  
Coastguard  
Agency



If it's urgent or you need to speak to us on the phone please call 01634 471 900 between 9am and 5pm Monday - Thursday and between 9am and 4:30pm on Fridays.

Thank you,  
KSS Supporter Care Team

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 22 September 2022 14:55  
**To:** hello@aakss.org.uk <hello@aakss.org.uk>  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechange.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

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We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





Maritime &  
Coastguard  
Agency



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Coastguard  
Agency



96785 - Kent Wildlife Trust

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



23765 - Kittyhawk Aerodrome

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
23 Sep 22	Response to engagement letter.	Email	
27 Sep 22	Reply explaining at what stage engagement will take place on airspace options.	Email	
27 Sep 22	Separate communication outside of ACP regarding ACP-2020-095.	Email	Included for transparency.
27 Sep 22	Separate communication outside of ACP regarding ACP-2020-095.	Email	Included for transparency.
27 Sep 22	Separate communication outside of ACP regarding ACP-2020-095.	Email	Included for transparency.

**From:** [REDACTED]  
**Sent:** 27 September 2022 12:37  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Re: ACP-2021-088

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Wilco!

[REDACTED]

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** Tuesday, September 27, 2022 1:36:40 PM  
**To:** [REDACTED]  
**Subject:** RE: ACP-2021-088

Hi [REDACTED],

If you could please include Craig Sweeney, Chief Pilot at Prestwick UKSAR that would be much appreciated. Craig's email details below.





Maritime &  
Coastguard  
Agency



[Redacted]

Kind Regards,

[Redacted]

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ  
m +44 (0)7447 069520  
d +44 (0)1224 756286



*Global Leader in Vertical Flight.*

---

**From:** [Redacted]  
**Sent:** 27 September 2022 12:27  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Re: ACP-2021-088

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Many thanks, look forward to that.

Whilst I have your attention, I am the Project Manager for the Cumbernauld Airport RNP approach to runway 25 (ACP-2020-095) and about to go out to a Stage 3 targeted stakeholder engagement under CAP1616 Part 1c (wards refers). Can I add this email address to our contact list please?

[Redacted]  
[Redacted]  
[Redacted]

sulting Ltd

[Redacted]



Maritime &  
Coastguard  
Agency



**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 27 September 2022 11:18

**To:** [REDACTED]

**Cc:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: ACP-2021-088

Good afternoon [REDACTED]

Thanks for your email. The intention at this early stage (1B) is for us to propose and agree on an appropriate set of design principles with our stakeholders. These will then form the basis on which any future airspace solution will be designed. During Stage 2 'design and assess', we will of course fully engage on potential solutions with our stakeholders which will take into account any operational specifics. Any feedback on the design principles you may have would be gratefully received.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight.*

---

**From:** [REDACTED]

**Sent:** 23 September 2022 11:18

**To:** David Scott [REDACTED]

**Subject:** ACP-2021-088

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [REDACTED],

My Day Job is helping sponsors navigate CAP1616 - I have 5 ACPs to reference so far and working with BHA and Air Ambulances UK I'm about to embark upon Helimed PinS operations.





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Coastguard  
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For recreation, I fly my vintage Stinson out of Kittyhawk Aerodrome just north of Seaford and *pro bono* I'm advising the owner on his response to your ACP.

What concerns me is the disconnect between this statement you made in the Assessment Meeting:-

?

Item 4 – Options to exploit opportunities or address issues identified

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.

and the lack at this stage of any mention of a crossing service below 1500' for GA aircraft. Will provision of such a service be considered and offered after the AAIB has reported on the fatal loss of the Cherokee earlier this year?

I wanted you to know that Kittyhawk Aerodrome will continue to be an interested Stakeholder and will return [redacted] solution throughout the 1616 process.

[redacted]  
nison  
tor

Merlin Aerospace Consulting Ltd

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:39

**To:** [redacted]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.



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We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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Coastguard  
Agency



12673 - Lashenden / Headcorn Aerodrome

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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Coastguard  
Agency



43256 - Light Aircraft Association (LAA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



64082 - London Gatwick Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



64860 - London Heathrow Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



## 60020 - London Luton

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Automated response	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
18 Oct 22	Automated response	Email	
4 Nov 22	Nil response received.	N/A	

**From:** Info <Info@ltn.aero>

**Sent:** 18 October 2022 17:13

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for getting in touch.

Whatever your need for contacting us we will do our best to respond within five working days.

Need some help or information? Our Help and Advice pages may be able to help you. Click below to visit our website.

<http://www.london-luton.co.uk/>

Please ensure you follow the latest Government travel advice.

<https://www.gov.uk/coronavirus>

Thank you

London Luton Airport London Luton Airport Operations Limited is a company registered in England and Wales with registration number 03491213 whose registered office is at Percival House, 134 Percival Way, London Luton Airport, Luton, United Kingdom, LU2 9NU



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Coastguard  
Agency



**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 17:13

**To:** Airspace Modernisation <airspacemodernisation@ltn.aero>; Info <info@ltn.aero>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the





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airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

---

**From:** Info <Info@ltn.aero>  
**Sent:** 22 September 2022 13:32  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



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Coastguard  
Agency



Thank you for getting in touch.

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<http://www.london-luton.co.uk/>

Please ensure you follow the latest Government travel advice.

<https://www.gov.uk/coronavirus>

Thank you

London Luton Airport London Luton Airport Operations Limited is a company registered in England and Wales with registration number 03491213 whose registered office is at Percival House, 134 Percival Way, London Luton Airport, Luton, United Kingdom, LU2 9NU

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 13:32

**To:** airspacemodernisation@ltn.aero <airspacemodernisation@ltn.aero>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.





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Agency



Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/air-space-change-portal), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*



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03375 - London Southend Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Automated Response	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
18 Oct 22	Automated Response	Email	
4 Nov 22	Response with feedback on design principles.	Email	

**From:** [REDACTED]  
**Sent:** 04 November 2022 16:00  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** RE: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Thank you for engaging with us on this matter. Please find attached the response from London Southend Airport.

Kindest regards,

[REDACTED]





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Coastguard  
Agency



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We're raising money for [South East and Central Essex Mind](#) with the return of [Mental Elf 2022!](#)  
Run, walk or jog the full length of the runway at London Southend Airport on Saturday December 3rd

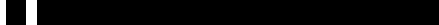
[Purchase your tickets here](#)



Head of Air Traffic Services

p:

a: London Southend Airport, Southend-on-Sea, Essex. SS2 6YF



**Best Airport With Under 3 Million Passengers AOA Awards 2019**  
**Rated Best London Airport Which? Magazine 2013-2019**

---



1. → Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Maritime &  
Coastguard  
Agency



**From:** LSA Enquiries <LSAEnquiries@southendairport.com>  
**Sent:** 18 October 2022 17:15  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** AUTOMATED RESPONSE: LONDON SOUTHEND AIRPORT

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your recent enquiry, your email will be forwarded to the relevant department and we endeavour to respond within 10 working days (please note this excludes sales emails – if interested the individual will respond directly).

Please note this account is managed Monday-Friday 9-5.

Please read through the information below for information on correct links.

***This is an automated response. Please do not reply.***

#### **Passenger Complaints and Comments:**

Following suggestions from passengers we have made changes to make it easier to give us feedback about the airport experience online. The following link will take you straight to the page where you can tell us what you enjoyed about your experience at the airport – or what you feel we can do better:

<http://www.southendairport.com/contact-us/general-enquiry/>

#### **Noise Complaints:**

The following link will take you through to a page where you can register a complaint about the airport's operations, which we will investigate:

<http://www.southendairport.com/contact-us/noise/>

Please note this new process replaces the old airport feedback system and email or telephone enquiries will be directed to this new page.

In addition, you are always free to contact us at:

Enquiries

London Southend Airport Company Ltd

Southend-on-Sea

Essex

SS2 6YF

#### **Cancel/Amend Pre-booked Parking**

If you wish to cancel or amend your pre-booked parking please go to: <https://prebook.southendairport.com> and click on 'manage my booking' once you have entered the details you will be able to cancel or amend the booking.

**Please note it is not possible to amend or cancel a booking within 12 hours of the arrival date and time. All amendments and cancellations must be done through the above link and cannot be processed through enquiries emails.**



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Agency



**Airline/Flight Information:**

For information on flight times; arrivals, departures, delays, cancellations, etc. please go to the link below for individual airlines:

easyJet: <http://www.easyjet.com/en/flight-tracker>

Flybe: <http://www.flybe.com/cam/initialiseFlightInformation.action>

All passengers are advised to check their flight status with their airline on the day of travel if needed.

---

**Lost Property**

Enquiries regarding lost property can be made by following this link:

<https://www.southendairport.com/contact-us/lost-property/>

---

**Sales:**

Please note that all sales emails are forwarded on to the relevant departments if interested they will respond. Personal email address will not be given out via. enquiries all sales emails are forwarded.

London Southend Airport Enquiries | London Southend Airport | Southend on Sea | Essex | SS2 6YF | UK  
Tel: +44 (0) 1702 538 500 | Fax: +44 (0) 1702 538 501 | Email: [LSAEnquiries@SouthendAirport.com](mailto:LSAEnquiries@SouthendAirport.com)

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If you are not a named addressee, you must not use, retain or disclose such information.

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The views expressed in this email are those of the originator and do not necessarily represent the views of London Southend Airport Company Limited.

Nothing in this email shall bind London Southend Airport Company Limited in any contract or obligation.



**LSA Enquiries**

p:

a: London Southend Airport, Southend-on-Sea, Essex. SS2 6YF

e: [lsaenquiries@southendairport.com](mailto:lsaenquiries@southendairport.com) w:



Maritime & Coastguard Agency



Best Airport With Under 3 Million Passengers AOA Awards 2019  
Rated Best London Airport Which? Magazine 2013-2019

\*\*\*\*\*

This is an e-mail from **Esken Limited**.

The contents of this e-mail, together with any attachments, are confidential. If you receive this e-mail in error please accept our apology. If this is the case, please

contact the sender and then delete this email. This e-mail and/or any replies to it, together with any attachments, may be intercepted, copied or monitored by us.

All statements made in this e-mail are subject to contract. The views expressed in this e-mail are those of the sender and not necessarily those of **Esken Limited**.

**Esken Limited** is a company registered in Guernsey (Company Number: **39117**) with its registered office at Floor 2, Trafalgar Court, Les Banques, St Peter Port, Guernsey GY1 4LY.

\*\*\*\*\*

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 18 October 2022 17:14  
**To:** LSA Enquiries <lsaenquiries@southendairport.com>; [REDACTED] >  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,





Maritime &  
Coastguard  
Agency



## Bristow Search & Rescue

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

### **Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,







Maritime &  
Coastguard  
Agency



### Bristow Search & Rescue

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

---

**From:** LSA Enquiries <LSAEnquiries@southendairport.com>  
**Sent:** 22 September 2022 14:03  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** AUTOMATED RESPONSE: LONDON SOUTHEND AIRPORT

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your recent enquiry, your email will be forwarded to the relevant department and we endeavour to respond within 10 working days (please note this excludes sales emails – if interested the individual will respond directly).

Please note this account is managed Monday-Friday 9-5.

Please read through the information below for information on correct links.

---

***This is an automated response. Please do not reply.***

#### **Passenger Complaints and Comments:**

Following suggestions from passengers we have made changes to make it easier to give us feedback about the airport experience online. The following link will take you straight to the page where you can tell us what you enjoyed about your experience at the airport – or what you feel we can do better:

<http://www.southendairport.com/contact-us/general-enquiry/>

#### **Noise Complaints:**

The following link will take you through to a page where you can register a complaint about the airport's operations, which we will investigate:

<http://www.southendairport.com/contact-us/noise/>



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Please note this new process replaces the old airport feedback system and email or telephone enquiries will be directed to this new page.

In addition, you are always free to contact us at:

Enquiries

London Southend Airport Company Ltd

Southend-on-Sea

Essex

SS2 6YF

---

### **Cancel/Amend Pre-booked Parking**

If you wish to cancel or amend your pre-booked parking please go to: <https://prebook.southendairport.com> and click on 'manage my booking' once you have entered the details you will be able to cancel or amend the booking.

**Please note it is not possible to amend or cancel a booking within 12 hours of the arrival date and time. All amendments and cancellations must be done through the above link and cannot be processed through enquiries emails.**

---

### **Airline/Flight Information:**

For information on flight times; arrivals, departures, delays, cancellations, etc. please go to the link below for individual airlines:

easyJet: <http://www.easyjet.com/en/flight-tracker>

Flybe: <http://www.flybe.com/cam/initialiseFlightInformation.action>

All passengers are advised to check their flight status with their airline on the day of travel if needed.

---

### **Lost Property**

Enquiries regarding lost property can be made by following this link:

<https://www.southendairport.com/contact-us/lost-property/>

---

### **Sales:**

Please note that all sales emails are forwarded on to the relevant departments if interested they will respond. Personal email address will not be given out via. enquiries all sales emails are forwarded.

London Southend Airport Enquiries | London Southend Airport | Southend on Sea | Essex | SS2 6YF | UK  
Tel: +44 (0) 1702 538 500 | Fax: +44 (0) 1702 538 501 | Email: [LSAEnquiries@SouthendAirport.com](mailto:LSAEnquiries@SouthendAirport.com)

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If you are not a named addressee, you must not use, retain or disclose such information.

London Southend Airport Company Limited cannot guarantee that the email or any attachments are free from viruses.



Maritime & Coastguard Agency



The views expressed in this email are those of the originator and do not necessarily represent the views of London Southend Airport Company Limited. Nothing in this email shall bind London Southend Airport Company Limited in any contract or obligation.



LSA Enquiries

p:
a: London Southend Airport, Southend-on-Sea, Essex. SS2 6YF
e: [lsaenquiries@southendairport.com](mailto:lsaenquiries@southendairport.com) w:



Best Airport With Under 3 Million Passengers AOA Awards 2019
Rated Best London Airport Which? Magazine 2013-2019

\*\*\*\*\*

This is an e-mail from Esken Limited.

The contents of this e-mail, together with any attachments, are confidential. If you receive this e-mail in error please accept our apology. If this is the case, please contact the sender and then delete this email. This e-mail and/or any replies to it, together with any attachments, may be intercepted, copied or monitored by us.

All statements made in this e-mail are subject to contract. The views expressed in this e-mail are those of the sender and not necessarily those of Esken Limited.

Esken Limited is a company registered in Guernsey (Company Number: 39117) with its registered office at Floor 2, Trafalgar Court, Les Banques, St Peter Port, Guernsey GY1 4LY.

\*\*\*\*\*





Maritime &  
Coastguard  
Agency



**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:03

**To:** LSA Enquiries <lsaenquiries@southendairport.com>; Nicole Park [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



Maritime &  
Coastguard  
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Agency



### 33608 - Low Fare Airlines

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



87687 - Lowden Airstrip: Thorson Estates

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
27 Sep 22	Response received confirming engagement letter had been received, no feedback included.	Email	
4 Nov 22	Objection received, including feedback relating to airspace rather than design principles.	Email	No response was provided as feedback received after engagement period closed on 3 Nov 22. A response will be provided at a later date.

**From:** [REDACTED]  
**Sent:** 04 November 2022 12:36  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Lowden Airstrip - Objection to English Channel Airspace Change Proposal

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Bristow,

We are compelled to write to you in response to the stakeholders development letter in relation to having a permanent danger area over the English channel, effectively making the current temporary danger areas (TDA's) permanent.

As an airfield operator, we cannot see any reasonable justification for the airspace in which you wish to impose or indeed justification for the current TDA's which:

- Close off large areas of Class G airspace to all airspace users, except Bristow, making cross channel flights less safe by reducing safety margins in inclement weather, as well as an increase in aircraft fuel burn, Increased engine wear and Increased aircraft fatigue

- All TDA areas closed simultaneously for most of the day, not just one section as described.

- CAP1711 describes the CAA's commitment to airspace modernisation. There are many references to integration and none to segregation. This proposal is segregating airspace, denying the CAA's modernisation path.

- The application goes against the the Department for transports "General aviation road map" whose vision is for the UK to be "The best place in the world for general aviation and this starts at grassroots level."



Maritime &  
Coastguard  
Agency

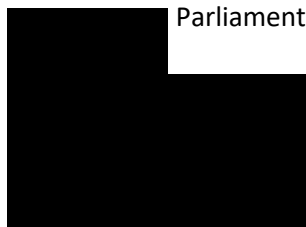


-Restricts other airspace users from monitoring illicit activities in the channel. Border force rely largely on intelligence from the general public.

-The current system is clearly not working as can be evidenced in Government and MOD statistics.

As well as the safety issues raised above, its also unacceptable and immoral that a piece of airspace that's been free to access for over a century is being closed to everyone due to Bristow being unable or unwilling to segregate itself from other airspace users. It should be Bristow's responsibility to integrate with other airspace users, as is the case with innumerable other UAV operations.

We will also be expressing our views and objections to the wider aviation community aswell as the Civil aviation Parliament.



THORSON ESTATES

Email: [REDACTED]  
Telephone: [REDACTED]  
Parsonage Office East, Parsonage Farm, Nackington, CT47AD

---

**From:** [REDACTED]  
**Sent:** 27 September 2022 06:07  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Re: Air Space Change Proposal - Register as a Stakeholder

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Received – thank you.







Maritime &  
Coastguard  
Agency



THORSON ESTATES

Email: [Redacted]  
Telephone: [Redacted]  
Parsonage Court, Parsonage Farm, Nackington, CT47AD

---

**From:** Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>  
**Sent:** 22 September 2022 14:50  
**To:** [Redacted]  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.



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Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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Agency



67458 - Lukesfield Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



36789 - Lydd Aero Club

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
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Agency



## 15662 - Lydd London Ashford Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
06 Oct 22	Response to initial engagement including the addition of several design principles.	Email	
13 Oct 22	Follow-up to arrange engagement on potential air traffic service solutions.	Email	Include for transparency.
28 Oct 22	Meeting to discuss potential air traffic solutions ivo Lydd Airport.	Meeting	Include for transparency.

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 13 October 2022 10:19

**To:** [REDACTED]; Airspace Change Proposal  
<airspacechangeproposal@bristowgroup.com>

**Cc:** [REDACTED]

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

Hi [REDACTED],

Many thanks for your consideration and returns. We would very much appreciate the opportunity to sit down with you and your team to discuss potential air traffic service solutions to minimise the regional impact on other air users. Would you be available for a discussion at Lydd w/c 24<sup>th</sup> of October? We'd be delighted to host you here at the SAR base or more than willing to come to you?

Kind Regards,

[REDACTED]

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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Coastguard  
Agency



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---

**From:** [REDACTED]  
**Sent:** 06 October 2022 15:56  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Cc:** [REDACTED]  
**Subject:** RE: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon

Thank you for notifying Lydd Airport of your airspace change proposal

Please find attached completed design principles feedback duly completed.

I have added two suggested design principles numbered 8 and 9 on the form. These effectively reinstate what omitted from the previous stage 1B list.

We will be very happy to engage with you in due course to explore possibilities for providing Air Traffic Services solutions to enable the most efficient use of airspace and minimise any exclusion as far as possible.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

London Ashford Airport Ltd  
Lydd Airport  
Romney Marsh  
Kent. TN29 9QL  
[www.lydd-airport.co.uk](http://www.lydd-airport.co.uk)

[REDACTED]



Maritime &  
Coastguard  
Agency



**From:** [REDACTED]  
**Sent:** 22 September 2022 14:42  
**Subject:** ACP-2021-088 - Design Principles Engagement



1. → Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).



Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Airspace must not constrain VFR and IFR flight procedures to/from Lydd Airport.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Assess all airspace options available to deploy UAS BVLOS.	<input checked="" type="checkbox"/>	<input type="checkbox"/>





Maritime &  
Coastguard  
Agency



---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:04

**To:** [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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96884 - Manston International Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



95247 - Maritime and Coastguard Agency (MCA)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
26 Oct 22	Reminder for feedback on design principles provided verbally	Telephone	
27 Oct 22	Feedback on design principles received.	Email	
27 Oct 22	Thank you response.	Email	

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 27 October 2022 10:36

**To:** [REDACTED]

**Cc:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Fw: Stage 1b Design Principles

Good Morning [REDACTED]

Thank you for the feedback.

Best Regards,

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 27 October 2022 07:39

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Stage 1b Design Principles

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

As discussed please find completed form.

Regards



Maritime &  
Coastguard  
Agency



Aviation Policy Lead  
Stakeholder and Policy



HM Coastguard

**HM Coastguard**

Joint Rescue Coordination Centre,  
Kites Croft Business Park, Fareham, PO14 4LW

To Search, To Rescue, To Save  
[www.gov.uk/mca](http://www.gov.uk/mca)



Maritime & Coastguard Agency



1. → Annex A – Submission by the National Trust



**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>





Maritime &  
Coastguard  
Agency



From: [REDACTED]  
Sent: 23 September 2022 12:38  
To: [REDACTED]  
Subject: Change in Airspace Change Proposal

Afternoon [REDACTED],

Please see [REDACTED] attached. Could you delegate a response to capture our internal engagement please?

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

[REDACTED]

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ

[REDACTED]



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Agency



22650 - Maritime and Coastguard Agency (MCA) - Dover Maritime Rescue & Coordination Centre

Date	Summary of Engagement	Method	Remarks
23 Sep 22	Initial Engagement Letter (Annex A)	Email	
27 Sep 22	Discussion on lead for ACP on behalf of MCA engagement.	Email	
28 Sep 22	Internal MCA email sharing Initial Engagement Letter (Annex A).	Email	
5 Oct 22	No further engagement required at Dover MRCC level, as will be through MCA Aviation Policy Lead, under MCA.	Discussion	

From: [Redacted]

Sent: 29 September 2022 13:38

To: [Redacted]

Cc: [Redacted]; [Redacted]; [Redacted]; [Redacted]

Subject: FW: Channel Airspace Change Proposal

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [Redacted]

Please find attached the documents as requested.

Kind Regards

[Redacted]

[Redacted]  
Aviation Innovation & Future Technology Lead  
MCA Aviation Technical Team

[Redacted]



  
Maritime &  
Coastguard  
Agency

Maritime and Coastguard Agency  
Spring Place (Bay 3/27),  
105, Commercial Road,  
Southampton, SO15 1EG







Maritime &  
Coastguard  
Agency



Safer Lives, Safer Ships, Cleaner Seas

[www.gov.uk/mca](http://www.gov.uk/mca)



**From:** [Redacted]  
**Sent:** 27 September 2022 11:57  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** FW: Channel Airspace Change Proposal

Hi Both,

[Redacted]

Please could you action (or delegate appropriately) so that it is covered off from an Aviation and a Maritime Operations standpoint. Ideally, the nominated person(s) will respond in the Consultation stage later down the line as well for consistency however it should be a relatively easy exercise as it is our own request and operation.

Note the cut-off date of 3<sup>rd</sup> November, however a response ASAP will help with [Redacted] workload if possible. Please let me know who will be responding or copy me in on the communications, any questions or issues, please get in touch.

Kind Regards

[Redacted]

[Redacted]

MCA Aviation Technical Team



  
Maritime &  
Coastguard  
Agency

[Redacted]

Maritime and Coastguard Agency  
Spring Place (Bay 3/27),  
105, Commercial Road,  
Southampton, SO15 1EG

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[www.gov.uk/mca](http://www.gov.uk/mca)





Maritime &  
Coastguard  
Agency



**From:** David Scott  
**Sent:** 23 September 2022 12:38  
**To:** [REDACTED]  
**Subject:** Change in Airspace Change Proposal

[REDACTED] attached. Could you delegate a response to capture our internal engagement please?

[REDACTED] Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





Maritime &  
Coastguard  
Agency



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Coastguard  
Agency



67878 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



39283 - Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
23 Sep 22	Response and feedback on Design Principles	Email	
26 Sep 22	Reply thank you for feedback.	Email	

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 26 September 2022 15:29

**To:** [REDACTED]

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

[REDACTED]

Thank you for the swift feedback.

Best Regards,

---

**From:** [REDACTED]

**Sent:** 23 September 2022 12:47

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Thank you for your further engagement on the DP's for ACP-2021-088. The MOD considers them all to be appropriate and puts forward nil for consideration. If a priority assessment is required, the MOD considers DP1, DP3 and DP4 to be the highest priority.

Best regards,



Maritime &  
Coastguard  
Agency



---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:09

**To:** [Redacted]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





Maritime &  
Coastguard  
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45375 - Ministry of Defence - Royal Navy Command HQ

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





Maritime &  
Coastguard  
Agency



11884 - MP for Folkestone and Hythe

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



56886 - National Air Traffic Service (NATS)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
18 Oct 22	Automated Out of Office.	Email	
1 Nov 22	Feedback on Design Principles	Email	
4 Nov 22	Thank you for feedback	Email	

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 04 November 2022 07:52

**To:** [REDACTED]

Good Morning [REDACTED]

Thank you very much for the feedback, and we look forward to future engagements on this ACP.

Best Regards,

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 01 November 2022 15:50

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Cc:** [REDACTED]

**Subject:** NATS Response

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,





Maritime &  
Coastguard  
Agency



Many thanks for including NATS in your ACP proposal and seeking our opinion. We note that this operation is very low level over the Channel and has been in existence for some time. NATS agrees and supports all the design principles. We do not have any further comments at this stage. We look forward to seeing detail concerning proposed airspace designs for the permanent DA.

Many Thanks,



**NATS**



**NATS Policy  
Ops and Integration for NATS Airports**



NATS Swanwick

[www.nats.co.uk](http://www.nats.co.uk)



## NATS Internal

If you are not the intended recipient, please notify our Help Desk at [Email.Information.Solutions@nats.co.uk](mailto:Email.Information.Solutions@nats.co.uk) immediately. You should not copy or use this email or attachment(s) for any purpose nor disclose their contents to any other person.

NATS computer systems may be monitored and communications carried on them recorded, to secure the effective operation of the system.

Please note that neither NATS nor the sender accepts any responsibility for viruses or any losses caused as a result of viruses and it is your responsibility to scan or otherwise check this email and any attachments.

NATS means NATS (En Route) plc (company number: 4129273), NATS (Services) Ltd (company number 4129270), NATSNAV Ltd (company number: 4164590) or NATS Ltd (company number 3155567) or NATS Holdings Ltd (company number 4138218). All companies are registered in England and their registered office is at 4000 Parkway, Whiteley, Fareham, Hampshire, PO15 7FL.



Maritime &  
Coastguard  
Agency



**From:** [REDACTED]

**Sent:** 18 October 2022 20:27

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am out of the office and on AL until Monday 24th October.

For Gatwick Transition related activities, please contact [olivia.george@nats.co.uk](mailto:olivia.george@nats.co.uk)

For Gatwick ATC related activities, please contact [Ian.dickson@nats.co.uk](mailto:Ian.dickson@nats.co.uk)

For Gatwick ENG related activities, please contact [jason.watts@nats.co.uk](mailto:jason.watts@nats.co.uk)

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 17:12

**To:** [lhrops@nats.co.uk](mailto:lhrops@nats.co.uk) <[lhrops@nats.co.uk](mailto:lhrops@nats.co.uk)>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



Maritime &  
Coastguard  
Agency



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/airspace-change), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





Maritime &  
Coastguard  
Agency



*Global Leader in Vertical Flight*

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 22 September 2022 14:28  
**To:** lhrops@nats.co.uk <lhrops@nats.co.uk>  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**  
Dyce Avenue





Maritime &  
Coastguard  
Agency



Dyce, Aberdeen  
AB21 0LQ



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98764 - National Police Air Service

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





Maritime &  
Coastguard  
Agency



89876 - National Trust

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Automated response	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
22 Oct 22	Automated Response	Email	
25 Oct 22	Design principle feedback, and for change in point of contact within National Trust for ACP.	Email	
25 Oct 22	Thank you for feedback response.	Email	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 25 October 2022 16:38

**To:** [REDACTED]; Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Cc:** [REDACTED]

**Subject:** RE: Airspace Change proposal - stakeholder input required

Good afternoon [REDACTED]

Many thanks for your returns and we look forward to your continued engagement as we work through the airspace change process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





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Coastguard  
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*Global Leader in Vertical Flight.*

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**From:** White, Paul [REDACTED]  
**Sent:** 25 October 2022 14:43  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Cc:** [REDACTED]  
Portman, Virginia [REDACTED] Wiltshire, Gareth [REDACTED]  
[REDACTED]  
**Subject:** FW: Airspace Change proposal - stakeholder input required

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bristow Search & Rescue,

Thank you for consulting the National Trust as part of Stage 1B of the Airspace Change Process.

As requested please find attached a completed Design Principles feedback form.

The National Trust has significant interests along the English Channel coastline for which it is the landowner and custodian. Consequently the Trust wishes to be involved in subsequent stages of consultation and stakeholder engagement as the airspace change proposals evolve. Of particular concern to the Trust is the potential environmental impact of UAS operations on National Trust places and visitors. In later consultation stages the Trust may wish to submit representations if it appears that adverse environmental impacts are likely to arise from proposed airspace changes.

Could you please send future communications to me as the initial point of contact at the National Trust.

Kind regards,

[REDACTED]  
Planning Adviser



National  
Trust





Maritime &  
Coastguard  
Agency



National Trust  
20 Grosvenor Gardens  
London SW1W 0DH

[nationaltrust.org.uk](http://nationaltrust.org.uk)

*My working days are Tuesday, Wednesday and Thursday*

---



1. → Annex A – Submission by the National Trust

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Maritime &  
Coastguard  
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**From:** Customer Enquiries, LSE <lse.customerenquiries@nationaltrust.org.uk>  
**Sent:** 22 September 2022 13:54  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your email, which has been safely received in the London & South East Customer Enquiries mailbox (LSE.CustomerEnquiries@nationaltrust.org.uk).

Please note this email account is checked daily Monday to Friday (excluding Bank Holidays). Your enquiry will be forwarded to the most appropriate person with a request that they provide a full response to your enquiry within 10 working days from receipt.

We will process your personal data in order to answer your email. Your information will be stored securely on our systems and only used for the purposes of dealing with your enquiry. Your personal data will be retained for up to one year unless we are required, for legal reasons, to keep it for longer. Our Privacy Policy on our website, <https://www.nationaltrust.org.uk/features/privacy-policy>, gives more information on how we look after your personal information.

Thank you again for getting in touch. We always appreciate your comments and suggestions.

Kind regards

The Business Services Team -- The National Trust is a registered charity no. 205846. Our registered office is Heelis, Kemble Drive, Swindon, Wiltshire SN2 2NA. The views expressed in this email are personal and may not necessarily reflect those of the National Trust unless explicitly stated otherwise. This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify me immediately. If you are not the intended recipient of this email, you should not copy it for any purpose, or disclose its contents to any other person. Senders and recipients of email should be aware that, under the Data Protection Act 2018, the contents may have to be disclosed. The National Trust has scanned this email for security issues. However the National Trust cannot accept liability for any form of malware that may be in this email and we recommend that you check all emails with an appropriate security tool.

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 18 October 2022 20:27  
**To:** Customer Enquiries, LSE <lse.customerenquiries@nationaltrust.org.uk>  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement



Maritime &  
Coastguard  
Agency



is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/Airspace-Change-Portal), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.



Maritime &  
Coastguard  
Agency



Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

---

**From:** Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>

**Sent:** 22 September 2022 14:54

**To:** [lse.customerenquiries@nationaltrust.org.uk](mailto:lse.customerenquiries@nationaltrust.org.uk) <[lse.customerenquiries@nationaltrust.org.uk](mailto:lse.customerenquiries@nationaltrust.org.uk)>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.



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Coastguard  
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Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/air-space-change-portal), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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Coastguard  
Agency



## 24966 - Natural England

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Automated response	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 20:28

**To:** SM-NE-Enquiries (NE) <enquiries@naturalengland.org.uk>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



Maritime &  
Coastguard  
Agency



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





Maritime &  
Coastguard  
Agency



*Global Leader in Vertical Flight*

---

**From:** SM-NE-Enquiries (NE) <enquiries@naturalengland.org.uk>  
**Sent:** 22 September 2022 13:54  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

***This is an automated message, please do not reply.***

Thank you for contacting the Natural England Customer Engagement Team.

Your enquiry will be logged, and you will receive a response within 10 working days or in line with the relevant statutory deadline if longer.

*If you are emailing with a Countryside Stewardship or Environmental Stewardship query, these are now dealt with by the Rural Payments Agency (RPA). Please therefore re-send your email to them at [ruralpayments@defra.gov.uk](mailto:ruralpayments@defra.gov.uk). Natural England are no longer able to deal with any of these queries.*

Many thanks  
Customer Engagement Team

[www.gov.uk/natural-england](http://www.gov.uk/natural-england)

**We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected, and England's traditional landscapes are safeguarded for future generations.**

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video, or web conferencing.





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This email and any attachments is intended for the named recipient only. If you have received it in error you have no authority to use, disclose, store or copy any of its contents and you should destroy it and inform the sender. Whilst this email and associated attachments will have been checked for known viruses whilst within the Natural England systems, we can accept no responsibility once it has left our systems. Communications on Natural England systems may be monitored and/or recorded to secure the effective operation of the system and for other lawful purposes.

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 22 September 2022 14:54  
**To:** enquiries@naturalengland.org.uk <enquiries@naturalengland.org.uk>  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechange.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





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55665 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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24234 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
28 Oct 22	Feedback on design principles.	Email	
31 Oct 22	Response to feedback.	Email	
3 Nov 22	Comments on previous response on DAA and DACS	Email	

**From:** [REDACTED]

**Sent:** 03 November 2022 11:21

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks for your reply, good to hear that you think that a DACS will have a positive impact, I think this is essential given the large TDA area in a busy area for other airspace users, unless the ceiling of any airspace is reduced considerably.

Your comments about a lack of a regulatory “success criteria” for autonomous detect and avoid is interesting. That would seem to be a very negligent attitude from the CAA, particularly considering that I understand there are several FAA certified autonomous detect and avoid systems and that these are required for drone operation outside of restricted airspace in the US. I believe the new RAF drones have such equipment, although apparently the CAA or military authorities will not allow them to rely on it.

Hopefully the CAA will wake up and introduce a certification standard for autonomous detect and avoid as this can be the only long term solution.

Best regards

[REDACTED]

Sent from my iPad





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---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 31 October 2022 09:57

**To:** [REDACTED] Airspace Change Proposal  
<airspacechangeproposal@bristowgroup.com>

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

Good morning [REDACTED]

Many thanks for your completed Annex A and feedback. The intent at this stage is to lay the foundation on which any future airspace solution will be built. These principles by design don't contain any operational specifics at this early stage following advice from the regulator. I would stress however that these operational considerations will be discussed in subsequent stages as we move through the design process detailed in Stage 2 of CAP1616. Our airspace options moving forward are quite restricted due to current CAA policy as indicated in our engagement letter. I can reassure you however that we fully appreciate the positive impact a DACS may have and will be exploring this option and others as part of our Stage 2 development and engagement. Our UAS category (Specific) is defined by our operational risk model and not on any commercial status. With regard to autonomous detect and avoid, unfortunately without defined, regulatory, success criteria the road to an accepted or certified D&A system is some way off and is unlikely to be realised over the life of this ACP.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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---

**From:** [REDACTED]

**Sent:** 28 October 2022 22:07

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>; Airspace Change Proposal  
<airspacechangeproposal@bristowgroup.com>

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

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Hi,

Please find attached my answers on your feedback form. However I need to add the following

1. Maintain and enhance current levels of safety-

The UAV needs to have an autonomous Detect and avoid system developed and fitted ASAP so that no restricted airspace is required and it can revert to class G. Thus any permanent airspace should be for a limited period only and only agreed based a defined timetable to introduce the autonomous detect and avoid system. A maximum 2 year period should be permitted.

There also must be a fully manned danger area crossing service, so that other airspace users can contact the DACS and be given a route to proceed through the area with adequate clearance from the UAV, it would seem that a one mile 500ft separation would be adequate. For this primary radar might be required as not all aircraft have transponders, or at least the ability to say that certain sectors are currently active for the next 10 minutes, but others are not, giving the ability for aircraft to cross the danger area. This is particularly important now that one area seems often to be upto 2500ft rather than the previous 1500ft. While I and most others would prefer to cross the channel about 2500ft in clear skies, often this is not possible and there is a need to descend lower to be clear of cloud.

I would have thought for this clearly commercial long term operation, the UAS should be in the certified category

2. again to comply with the UAS regulatory framework, this should be done to the highest level. With an Autonomous Detect and Avoid system and in the Certified category

3. consider the requirements of all potential users. as above there needs to be a Danger area crossing service, preferably with radar.

The UAV should also be flown at the lowest possible altitude that allows the job to be done, generally UAVs shouldn't be flown above 400ft, so there needs to be good justification why the UAVs need to go higher and have airspace going up so high. While visual observation covers a wider area higher up, does the UAV need this or can its systems all work just as well at lower level and thus have the ceiling of any permanent airspace at 500ft, or worst case upto 1000ft? perhaps it can fly faster and cover a search pattern in a way that higher altitudes are not required.

There needs to be co-ordination between those in the UK controlling a Danger Area Crossing service and a French equivalent to allow crossing of their similar areas.

4. Minimise impact on other users. As in 3 above, it should be easy to get a clearance through any permanent airspace (and it ought to be for the current TDAs) any permanent airspace should have the ceiling as low as possible and be split into small areas so that other users can be told which bits are actually active and which others they can go through. There should always be a route from near Cap Griz Nez to near Dover that can be flown by other aircraft at low level.



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I have no interest in points 5 6 and 7.

thanks





1. → Annex A

↑  
↑  
↑  
↑  
↑  
↑  
↑

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input type="checkbox"/>	<input type="checkbox"/>

↑

----- Original Message -----

From: "Airspace Change Proposal" <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>



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To: [REDACTED]  
Sent: Tuesday, 18 Oct, 22 At 20:29  
Subject: ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.



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We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have. Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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#### **Disclaimer**

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**From:** Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>

**Sent:** 22 September 2022 14:49

**To:** [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of





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the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

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Dyce, Aberdeen  
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## 43243 - Nordic Unmanned

Date	Summary of Engagement	Method	Remarks
26 Sep 22	Initial Engagement Letter (Annex A)	Email	
26 Sep 22	Automated response	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sen**

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/airspace-change), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
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**From:** [REDACTED]  
**Sent:** 23 September 2022 16:01  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,  
*Thank you for your email. I will be out of the office from 23th september and 2<sup>nd</sup> October and will have limited access to email / will not have access to email.*

For Camcopter technical question, please contact [REDACTED] on [REDACTED] ([REDACTED]) or Nils Henriksen on [REDACTED]

*If this is urgent, contact [REDACTED] on [REDACTED] or [REDACTED] [REDACTED]*

*I will do my best to respond promptly to your email when I return on 03/10/22.*

*Best regards,*

[REDACTED]

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 22 September 2022 14:52





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To: [REDACTED]  
Subject: ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

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67461 - Old Hay Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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12342 - Oysterair

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67872 - Pafra Flying Club

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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99006 - Pent Farm Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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17445 - PPL/IR (Europe)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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74645 - Redhill Aerodrome

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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68663 - Richard Solley (Local Airfield Operator)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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## 00001 - Rob Wendes

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
20 Oct 22	Objection received, no feedback on the Design Principles.	Email	
24 Oct 22	Objection acknowledged	Email	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 24 October 2022 09:52

**To:** rob [REDACTED]; Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

Good morning [REDACTED]

Thank you for your feedback. Your objection is acknowledged and captured.

Kind Regards,

### Bristow Search & Rescue

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ

*Global Leader in Vertical Flight.*

**From:** [REDACTED]

**Sent:** 20 October 2022 10:45

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.





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#### Objection

1. Compromises safety over the chanel. Denies access to aviation traffic.

2. Permenant airspace so doesn't comply with CAP1711 airspace modernisation.

"Airspace modernisation is also expected to improve access to airspace for General Aviation, by enabling greater integration (rather than segregation) of different airspace user groups. The same is true for new airspace users such as drones and spacecraft."

3. No safety case in line with the transparency criteria set out in CAP1616.

Rob Wendes

---

----- Original message -----  
From: [REDACTED] Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
Date: [REDACTED] 10/2022 20:36 (GMT+00:00)  
To: [REDACTED]  
Subject: CP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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---

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [be Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/airspace-change), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:43

**To:** [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

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Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

## Bristow Search & Rescue

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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67457 - Robert (Bob) Smith

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67460 - Robert Parker

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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91358 - Rochester Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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12654 - Romney Marsh Countryside Partnership

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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98877 - Royal Society for the Protection of Birds (RSPB)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sep 22	Automated Response	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
18 Oct 22	Automated Response	Email	
25 Oct 22	Holding response, whilst email forwarded to relevant team.	Email	
3 Nov 22	General Comments and potential operational issues provided, no feedback received on the design principles.	Email	
4 Nov 22	Thank you for comments, with explanation of current stage and when feedback would be considered.	Email	
4 Nov 22	Response, and asking to be kept informed.	Email	

**From:** [REDACTED]  
**Sent:** 04 November 2022 14:21  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** RE: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for letting me know this, [REDACTED]. Please do keep us informed as you progress.

Best wishes,

[REDACTED]



Maritime &  
Coastguard  
Agency



**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 04 November 2022 08:01

**To:** [REDACTED]

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

Good Morning [REDACTED],

Thank you for the general comments and potential issues. The intent at this stage is to lay the foundation on which any future airspace solution will be built. These principles by design don't contain any operational specifics at this early stage following advice from the regulator. I would stress however that these operational considerations will be discussed in subsequent stages as we move through the design process detailed in Stage 2 of CAP1616.

We look forward to continued engagement throughout the airspace change process.

Best Regards,

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 03 November 2022 16:51

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bristow Search and Rescue,

We have only some general comments to make about potential issues that most likely your team are already well aware of, but that we will mention here to be thorough. These concern the timing and location of flights. Of course, the Dungeness and Romney Marsh area is highly important for birds, including many scarce species. During times of peak migration, it may be best to restrict flights or carefully select where to operate (for example in spring with seabird and Brent Goose migration along the coast). At other times, there may be high concentrations of some species, such as gulls and terns feeding offshore or wildfowl concentrations in winter, that are best bypassed. Similarly, avoiding airspace around the RSPB reserve or key wetlands in the area will help reduce disturbance impacts and the risk of bird strike. Flying higher will help reduce disturbance impacts and risk to aircraft.

Thank you and best wishes,



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Coastguard  
Agency



Conservation Officer - Kent and Essex



### RSPB England Brighton Office

2nd Floor, London Gate, 72 Dyke Road Drive  
Brighton  
BN1 6AJ

[rspb.org.uk](https://rspb.org.uk)



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The RSPB is committed to maintaining your data privacy. We promise to keep your details safe and will never sell them on to third parties. To find out more about how we use your information please read our [online Privacy Policy](#):

---

**From:** Wildlife <Wildlife@rspb.org.uk>  
**Sent:** 25 October 2022 14:11  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** RE: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Thank you for contacting the RSPB.





Maritime &  
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I can confirm that I have forwarded your email on to the relevant team for their consideration.

Stay safe and take care.

Kind Regards

[Redacted]

Supporter Adviser

**Supporter Services:** [Redacted] (Mon-Fri, 09:00-17:00)

**Wildlife Advice & Enquiries:** [Redacted] (Mon-Fri, 09:30-16:30)



**UK Headquarters** The Lodge Sandy Bedfordshire SG19 2DL

[rspb.org.uk](https://www.rspb.org.uk)



---

Protecting habitats, saving species and helping to end the nature and climate emergency.

**Nature is in crisis. Together we can save it.**

---

The Royal Society for the Protection of Birds (RSPB) is a registered charity: England and Wales no. 207076,  
Scotland no. SC037654.

---

**From:** Wildlife <Wildlife@rspb.org.uk>

**Sent:** 18 October 2022 20:38

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Thank you for contacting the Wildlife Team

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**This automated message is to let you know that your email has been received by us and is in safe hands. We look forward to reading it as soon as we can.**

**If your email is urgent and needs a quick response** please take the time to read the below "Common and Urgent topics" where we have provided links and guidance on the most common and urgent emails we are receiving, in hope that this advice is enough to help you. **Please note: Due to the high levels of correspondence we receive, in**





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cases where we cannot provide anymore advice, than what is provided below (including links to our webpages and further auto responses), you may not receive a further reply.

### Thank you for helping nature

We'd like to take this chance to thank you for everything you do for nature either as a RSPB Member, Supporter or just a Nature Lover. Together we can really make a difference to so many threatened species, from screaming swifts and booming bitterns to the field cricket! If you are not yet a member and would like to join please click [here](#)

Best wishes from everyone at the RSPB.

### Common and Urgent topics

- **Injured bird/ trapped birds-** please click [here](#) (Please note as a conservation charity we have no rescue facilities or welfare expertise to help injured wildlife). If however the bird is stuck in a chimney please see [here](#)
- **Cat brought in/ has attacked a bird** - Birds which have been caught by a cat should always be taken to a vet as a matter of urgency because of the high risk of septicaemia, which is fatal within around 48 hours.
- **Baby garden birds** please click [here](#)
- **Wildlife Crime-** If you have witnessed a crime or suspect an offence against wildlife, please see this link on how to report crimes [here](#)
- **Cutting vegetation with active nests in** - where you know or strongly believe there are active nests in hedges or trees that are being cut or removed, please contact the police on 101 and ask to speak to a Wildlife Crime Officer who has the authority to investigate and take further action if necessary. Further information please click [here](#)
- **Ducks and Ducklings** – In most cases there is very little you need to do to help, because interfering can cause added stress and risk the mother panicking and abandoning her young. To make sure you are doing the best thing you can for them please click [here](#) for guidance

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The RSPB is committed to maintaining your data privacy. We promise to keep your details safe and will never sell them on to third parties. To find out more about how we use your information please read our [online Privacy Policy](#):

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**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 20:37

**To:** Wildlife <wildlife@rspb.org.uk>

**Subject:** ACP-2021-088 - Design Principles Engagement



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Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.







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Coastguard  
Agency



Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airpacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airpacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

---

**From:** Wildlife <Wildlife@rspb.org.uk>

**Sent:** 22 September 2022 13:55

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Thank you for contacting the Wildlife Team

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**This automated message is to let you know that your email has been received by us and is in safe hands. We look forward to reading it as soon as we can.**

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Coastguard  
Agency



### Thank you for helping nature

We'd like to take this chance to thank you for everything you do for nature either as a RSPB Member, Supporter or just a Nature Lover. Together we can really make a difference to so many threatened species, from screaming swifts and booming bitterns to the field cricket! If you are not yet a member and would like to join please click [here](#)

Best wishes from everyone at the RSPB.

### Common and Urgent topics

- **Injured bird/ trapped birds-** please click [here](#) (Please note as a conservation charity we have no rescue facilities or welfare expertise to help injured wildlife). If however the bird is stuck in a chimney please see [here](#)
- **Cat brought in/ has attacked a bird** - Birds which have been caught by a cat should always be taken to a vet as a matter of urgency because of the high risk of septicaemia, which is fatal within around 48 hours.
- **Baby garden birds** please click [here](#)
- **Wildlife Crime-** If you have witnessed a crime or suspect an offence against wildlife, please see this link on how to report crimes [here](#)
- **Cutting vegetation with active nests in** - where you know or strongly believe there are active nests in hedges or trees that are being cut or removed, please contact the police on 101 and ask to speak to a Wildlife Crime Officer who has the authority to investigate and take further action if necessary. Further information please click [here](#)
- **Ducks and Ducklings** – In most cases there is very little you need to do to help, because interfering can cause added stress and risk the mother panicking and abandoning her young. To make sure you are doing the best thing you can for them please click [here](#) for guidance

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The RSPB is committed to maintaining your data privacy. We promise to keep your details safe and will never sell them on to third parties. To find out more about how we use your information please read our [online Privacy Policy](#):

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**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:53

**To:** wildlife@rspb.org.uk <wildlife@rspb.org.uk>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,



Maritime &  
Coastguard  
Agency



Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*



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95117 - RVL Group

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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## 89890 - SaxonAir

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
18 Oct 22	Automated Out of Office Email.	Email	
4 Nov 22	Nil response received.	N/A	

**From:** [REDACTED]  
**Sent:** 18 October 2022 20:38  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Automatic reply: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am out of office until Wednesday, 19 October

[heliops@saxonair.com](mailto:heliops@saxonair.com)  
[REDACTED]

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 18 October 2022 20:38  
**To:** [REDACTED]  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.



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Coastguard  
Agency



Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,





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Coastguard  
Agency



## Bristow Search & Rescue

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

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**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:43

**To:** Christopher Gerskowitch [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.





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Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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## 93939 - Shoreham/Brighton City Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
19 Oct 22	Design principles feedback received.	Email	
20 Oct 22	Thank you for feedback.	Email	
20 Oct 22	Clarification of question and feedback	Email	
20 Oct 22	Thank you email, and clarification.	Email	

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 20 October 2022 12:07

**To:** [REDACTED]

**Cc:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

Good Afternoon [REDACTED]

Thank you, I misunderstood your point, I suspect it was included due to the RPAS accessing the current TDA through the Dungeness RA and some overflight takes place on this route.

We will take another look at this as we finalise the design principles, but very helpful thank you.

Best Regards,

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 20 October 2022 11:58

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



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Coastguard  
Agency



Good morning [REDACTED],

The definition of "Congested Area" is provided in CAP 722D and it states that it means "*In relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes*". (ANO 2016 Schedule 1).

The reason I queried the validity of the 'congested area' design principle was because the airspace design seemed to sit entirely over the English Channel. Therefore, why would this even be considered as a potential 'design principle'?

Kind regards

[REDACTED]

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 20 October 2022 11:50

**To:** [REDACTED]

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

Good Morning [REDACTED],

Thank you for your feedback.

Regarding the term "Congested Area" this is specified in CAP722 and relates to the overflight of built-up areas. We will have a look at this and see if we can provide the definition/reference within the design principle.

Best Regards,

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 19 October 2022 07:43

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Whilst Shoreham is a South Coast aerodrome, we are not impacted by the proposed ACP because it sits well east of the airspace within which we are providing services. Notwithstanding our view on the Design Principles is



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Agency



attached. Item 5 seems a specious principle as it is difficult to understand what would be deemed a 'congested area'.

We wish you all the best in your endeavours to get the ACP through the CAA process.

Kind regards



Manager Air Traffic Services  
Brighton City Airport



1. Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Minimise the impact on other airspace users.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Sent:** 18 October 2022 20:39  
**To:** Reception <reception@flybrighton.com>; EGKA Air Traffic <airtraffic@flybrighton.com>  
**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

---

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.



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Coastguard  
Agency



We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechange.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

#### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

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**From:** Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>

**Sent:** 22 September 2022 15:01

**To:** Reception <[reception@flybrighton.com](mailto:reception@flybrighton.com)>; EGKA Air Traffic <[airtraffic@flybrighton.com](mailto:airtraffic@flybrighton.com)>

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,



Maritime &  
Coastguard  
Agency



Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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Agency



### 18698 - Spilsted Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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Coastguard  
Agency



79863 - Stanstead Airport

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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Coastguard  
Agency



57467 - Strictly Flying.com

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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Coastguard  
Agency



83929 - Summit Aviation

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



Maritime &  
Coastguard  
Agency



62369 - Swanborough Farm strip

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



48297 - Tekever

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
20 Oct 22	Feedback received on design principles.	Email	
20 Oct 22	Request to resend feedback form, and arrange discussion.	Email	
21 Oct 22	Feedback form received on design principles.	Email	
24 Oct 22	Email to arrange discussion on design principle feedback provided.	Email	
25 Oct 22	<p>Tekever raised concerns with two design principles, as per feedback provided in annex A on 20 Oct 22. Discussion centred on these concerns, and it was agreed that their concerns were focused on outcome of the airspace design in stage 2 rather than the principles themselves. Tekever are content that we progress as their concerns will be addressed in Stage 2.</p> <p>Clarification sought from Tekever, on whether the design principle feedback was their organisation's view or the Home Office's. Tekever confirmed feedback provided was that of Tekever.</p>	Face to face discussion	Description

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 24 October 2022 09:40

**To:** [REDACTED] Airspace Change Proposal



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<airspacechangeproposal@bristowgroup.com>; [REDACTED]

**Subject:** RE: ACP-2021-088 - Design Principles Engagement

Morning [REDACTED],

I'm in Lydd from Tuesday to Friday afternoon. Happy to meet if you're free although a delegate from the MCA will be with us on Tuesday so time might be limited.

Kind Regards,

[REDACTED]

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 21 October 2022 09:14

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello [REDACTED],

That's embarrassing, I must not have attached it. I will be in Lydd on Tuesday for a meeting actually if you're around.

Kind Regards,

[REDACTED]

Safety and Compliance Monitoring Manager.

[REDACTED]

Tekever Ltd  
5 Benham Road,



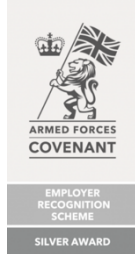
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Chilworth,  
Southampton,  
SO16 7QJ  
UNITED KINGDOM

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Certificate Number: FS 746743



1. → Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com) Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Minimise the impact on other airspace users.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Avoid overflight of congested areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>





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---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 20 October 2022 15:18

**To:** [REDACTED]

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

Good Afternoon [REDACTED]

Would you mind resending your feedback form as nothing came through.

Happy to discuss we are in Lydd next week, Tues - Fri if any of these work?

Best Regards,

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 20 October 2022 13:22

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Re: ACP-2021-088 - Design Principles Engagement

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thank you very much for the invitation (and reminder), Please find attached my feedback form. I am willing to discuss this at your convenience.

Kind Regards,

[REDACTED]

Safety and Compliance Monitoring Manager.

[REDACTED]

Tekever Ltd



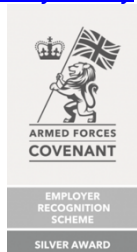
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5 Benham Road,  
Chilworth,  
Southampton,  
SO16 7QJ  
UNITED KINGDOM

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Certificate Number: FS 746743

---

On Tue, Oct 18, 2022 at 8:41 PM Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>  
wrote:

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ

*Global Leader in Vertical Flight*





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**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

### **Disclaimer**





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---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:13

**To:** [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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76756 - The Wing Walk Company

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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### 11111 - Thurston Helicopters

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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47027 - Tiffenden Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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35435 - Trevor Mills

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67459 - Udimore Airstrip (N50 56 33, E 00 41 20)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
22 Sept 22	Response from Andrew Pitcher	Email	Question relating to technical capabilities of the S-100.
27 Sep	Reply explaining at what stage engagement will take place on airspace options.	Email	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 27 September 2022 11:10

**To:** [REDACTED]

**Cc:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: 1500 ft vertical extent of D.A.

Good morning [REDACTED],

Thanks for your comments. The intention at this early stage (1B) is for us to propose and agree on an appropriate set of design principles with our stakeholders. These will then form the basis on which any future airspace solution will be designed. During Stage 2 'design and assess', we will of course fully engage on potential solutions with our stakeholders which will take into account any operational specifics. Any feedback on the design principles you may have would be gratefully received.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



**From:** [REDACTED]

**Sent:** 22 September 2022 14:00





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**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** 1500 ft vertical extent of D.A.

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I fly across the channel regularly, VFR, often the cloud base is below 1500 ft, the D.A. would prevent my flight. Many pilots choose the short crossing between Folkestone and Cap Gris Nez to minimise risk. Please consider a lower vertical limit, why does a drone operating over sea require 1500 ft vertical space to operate in? Andrew Pitcher ppl.

Sent via BT Email App

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 22 September 2022 14:46

**To:** [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.





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Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



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00905 - UK Airprox Board (UKAB)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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80171 - UK Flight Safety Committee (UKFSC)

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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74920 - United States Air Force Europe (3rd Air Force-Directorate of Flying (USAFE (3rd AF-DOF))

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67467 - Unknown Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	





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32682 - Vintage Aero

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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19367 - Witherenden Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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67466 - Witherenden Microlight Club

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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76283 - Woodchurch Airfield

Date	Summary of Engagement	Method	Remarks
22 Sep 22	Initial Engagement Letter (Annex A)	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	



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## Engagement Evidence – Stakeholders identified during engagement.

The section below includes the interaction with the stakeholders identified during the engagement on the proposed design principles.

The stakeholder communications are arranged alphabetically by stakeholder, and include those that took place between 22 September and 3 November 2022.

55669 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
26 Sep 22	Direct request to be included in the consultation.	Email	Added to Stakeholder Tracker
30 Sep 22	Reply to stakeholder saying they have been added to the identified stakeholders, and will receive correspondence as ACP progresses.  Initial engagement letter attached.	Email	
18 Oct 22	Reminder email sent for feedback on Design Principles (Annex C).	Email	Initial Engagement Letter (Annex A) included within email.
4 Nov 22	Nil response received.	N/A	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 18 October 2022 20:54

**To:** [REDACTED]

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear [REDACTED],

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.



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Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.





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Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

---

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 30 September 2022 08:57

**To:** [REDACTED]

**Subject:** Re: Channel Airspace Change Consultation

Good Morning [REDACTED],

Thank you for your email. We have added you to the list of identified stakeholders, so that you receive future communications relating to the ACP.

I have also attached the initial stakeholder engagement letter sent out on the 22 Sep 22. If you have any further questions please get in touch.

We look forward to working with you during the process.

Best Regards,

Owen

---

**From:** [REDACTED]

**Sent:** 26 September 2022 13:49

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** Channel Airspace Change Consultation



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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

It is my wish as an affected party - private pilot - to contribute to the consultation.

Can you please point me in the correct direction to participate?

[REDACTED]

G-BZXB

[REDACTED]





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23434 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
26 Sep 22	Direct request to be included in the consultation.	Email	Added to Stakeholder Tracker
27 Sep 22	Reply explaining at what stage engagement will take place on airspace options.	Email	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 27 September 2022 11:40

**To:** [REDACTED]

**Cc:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: Channel Danger Area

Good afternoon [REDACTED],

Thanks for you feedback. The intention at this early stage (1B) is for us to propose and agree on an appropriate set of design principles with our stakeholders. These will then form the basis on which any future airspace solution will be designed. During Stage 2 'design and assess', we will of course fully engage on potential options with our stakeholders which will take into account any operational specifics. Any further feedback you may have on the proposed design principles would be gratefully received.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight.*

**From:** [REDACTED]

**Sent:** 26 September 2022 16:07





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**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** Channel Danger Area

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Firstly there would be no need for any of this and the people smugglers would be out of business if the UK government simply created a safe route to process potential refugees which could be on either side of the channel and would be a great deal cheaper than the current arrangements.

If the Danger Areas are made permanent for the stated purpose then a number of principles apply:

Those contained in Annexe A of the document are facile but one point arises which is that there is no need to enhance safety and the statement is not meaningful without qualification in any event.

There is no need for the danger area to be higher than about 1000ft AGL given its stated purpose nor does it need to extend South West beyond Hastings. Even if 1500ft is determined as suggested then the two areas marked "occasional 2000 " and "occasional 2500 " should be removed.

A radar equipped Danger Area Crossing Service must be made available to all VFR General Aviation Traffic if the tops are determined above 1000ft.

[REDACTED]  
Meadow House  
Baunton  
Cirencester  
GL7 7BB

Mob: [REDACTED]  
[REDACTED]



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11234 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
26 Sep 22	Email requesting access through TDA as part of Human Flight Channel Crossing.	Email	Added to Stakeholder Tracker
27 Sep 22	Reply asking if this query can be discussed outside of ACP.	Email	
27 Sep 22	Discussion on current TDA access to be taken outside of the engagement. [REDACTED] may provide feedback on ACP on behalf of the local gliding club at a later date.	Phone Call	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 27 September 2022 11:46

**To:** [REDACTED]

**Cc:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: [Suspected SPAM] English Channel Airspace Requirements – (ACP 2021 088) Enquiry during Airspace Consultancy Period.

Hi [REDACTED]

Thanks for reaching out , happy to discuss and engage with you. That sounds like quite the challenge! As this may not immediately impact this proposal are you happy to discuss outside of this forum?

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





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**From:** [REDACTED]

**Sent:** 26 September 2022 17:14

**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** [Suspected SPAM] English Channel Airspace Requirements – (ACP 2021 088) Enquiry during Airspace Consultancy Period.

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

*Dear Sir / Madam,*

*I am contacting you in a previous follow-up regarding a Proposed Human Powered Aircraft Race that we are hoping to hold sometime in July 2023 or August 2023.*

*The Intention is that all competitors would try to fly a linear route from the UK Starting Point (N510557 E0011330 ) to an Estimated finishing point of (N505220 E00013530 ) on the French Coastline.*

We have been in talks by email with MCA & HM Coastguard about this Event previously as it was originally planned to take place prior to the COVID Pandemic.

A bit of background to the Event is that about 4-5 Human Powered Aircraft are going to attempt crossing the Channel between the already mentioned waypoints ( last done in 1979 ) They would be operating at approx 5ft-200ft Maximum AMSL/Wave Height.

Now as there is a TDA in this vicinity that you operate within & we would require permission/Co-Ordination with NATS/Air Traffic & yourselves I am keen to get clarity of how we can operate in your Promulgated Airspace so as not to impinge on your Operations.

Our Event will be a 1 day Event chosen based on Weather Forecasts for a set Week to get the best option for a Safe Crossing.

We look forward to your response so we can forward plan a strategy based on what options you can afford us to fly within the TDA

<https://thegreatrace2022.com/>

*Sincere Regards*

[REDACTED]



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*Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.*

**"College-bred is a four-year loaf, using dad's dough, Coming out half-baked, with a lot of crust."**

**I have also found a 'surefire' way to make a small fortune out of Aviation..... Start with a bigger fortune ;-)**

*The sender has requested a read receipt. If you do not wish to provide one, [click here](#).*



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67342 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
29 Sep 22	Email setting out safety concerns regarding current Channel TDA Complex.	Email	Added to Stakeholder Tracker
29 Sep 22	Email including feedback on proposed design principles.	Email	
29 Sep 22	Reply explaining at what stage engagement will take place on airspace options.	Email	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 29 September 2022 10:50

**To:** [REDACTED]

**Cc:** [REDACTED] Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: Channel Dangers areas, Urgent actions needed !!

Good morning [REDACTED],

Thank you for your email and feedback. The intent at this stage is to lay the foundation on which any future airspace solution will be built. These principles by design don't contain any operational specifics at this early stage following advice from the regulator. I would stress however that these operational considerations will be discussed in subsequent stages. In accordance with the CAP1616 process, potential options will be designed and fully engaged on in Stage 2 and 3. Just for awareness, Bristow aren't the architects of the current TDA complex nor are we its managing authority. We were not involved in the previous design or the implementation of the current complex. On the contrary, Bristow were approached to take on this application to provide an enduring solution to the current TDA complex whilst ensuring transparency of process. Our options moving forward are quite restricted due to current policy as indicated in our engagement letter. I can reassure you however that we fully appreciate the positive impact a DACS may have and will be exploring this option in subsequent stages. Grateful for your continued engagement.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ





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---

**From:** [REDACTED]  
**Sent:** 29 September 2022 09:07  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Cc:** [REDACTED]  
**Subject:** Comment on ACP 088 and Stakeholder Engagement Letter – Design Principles (Stage 1B)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find my comments on the ACP letter. I am a GA pilot who regularly crosses the channel.

CC to Steve Slater of the Light Aircraft Association.

1-Maintain or enhance current levels of safety

Your application fails completely in this area, if forces VFR pilots into potential IFR situations, it forces pilots to take longer routes to avoid any airspace.

There is no consideration of any other options than to close the airspace to all but SAR operations.

3-Consider the requirements of all potential users

Your application fails in this area, there is no thought at all to the implications of VFR pilots making crossings to France.

Aside from the SAR operations of the occasional helicopter and the occasional drone there is not access to anyone.

Implications are not considered in any way.

4-Minimise impact on other airspace users

Your application fails in this area, there is nothing that has been done to minimise the impact, there is no time limit, there is no cancellation when not used and there is no crossing service.

It's just, we have to have a DA and there's no other way because of the UAS rules so that is it!



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Given the weighting of the first of these, Maintaining or Enhancing Safety I should say the application in its current form should fail.

Bristows should look to put something in place, or suggest something in the application to mitigate the increased danger, further more they should suggest something to enhance the safety.

I am suggesting the establishment of a crossing service, a crossing service that should be the model for all future UAS activities of this nature. There maybe other mitigation?

One only has to look to other UAV activity currently in place to see how successfully and simply this can be done.

Regards,

---

**From:** [REDACTED]  
**Sent:** 29 September 2022 08:58  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Cc:** [REDACTED]  
**Subject:** Channel Dangers areas, Urgent actions needed !!

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir or Madam, I am writing again to you again but this time in reference to your ACP though I'm also commenting to you as to the current situation as I still feel it has real implications.

For information I am a GA pilot who regularly crosses the channel to France and has done so for the last 20 years.

Since my last E mail I have researched how we got to where we are today and have more of an appreciation of the process that has been used in the case of the Channel DA's.

I stand by my assertion that there is great danger if suitable access isn't given to VFR traffic to cross the channels shortest route at a low level.

Whether that is by being over water for longer, or by losing control in cloud whilst avoiding the DAs, the TDA's in place increase that danger, as will any subsequent airspace if not thought through.

The preliminary report in the fatal accident early this year has been published and it's unclear as to why the pilots took the actions that they did, it remains a fact that had they descended to a low level when they met the weather they would have infringed the TDA that are in place.

I still feel a crossing service could be easily established with the current organisations involved, and I feel that it should be ASAP. It wouldn't take much effort and the required agencies are readily available.

What I suppose is missing is the will.





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Another aspect is the ALL the TDA are established every day, never cancelled and no effort is made to open things up when the single drone isn't flying.

We are now entering a period of the year where the cloud base will be dropping so the danger is increasing. Though at any time during the year the channel weather is fickle and what is seen when coasting out can be much different to what is what is found in the middle and on the other side.

Danger aside there is of course the inconvenience, there will be pilots, that consider the channel crossing, that have to delay or cancel because the weather doesn't allow them the option to drop below cloud while making their crossing. I was talking to a friend yesterday who was waiting at Le Touquet for the weather to be acceptable, he couldn't fly below the cloud because of the TDA, clearly the only cause of his delay.

My previous E mail was based on the TDA's that were established with no thought at all to other airspace users and I fear your success in that will bolster your application for permanently shutting the crossing route to the continent of many GA pilots. There is one paragraph in your letter that particularly worries me:

*Current technical capability and UK UAS regulation therefore restrict BVLOS UAS operation to DAs. TDA's by policy and design do not provide an enduring solution. As such, the only compliant option within current CAA regulation is a permanent DA. !!!!!*

It should not be the case that in a free country such as ours that one operator of one aircraft should be able to close, to the bulk of other users, a large swathe of that countries airspace.

It appears though that is what has happened but it mustn't be allowed to be permanently established in such a fashion in the future.

I appreciate that there was an urgent need to carry out SAR monitoring activities but there has been no effort in the short or mid term to work out a solution that would mean access to all aircraft who want to cross the area. Whether that is the fault of Bristows, the CAA, Government or a combination of you all I don't know but as solutions are possible it would seem all organisations are culpable.

So I ask again, can we have a crossing service established for the channel TDA's? I'm addressing my request to you guys as you seem to have got the TDA's in place. Who else can I ask?

If you think about it, it will work in Bristows favour if a successful crossing service has been in place when you go through the monster that is CAP 1616.

Who can I talk to progress this idea?

Back to your Airspace application, my comments as a stakeholder as a typical GA pilot I will as a separate E mail to be filed for the ACP send them :

## **1-Maintain or enhance current levels of safety**



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Your application fails completely in this area, if forces VFR pilots up into potential IFR situations, it forces pilots to take longer routes to avoid any airspace.

There is no consideration of any other options than to close the airspace to all but SAR operations.

### **3-Consider the requirements of all potential users**

Your application fails in this area, there is no thought at all to the implications of VFR pilots making crossings to France.

Aside from the SAR operations of the occasional helicopter and the occasional drone there is not access to anyone.

Implications are not considered in any way.

### **4-Minimise impact on other airspace users**

Your application fails in this area, there is nothing that has been done to minimise the impact, there is no time limit, there is no cancellation when not used and there is no crossing service.

It's just, we have to have a DA and there's no other way because of the UAS rules so that is it!

Given the weighting of the first of these, **Maintaining or Enhancing Safety** I should say the application in its current form should fail.

Bristows should look to put something in place, or suggest something in the application to mitigate the increased danger, further more they should suggest something to enhance the safety.

I am suggesting the establishment of a crossing service, a crossing service that should be the model for all future UAS activities of this nature. There maybe other mitigation?

One only has to look to other UAV activity currently in place to see how successfully and simply this can be done.

Regards,

[Redacted signature]



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34535 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
04 Oct 22	Email setting out safety concerns regarding current Channel TDA Complex, and a number of possible solutions.	Email	Added to Stakeholder Tracker
11 Oct 22	Reply explaining at what stage engagement will take place on airspace options and BHL consideration of outlined options.	Email	

**From:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Sent:** 11 October 2022 11:47

**To:** [REDACTED]; Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

**Subject:** RE: English Channel Airspace Requirements - (ACP 2021 088)

Good afternoon [REDACTED],

Thank you for your email and feedback - its greatly appreciated. The intent at this stage (1B) is to lay the foundation on which any future airspace solution will be built. These principles by design don't contain any operational specifics at this early stage following advice from the regulator. I can however assure you that these operational considerations will be discussed in subsequent stages. In accordance with the CAP1616 process, potential options will be designed and fully engaged on in Stage 2. Favourable options will then be put forward for full stakeholder consultation in Stage 3. Our options moving forward are however quite restricted due to current CAA policy for UAS as indicated in our engagement letter. Bristow have carried out similar trials to those you allude to utilising ground based surveillance networks and SSR radar in another area of the UK. Unfortunately this didn't provide the opportunity we had hoped for with regard to realising more porous options approved by the regulator. I must stress at this point that this application is restricted to current regulation. I can however reassure you that we fully appreciate the positive impact the introduction of a DACS service may have. We will be exploring this option amongst others in subsequent stages and we would be grateful for your continued engagement and response to Annex A.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen





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**From:** [REDACTED]  
**Sent:** 04 October 2022 17:05  
**To:** Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>  
**Subject:** English Channel Airspace Requirements - (ACP 2021 088)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Madam,

Further to your request for comments on the “English Channel Airspace Requirements - Design Principles,” I believe that:

“(3) Consider the requirements of all potential users” and “(4) Minimise impact on the other airspace users” are the most important Design Principles.

Also, I wish to make the following additional comments:

1. I am a General Aviation pilot who flies a single engine vintage aircraft.  
All my flying is strictly VFR so I need to keep clear of cloud, be in sight of the surface and have good (or reasonable) visibility.
2. I have been flying across the English Channel over the past 40 years so am very familiar with the varying weather conditions that can be encountered.  
For example, this August when I flew to/from Belgium, the weather and visibility were perfect so I was able to easily cross a few thousand feet above all English Channel Danger Areas (DA).
3. At other times one can have acceptable visibility over the Channel for a VFR crossing, but with a solid cloud base of less than 1500 ft.  
A channel crossing at 1500 ft AMSL (or lower) is feasible, practical and safe.



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In fact, over the years, I have had to make a few “low level” crossings while returning home to UK, rather than be “stuck” in France for a few more nights.

4. The establishment of this array of English Channel DAs in their current form creates a potential problem for me and, likely, many other strictly VFR aviators.

We are currently being denied the opportunity of low level crossings to/from the general Dover/Lydd area to the Le Touquet/Calais/Cap Gris Nes area. **Note that this is a very popular GA crossing route.**

5. Currently there is no effective radar or Danger Area Crossing Service available.

So, for all practical purposes, the complex of DAs, when notified as “active”, forms a physical barrier to flying low level across the English Channel.

I know that Lydd and London Info can provide a DAAIS, but this is “Information” only and they cannot provide a crossing service.

6. DA activation periods are lengthy, typically being from 0100Z to 1500Z daily, so covering the period when most GA wants to cross the channel.

Also, the volume of DA airspace seems excessive in size based upon its typical frequency of use by HMCG helicopters and UAVs.

7. Regarding the DA consultation, I would like to see one of, or a combination of, the following implemented:

- A. A 5 NM wide corridor established which covers the most commonly used Channel crossing route that has its upper limit at 500 ft AMSL. This will allow GA to cross in Class G when required.

- B. Some kind of effective DACS established, perhaps based on ADS-B technology and low cost receivers/traffic displays. Something similar to this:

<https://www.easa.europa.eu/community/topics/1-year-extension-ads-b-traffic-display-trial-barton>

- C. The DA status changed to become Transponder Mandatory Zones (TMZ), so allowing ADS-B based collision avoidance technology to be used.

8. The HMCG helicopters and UAVs are ADS-B Out equipped so their position in the DAs can be monitored by a ground based ADS-B In receivers.

If potentially “conflicting” GA aircraft are also equipped with an ADS-B In receiver, such as SkyEcho 2, Pilot Aware or similar then collision avoidance can be accomplished as it is for open Class G airspace.

I hope you find my comments constructive and useful.

Regards

**E**



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## Annex A – Initial engagement email and letter (Annex A)

### Initial engagement email

**From:** Airspace Change Proposal <[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)>

**Sent:** 22 September 2022 14:05

**To:** STAKEHOLDER

**Subject:** ACP-2021-088 - Design Principles Engagement

[WARNING]: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://airspacechangeportal.caa.co.uk), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**  
Dyce Avenue





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Dyce, Aberdeen  
AB21 0LQ



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Stakeholder engagement letter – design principles (Stage 1B) Sep 2022

English Channel Airspace Requirements – (ACP 2021 088)



## Glossary of Terms

ACP	Airspace change proposal
ADS-B	Automatic Dependent Surveillance-Broadcast
AGL	Above ground level
AIC	Aeronautical Information Circular
AMSL	Above mean sea level
ANO	Air Navigation Order
ATC	Air Traffic Control
ATZ	Aerodrome Traffic Zone
BHL	Bristow Helicopters Ltd
BVLOS	Beyond visual line of sight
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
DA	Danger Area
DAA	Detect and Avoid
DAAIS	Danger Area Activity Information Service
DACS	Danger Area Crossing Service
DfT	Department for Transport
EC	Electronic Conspicuity
FRTOL	Flight Radio Telephony Operators' Licence
FRZ	Flight Restriction Zone
GCS	Ground Control Station (UAS Cockpit)
HMCG	Her Majesty's Coastguard
JRCC	Joint Rescue Command Centre
MCA	Maritime and Coastguard Agency
MTOM	Maximum Take-Off Mass
NATS	National Air Traffic Services
NOTAM	Notice to Airmen
OA	Operational Authorisation
OGD	Other UK Government Departments
OSC	Operating Safety Case
RPA	Remotely Piloted Aircraft
RPAS	Remotely Piloted Aircraft System
SA	Situational Awareness
SAR	Search and Rescue
SERA	Standardised European Rules of the Air
SOP	Standard Operating Procedure
TCAS	Traffic Alert and Collision Avoidance System
TDA	Temporary Danger Area
TMZ	Transponder Mandatory Zone
UAS	Unmanned Aircraft System
UKSAR	United Kingdom Search and Rescue
UKSAR(H)	United Kingdom Search and Rescue Helicopter
VHF	Very High Frequency
VLOS	Visual line of sight

## 1. Requirement

This document details a proposed permanent change to airspace in the vicinity of The English Channel. This change is required to support the ongoing operation of Unmanned Aircraft Systems (UAS) operated by Bristow Helicopters Limited (BHL) on behalf of the Maritime and Coastguard Agency and His Majesty's Coastguard (HMCG).

The Department for Transport (DfT) has been requested to expand routine situational awareness (SA) patrols of the English Channel. This expansion is due to the increased levels of small boat crossings which regularly result in Search and Rescue (SAR) operations following multiple '999' calls. Based on the situational awareness from the UAS, HMCG decision makers can ascertain the scale and accurate location of an incident and mobilise the appropriate rescue assets. This essential State requirement is currently addressed by Bristow Helicopters Limited (BHL) utilising UAS deployed from Lydd Airport using the current temporary danger area (TDA) complex.

HMCG are working closely with local authorities, emergency services and other government departments to utilise resources effectively to cope with the current and predicted increase in regional SAR incidents. Deploying UAS for situational awareness patrols and safety overwatch in the English Channel provides operational staff at HMCG with vital intelligence which can be shared with other emergency services, UK Gov Departments, and local organisations to ensure effective deployment of air, sea and ground resources. As a consequence, the opportunity may also be provided to maintain UK SAR helicopter (SAR(H)) assets at readiness to conduct their primary life-saving role thus reducing pressure on the service and crews.

Due to the enduring nature of this requirement and in line with UK regulatory policy for TDAs, a permanent solution to replace the current English Channel TDA complex is needed to continue to support the UK Government's response in the region. It is expected that as well as supporting HMCG operations, the final airspace solution will consider the requirements of all parties and will be designed and managed in such a way as to provide opportunity to continue to support the UK's multi-agency response.

## HM Coastguard Historic Incident Data – English Channel



The above chart shows the number of HMCG incidents within 20nm of Dover across 2020, 2021 and 2022 so far.

- i. The blue line shows the number of HMCG incidents beginning to increase from March 2020 with a significant surge from April 2020 onwards. This correlates directly with the increase in attempted small boat crossings of The English Channel.
- ii. The orange line shows data for 2021, clearly showing a large increase on 2020. This trend continues sharply from February 2021 onwards. This increase is being driven by a surge in attempted small boat crossings.
- iii. 2022 again shows a significant increase in incident rate over the previous two years. The trend is expected to be maintained across the rest of the year with crossing rates predicted to endure for the foreseeable future.

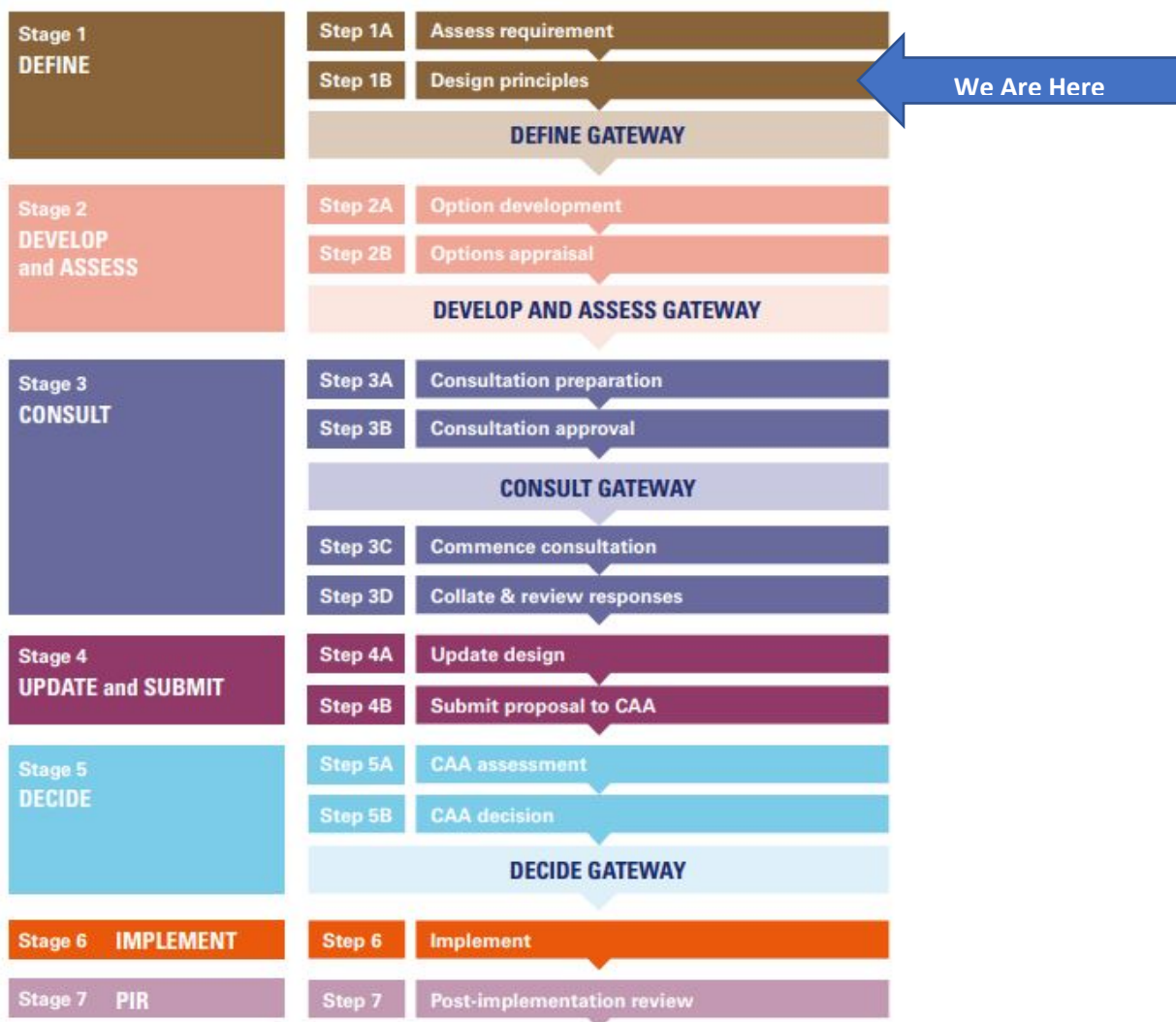
- iv. To date UAS operations have delivered over 500 hrs of flying in support of HMCG taskings.

## **2. Airspace Change Regulation**

In 2018, the Civil Aviation Authority (CAA) published a new process (CAP1616), that requires any changes to airspace to pass through seven stages. Change sponsors must involve stakeholders at specified stages of the CAP1616 process to ensure the process is transparent. In January 2021, BHL and the MCA completed the first step of the process (Step1A), by submitting our Statement of Need to the CAA defining the reasoning behind our application. The CAA confirmed that it was appropriate and provisionally assessed our proposal as a level 1 change. This means the full CAP1616 process applies. To make the details of all changes available to everyone, the CAA have created a dedicated website ([airspacechange.caa.co.uk/about-airspace-changes](https://airspacechange.caa.co.uk/about-airspace-changes)) where you can see all airspace change proposals currently being developed. Our Statement of Need and full details of CAP1616 are also on this website.

# The airspace change process (permanent changes to the notified airspace design)

Figure 1: Overview of the airspace change process



### 3. Approach

This document sets out our approach to the next part of the airspace-change process (Step 1B). Step 1B is the second part of the ‘Define’ stage of CAP1616. It considers the general principles we should follow when we eventually design the airspace structure. The design principles are general considerations, not detailed proposals. The feedback we get during Step 1B will give us a good understanding of what is important to stakeholders and will guide and shape our design principles. While discussions at this stage relate only to the design principles, further discussions, including a formal consultation, will be carried out later in the process.

We are asking stakeholders (the people and organisations who can affect, or be affected by, any change to airspace) to give us their views, while we consider the principles we should follow when designing any change to airspace. At the end of this document there is a series of questions. Your answers to these will help us understand what

principles are most important to you. Your feedback will help to guide the decisions we make as we move further through the CAP1616 process to the design stages and help us shape changes that have the potential to provide the most significant benefits.

Our part in this co-ordinated approach will relate to unmanned aircraft flying below 7,000 feet. Throughout this document, we will tell you how you can get involved and find out more about the process. We hope you find this document useful and look forward to hearing your views.

#### **4. Unmanned Aircraft System Regulation - CAP 722 Unmanned Aircraft System Operations in UK Airspace – Guidance**

CAP 722, Unmanned Aircraft System Operations in UK Airspace – Guidance and Policy, is compiled by the CAA Unmanned Aircraft Systems Unit (UAS Unit). CAP 722 is intended to assist those who are involved with the development, manufacture, or operation of UAS to identify the route to follow in order that the appropriate operational authorisation(s) may be obtained, and to ensure that the required standards and practices are met. Its content is primarily intended for non-recreational UAS operators.

Furthermore, CAP 722 highlights the safety requirements that must be met, in terms of airworthiness and/or operational standards, before a UAS is allowed to operate in the UK. In advance of further changes to this document, updated information can be found on the CAA website. [Remotely piloted aircraft and drones | Civil Aviation Authority \(caa.co.uk\)](https://www.caa.co.uk/Remotely-piloted-aircraft-and-drones/Civil-Aviation-Authority)

CAP 722 does not replace civil regulations but provides guidance as to how civil UAS operations may be conducted in accordance with those regulations, along with any associated policy requirements.

Wherever possible the guidance has been harmonised with any relevant emerging international UAS regulatory developments. It is acknowledged that not all areas of UAS operations have been addressed fully. It is therefore important that operators, industry and government sectors remain engaged with the CAA and continue to provide comment on this document.

The primary method of obtaining a copy of the latest version of CAP 722 is via the CAA website under the 'Publications section. Updated information can be found within the 'Latest Updates' section of the CAA website's UAS webpages. The CAA also provides a more general aviation update service via the SkyWise system.

#### **5. UAS Operating Categories**

The CAA has set three UAS categories dependent on the complexity and scale of the UAS. The category a UAS is within determines the requirements to operate the UAS.

- Open category – No authorisation required. The limitations of the category are set out in the regulations and cannot be changed.
- Specific category – An 'operational authorisation' is required to be held by the UAS

operator and the conditions set out in the authorisation document.

- Certified category – Authorisation is provided through the provision of certification (of the aircraft and the UAS operator) and licencing (for the remote pilot) and compliance with the related conditions and/or specifications.

## **6. Bristow Helicopters Ltd - UAS Operational Authorisation**

Based on the risk model associated with our operations BHL currently hold a Specific category UAS Operational Authorisation. The Specific category covers operations that present a greater risk than that of the Open category, or where one or more elements of the operation fall outside the boundaries of the Open category. The key element of the Specific category is that the UAS operator is required to hold an operational authorisation, which has been issued by the CAA. This operational authorisation will be based on the CAA's evaluation of a safety risk assessment that has been produced by the UAS operator or, in some circumstances, has been 'pre-defined' and published by the CAA. The operational authorisation document sets out the privileges and limits of the operation. Given the name of the category, each operational authorisation is specific to the named UAS operator and is dependent on the risk assessment and evidence supplied to the CAA by that operator.

## **7. Regulatory Impact on Available Airspace Options**

The UK uses Danger Areas (DA) as the primary method of airspace segregation operations covered within UAS CAP 722, Chapter 2, Operational Guidance Operational Guidance (November 2020), Page 56. For flights within segregated airspace, whilst some restrictions may still apply, an unmanned aircraft will generally be given freedom of operation within the bounds of the allocated airspace, subject to any agreed procedures and safety requirements. An authorisation to operate will take into account the risks associated with any unintended excursion from the segregated airspace and it will also consider the possibility of airspace infringements. In addition, measures may be put in place to enhance the safety of UAS activities will also be considered in the authorisation process. While segregated airspace, by its nature, provides exclusive use of that airspace to the UAS activity, boundaries are not impervious to aircraft infringements. In order to enhance the safety of UAS operations, the following constraints may be imposed:

- Where available, the remote pilot is to make use of an Air Traffic Service (ATS) provider to monitor UAS flights and to provide a service to them and to other aircraft operating in the vicinity of the segregated airspace.
- Communications are to be maintained between the ATS provider and the remote pilot.

Procedures are to be put in place for, amongst others, emergency recovery, loss of control link and the avoidance of infringing aircraft. Until UAS can comply with the requirements for flight in non-segregated airspace.

*Para 2.1.2 of CAP 722 Beyond visual line of sight operations (BVLOS) states*

‘(BVLOS) Operation of an unmanned aircraft beyond a distance where the remote pilot is able to respond to or avoid other airspace users by direct visual means (i.e. the remote pilot's observation of the unmanned



aircraft) is considered to be a BVLOS operation. Unmanned aircraft intended for BVLOS operations will require either:

1. A technical capability which has been accepted as being at least equivalent to the ability of a pilot of a manned aircraft to 'see and avoid' potential conflicts. This is referred to as a Detect and Avoid (DAA) capability. Further details regarding DAA can be found at 3.6; Note: Any DAA capability would be expected to ensure compliance with Regulation (EU) 923/2012 the Standardised European Rules of the Air (SERA) chapter 2 (avoidance of collisions), as adjusted by Rule 8 of the Rules of the Air Regulations 2015 (Rules for avoiding aerial collisions);
2. A block of airspace to operate in which the unmanned aircraft is 'segregated' from other aircraft - because other aircraft are not permitted to enter this airspace block, the unmanned aircraft can operate without the risk of collision, or the need for other collision avoidance capabilities; or
3. Clear evidence that the intended operation will pose 'no aviation threat' and that the safety of persons and objects on the ground has been properly addressed. Note: The ultimate responsibility for avoiding collisions lies with the remote pilot, irrespective of the flight rules that the flight is being conducted under, or any ATC clearances that may have been issued.'

UAS currently operating in the area of the English Channel are not equipped with a DAA capability that complies with Regulation (EU) 923/2012 the Standardised European Rules of the Air (SERA) chapter 2 (avoidance of collisions), as adjusted by Rule 8 of the Rules of the Air Regulations 2015 (Rules for avoiding aerial collisions).

Current technical capability and UK UAS regulation therefore restrict BVLOS UAS operation to DAs. TDA's by policy and design do not provide an enduring solution. As such, the only compliant option within current CAA regulation is a permanent DA.

## 8. Current Operational Baseline

In accordance with this State request, BHL have deployed the Schiebel S-100 Camcopter UAS to Lydd Airport to conduct operations in the English Channel on behalf of HMCG. The UAS is tasked by the Aeronautical Rescue Coordination Centre (ARCC) in the same way as the manned SAR(H) service. Once airborne over the Channel, the UAS is operationally controlled by HMCG based in Dover. The aircraft is operated in the Channel TDA complex in accordance with CAA approved deconfliction procedures agreed between all current users.

[EG Circ 2022 Y 085 en.pdf \(ead-it.com\)](#).

# AERONAUTICAL INFORMATION CIRCULAR Y 085/2022

UNITED KINGDOM

# NATS

UK Aeronautical Information Services  
NATS Swanwick  
Room 3115  
Sopwith Way  
Southampton SO31 7AY  
aissupervisor@nats.co.uk  
<http://www.nats.aero/ais>  
01293-983880 (Content - SARG/Airspace Regulation)

## Date Of Publication

25 Aug 2022

## Subject

Operational



## TEMPORARY DANGER AREA - ENGLISH CHANNEL TEMPORARY DANGER AREA COMPLEX 25 AUGUST - 31 MARCH 2023

- 1** Between the **25 August 2022 and 31 March 2023**, multiple Remotely Piloted Aircraft Systems (RPAS) will continue to operate out of Lydd Airport and out of the Port of Dover area, to carry out operational flights for the purposes of Maritime Surveillance in the area of the English Channel. As the aircraft will be operating Beyond Visual Line of Sight (BVLoS) and have no Detect and Avoid capability, a number of Temporary Danger Areas (TDA) will be established to facilitate the safe operation over the English Channel.
- 2** The TDA complex will be constituted of 8 Danger Areas to facilitate transiting and search areas of the RPAS. A chart of the area is included within the briefing document.
- 3** Only the required Danger Areas will be activated and only for required duration to minimise impact to other airspace users.
- 4** Activation of the areas will be via NOTAM, where the NOTAM should be issued with at least 24 hours-notice prior to activation. In exceptional circumstances, this notification period may be reduced.
- 5** Whilst operating within the area of Lydd and the English Channel, where possible, it is requested aircraft monitor Lydd Approach on 120.705 MHz, London Centre on 121.500 MHz or London Flight Information Service on 124.600 MHz as TDA activations will be announced on these frequencies.
- 6** Whilst there may be some impact to other airspace users, the Channel Temporary Danger Area complex has been designed to minimise the impact to General Aviation operators who wish to operate between the UK and France. Only the areas required by the State will be activated. The airspace required will be kept under review to ensure only the volume required is activated and only for the minimum amount of time needed to safely complete the activity.

**REQUIRED DANGER AREAS WILL BE NOTIFIED BY NOTAM**

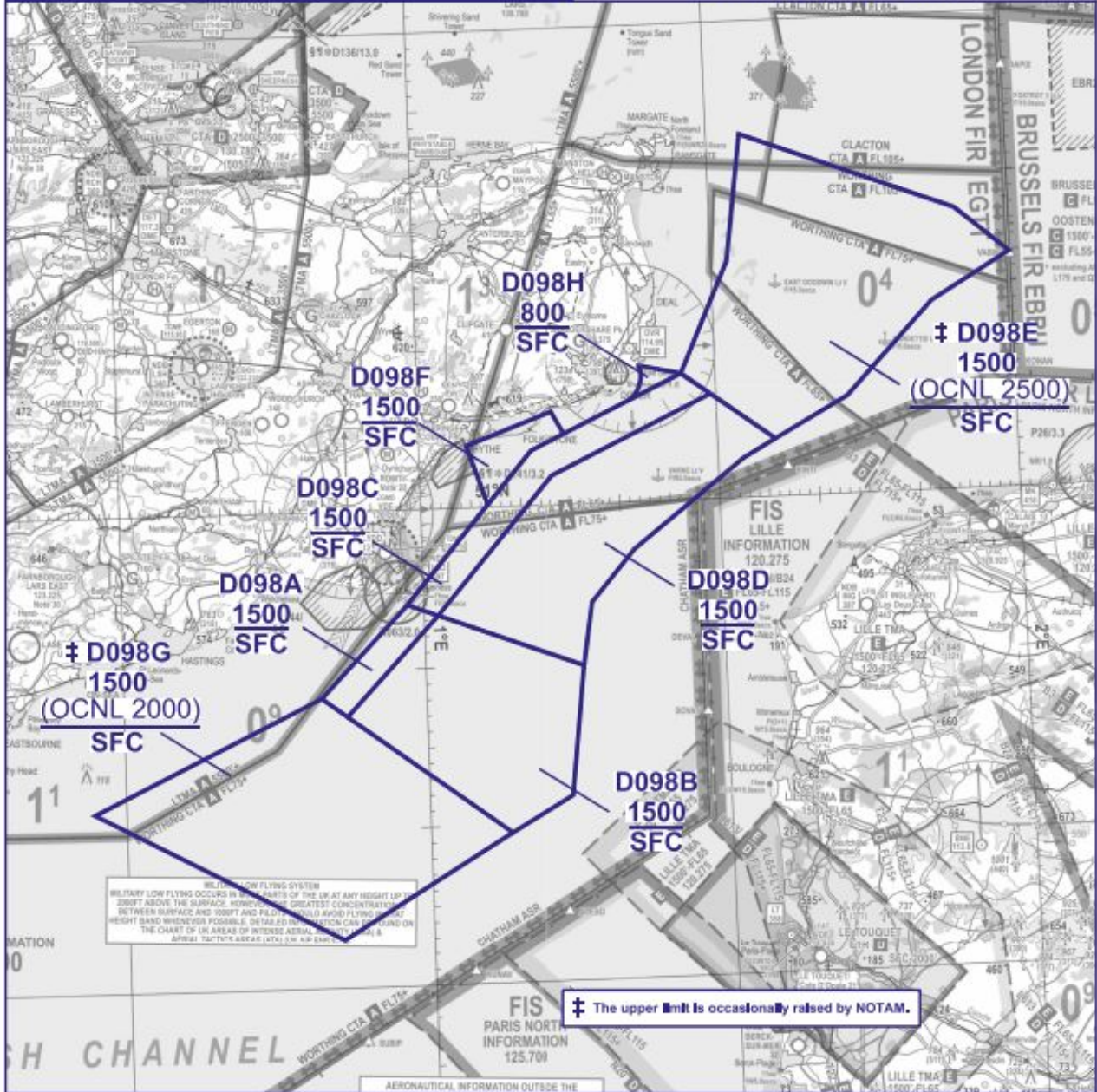
# TEMPORARY DANGER AREA EG D098 COMPLEX ENGLISH CHANNEL

15 0 15NM

NOTE: Aeronautical/topographical background detail shown from CAA VFR chart.  
See NATS AIS website for latest VFR amendments.

NOT FOR OPERATIONAL USE - PLANNING PURPOSES ONLY

SEE FULL DOCUMENT FOR DETAILS,  
DATES & ACTIVE TIMES



2022\_011\_CR05090\_GRAPHIC DRAWN 16FEB22

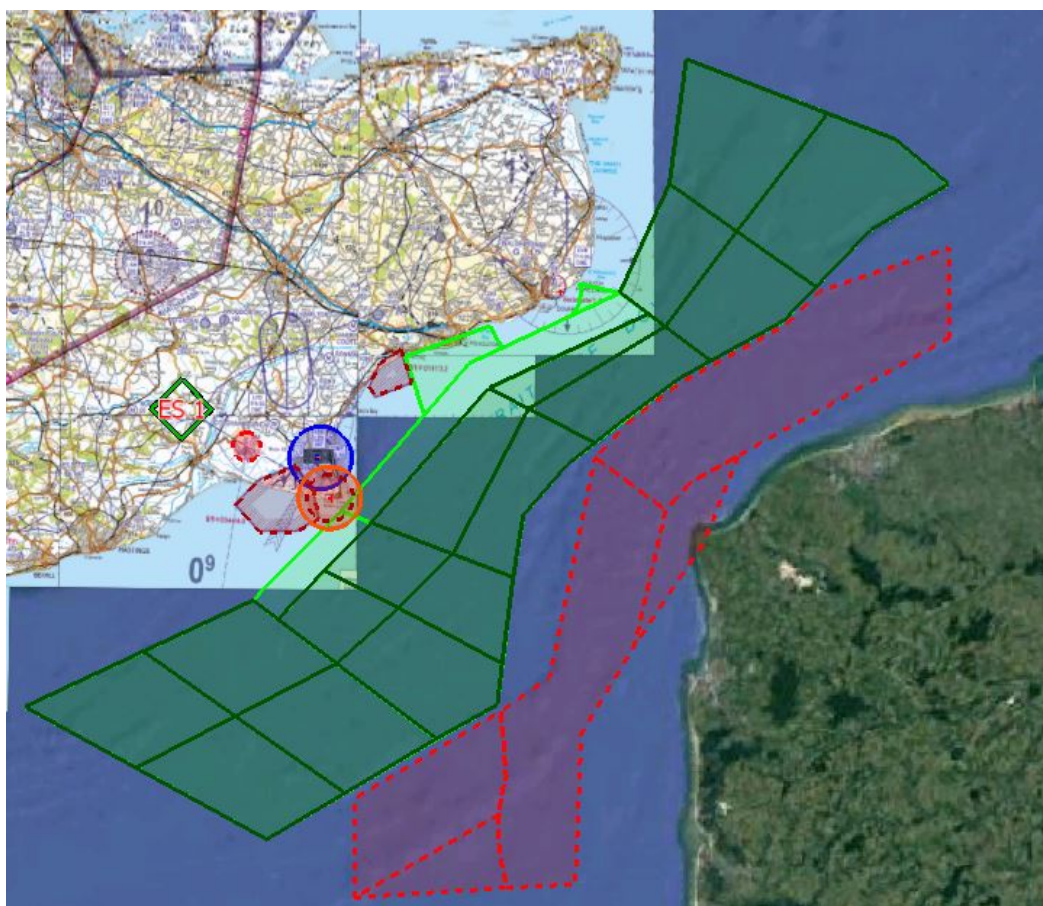
## 9. Standard Operating Procedures

The current TDA complex is NOTAM'd as active 7 days a week within an agreed UAS response window. There is a minimum 24 hrs notice period for NOTAMs. No dynamic activation is possible in line with CAA direction. Utilising standard operating procedures agreed with Lydd Airport and approved by the CAA, the UAS operates within Lydd ATZ just like any other aircraft. The ATZ is sterilised by Lydd ATC to allow the UAS to arrive and depart. Under control of Lydd ATC the UAS is allocated a departure/arrival slot and operates as directed. This process takes approx. 15mins. There is no requirement to use the runway. The UAS hover taxis within visual line of sight (VLOS) of the external pilot from its allocated take-off and landing slot before transitioning to BVLOS operation during departure. The UAS departs/arrives under full control of Lydd ATC utilising agreed routes. Manned aircraft have priority within Lydd ATZ unless the UAS is operating under a 'Rescue' callsign.

Due to the established segregation afforded by Lydd ATZ (in Blue below) and Dungeness RA (in Red below), there is no requirement to segregate or apply for any changes to airspace within the current Lydd ATZ and Dungeness Power Station RA footprint. This ACP application only refers to operations outside of these two areas which are currently used to access the TDA complex.

Only one UAS is flown at a time under callsign "Coastguard 50" with "Unmanned" used as a prefix on the initial call. Should a situation arise where Coastguard50 is tasked to a safety of life at sea (SOLAS) event this callsign may change to "Rescue50" as allocated by the ARCC.

The UAS Ground Control Station (GCS) is equipped with VHF Airband radio which are used by FRTOL operators to communicate with Lydd ATC and other airborne assets. The GCS radio reception is powerful enough to cover the entire Channel area of operation. UAS conspicuity is provided by a MODE S/ADS-B out transponder. This system is compatible with the TCAS systems as fitted to UKSAR(H).



*Current Airspace Overview  
Lydd ATZ – Blue Circle, Dungeness RA – Red Circle and TDA Complex - Green*

Once clear of the overland access route provided by Lydd ATZ and Dungeness RA, UAS operations are wholly conducted within the maritime environment.

## **10. TDA Deconfliction**

Operations in the Channel are undertaken in accordance with agreed airspace deconfliction procedures. All parties operating in the TDA on behalf of the State are signatories on this CAA approved document.



### 11. Deployed UAS – Schiebel S-100 Camcopter

The Schiebel S-100 Camcopter is a light unmanned helicopter with a maximum take-off weight of 200kg. It is powered by small rotary engine fuelled by AVGAS. The aircraft has a single flight endurance of approximately 5 hours dependant on role fit and environment. The aircraft routinely conducts multiple flights and is capable of flying both at night and during the day.

### 12. Environmental/Noise impact

All aircraft movements from Lydd are captured within the approved operating licence and environmental impact assessment of the airport. UAS operation poses no greater environmental impact than any other user of the airport. On the contrary, the UAS provides opportunity to hold the UKSAR(H) Leonardo Aw189 at readiness. As well as reserving this vital rescue asset and its crew for its primary lifesaving role, a significant reduction in aircraft emissions, noise and fuel consumption is realised by substituting manned helicopter operations with the UAS. The Schiebel S-100 Camcopter consumes approx. 9 litres of fuel per hour, vs. 500 litres per hour for the AW189. The transit route into the TDA is sparsely populated marsh land with limited noise exposure to the general public. Whilst in the offshore operating area the UAS is barely audible from the mainland and assets at sea level. Measured sound volume @ 886ft AGL is 73.7 dBA which is comparable to an electric lawn mower. The standard UAS operating height in the current TDA exceeds this altitude so it can be assumed the noise level at sea level will be lower still.

### 13. So why not just keep using the current TDA?

By policy definition, a TDA has a limited life span (90 days). The continued re-establishment of the temporary complex has highlighted the need for a permanent airspace change. This will allow State sponsored UAS activity to continue to respond to the ongoing challenges and threats to safety at life at sea in the region.

## 14. Duration of the proposed change

In line with regional incident statistics and predicted levels of SAR taskings within the English Channel, it is foreseen that a long lasting UAS capability will continue to be required to cover the period from the expiry of the current TDA complex until the 1<sup>st</sup> of March 2027. If in the future the requirement no longer exists or a technical advancement negates the need for the airspace change, it will be relinquished.

## 15. Design principles rationale

1. **Maintain or enhance current levels of safety** – Safety is of paramount importance when designing any new airspace solution moving forward. It is universally agreed that the new airspace structure should, as a minimum, maintain the current levels of safety provided by the existing TDA complex whilst exploring opportunities to increase this where possible.
2. **Comply with UAS regulatory framework** – in accordance with CAP722 and considering UAS capability across all current users of the TDA complex, any airspace solution must be compliant with the current regulatory framework for BVLOS UAS operation to be considered as a viable option. Please see Chapter 7.
3. **Consider the requirements of all potential users** – Any future airspace design must consider the wider UK government response to small boat crossings in the region. The final design must satisfy the operational requirements of all users to maintain current response capability as a minimum.
4. **Minimise impact on other airspace users** – It's clear that the impact of airspace segregation is a key stakeholder concern. As such, its deemed appropriate that this consideration be captured in the founding design principles.
5. **Avoid overflight of congested areas** – Access routes to the maritime operating environment should be designed to avoid intentional overflight of congested areas. The topography of the area provides opportunity to exercise the first rule of risk mitigation 'avoid'.
6. **Operating area to be located over the sea** – With the exception of the access route to Lydd Airport and Dover JRCC, UAS operations are wholly conducted over the English Channel. There is no requirement to conduct operations over land. This also provides opportunity to reinforce design principles 5 and 7
7. **Minimise the noise and environmental impact on areas affected by the proposed change** – Protection of the existing environment in the vicinity of the proposed change area is of paramount importance. By adding this principle to the design criteria ensures this key consideration is captured at the inception of the process and is maintained throughout this application.

## **16. Stakeholder engagement**

To make sure we gather a representative range of views, we are directly contacting specific stakeholders to inform them of the process to enable us to gather a wide range of views during Step 1B. BHL kindly request that where the recipient represents individual parties that the document is shared with its with its membership. This document and more information on this application is published on the CAA airspace change portal. ([airspacechange.caa.co.uk](https://airspacechange.caa.co.uk)).

## **17. How the information will be used**

We are asking all those taking part to consider and comment on the 8 proposed design principles listed in Annex A. These proposed design principles, explore a range of considerations we believe need to be taken into account.

If you would like to give us your views, you can do so by completing the matrix in Annex A and returning it to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com). You can also see up-to-date information on the process at [airspacechange.caa.co.uk](https://airspacechange.caa.co.uk).

## **18. Stakeholder Engagement Time Frame.**

From the 22<sup>nd</sup> of September 2022 until the 25<sup>th</sup> of October, we will be gathering your views on what our design principles should be. This information will then help us produce a set of draft design principles before sending our proposals to the CAA along with an explanation of how we took the views of stakeholders into account. We expect the CAA to review our proposals at the next gateway assessment on the 25<sup>th</sup> of November 2022. If the CAA are satisfied with the design principles, we will be able to proceed to Stage 2 of the CAP1616 process, 'Develop and Assess' and begin developing specific designs for the airspace. The purpose of this Step 1B is to develop a set of principles that will form the basis of the more detailed work that will follow which we will formally consult stakeholders on.



## 19. Annex A

**Stage 1B Proposed Design Principles** (please complete and return to [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)  
Please use remaining table fields to add further principles you feel we should consider).

Design Principle	Agree	Disagree
1. Maintain or enhance current levels of safety.	<input type="checkbox"/>	<input type="checkbox"/>
2. Comply with UAS regulatory framework.	<input type="checkbox"/>	<input type="checkbox"/>
3. Consider the requirements of all potential users.	<input type="checkbox"/>	<input type="checkbox"/>
4. Minimise impact on other airspace users.	<input type="checkbox"/>	<input type="checkbox"/>
5. Avoid overflight of congested areas.	<input type="checkbox"/>	<input type="checkbox"/>
6. Operating area to be located over the sea.	<input type="checkbox"/>	<input type="checkbox"/>
7. Minimise the noise and environmental impact on areas affected by the proposed change.	<input type="checkbox"/>	<input type="checkbox"/>

Bristow Helicopters Ltd  
[airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com)

## Annex B – Reminder email for feedback on Design Principles.

Subject: ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

We recently emailed to invite opinions on the design principles of our airspace change proposal, and wanted to provide a reminder in case you or your organisation want to provide feedback. The engagement is open until the 3 Nov 22, and we would welcome any feedback you might have.

In case you missed our previous email, we have appended it below with the details and the accompanying documents are attached.

Kind Regards,

### **Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

**Subject:** ACP-2021-088 - Design Principles Engagement

Dear Valued Stakeholder,

Bristow Helicopters Ltd and the Maritime and Coastguard Agency previously contacted a range of stakeholders to invite opinions on the design principles of our airspace change proposal. Following previous feedback and discussions with the Civil Aviation Authority (CAA), we are repeating Stage 1B of the Airspace Change Process. We are therefore contacting you at this early stage (1b) to invite opinions on the design principles that will shape the airspace going forwards, and have prepared a revised document that explains the airspace change proposal and why we believe it is necessary.

We have opened the engagement today on 22 Sept 22 and it will close for this stage on 3 Nov 22, this will allow time for us to prepare and submit the design principles to the CAA for review. Enclosed are both a PDF and Word feedback template specific to the design principles, which can be returned to us via email at [airspacechangeproposal@bristowgroup.com](mailto:airspacechangeproposal@bristowgroup.com), along with any other comments you may have.

Further details of the proposal can be found at [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk/air-space-change-portal), then selecting 'search by Airspace Change ID' and entering ACP reference ACP-2021-088.

Guidance relating to the Airspace Change Proposal and the process we are required to follow by the CAA can be found at <https://airspacechange.caa.co.uk/about-airspace-change/> and specifically CAP1616.

We look forward to your feedback and continued engagement in this process.

Kind Regards,

**Bristow Search & Rescue**

Dyce Avenue  
Dyce, Aberdeen  
AB21 0LQ



*Global Leader in Vertical Flight*

## Annex C – Identified stakeholders included as part of Stage 1B engagement.

Stakeholder Unique ID	Stakeholder
64253	2Excel Aviation
35467	AEM Limited
87999	Aero Legends
67463	Air Search
14585	Aircraft Owners and Pilots Association (AOPA)
40942	Airfield Operators Group (AOG)
27633	Airport Operators Association (AOA)
72792	Airspace Change Organising Group (ACOG)
33717	Airspace4All
16214	Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)
34444	Atlantic Bridge Aviation Ltd
09583	Av Man Engineering Ltd
24830	Aviation Environment Federation (AEF)
66847	BAe Systems
69630	Barnham's Mill Farm / Egerton Airstrip (Kent Microlight Club)
68979	BCAA - Belgium Civil Aviation Authority
31348	Biggin Hill Airport
70609	Blackbushe Airfield
67464	Bonnington Airfield
70738	Bristow Helicopters Limited
44221	British Airline Pilots Association (BALPA)
68705	British Airways (BA)
52556	British Balloon and Airship Club
80206	British Business and General Aviation Association (BBGA)
89283	British Gliding Association (BGA)
15601	British Hang Gliding and Paragliding Association (BHPA)
03548	British Helicopter Association (BHA)
25256	British Microlight Aircraft Association (BMAA)
30521	British Model Flying Association (BMFA)
44450	British Skydiving
28745	Challock Airfield
73525	Channel Gliding Club
78175	Chichester/Goodwood Aerodrome

67462	Clipgate Airfield
46571	Coldharbour Farm Airfield (Kent Microlight Club)
09090	Cristal Air
75344	Deal (Ripple) Airstrip
39257	Deanland Airfield
64565	DGAC - Directorate General for Civil Aviation
88898	Dover and Folkestone Hang Gliding Club
81860	Drone Major
89916	Dungeness Power Station
98078	Eagle Aero Maintenance
09876	Eastchurch Airfield
57733	Fairoaks Airport
67465	Farthing Corner Airfield
24324	Fighter Collection - Chief Pilot
23124	Flight Sport Aviation
67468	Flying Farmers Association
70102	General Aviation Alliance (GAA)
98343	Greenwood Farm Airstrip
10915	Guild of Air Traffic Control Officers (GATCO)
24354	Haffenden Aviation
20188	Hamilton Farm Airfield
58503	Harringe Airstrip (Kent Microlight Club)
09080	Hayward & Green
43283	Heavy Airlines
90425	Helicopter Club of Great Britain (HCGB)
91786	Home Office - Border Force
26419	Home Office - Clandestine Channel Threat Command (CCTC)
76543	Home Office - Kent Police
11232	Honourable Company of Air Pilots (HCAP)
67456	Ian Seager
08160	Iprosurv
54637	Isle of Man CAA
74793	Kent County Council
99999	Kent Surrey & Sussex Air Ambulance
96785	Kent Wildlife Trust
23765	Kittyhawk Aerodrome
12673	Lashenden/Headcorn Aerodrome
43256	Light Aircraft Association (LAA)

64082	London Gatwick Airport
64860	London Heathrow Airport
60020	London Luton
03375	London Southend airport
33608	Low Fare Airlines
87687	Lowden Airstrip - Thorson Estates
67458	Lukesfield Airfield
36789	Lydd Aero Club
15662	Lydd London Ashford Airport
96884	Manston International Airport
95247	Maritime and Coastguard Agency (MCA)
22650	Maritime and Coastguard Agency (MCA) - Dover Maritime Rescue & Coordination Centre
67878	Mike Potts
39283	Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)
45375	Ministry of Defence - Royal Navy Command HQ
11884	MP for Folkestone and Hythe
56886	National Air Traffic Service (NATS)
98764	National Police Air Service
89876	National Trust
24966	Natural England
55665	Nic Orchard (Ms)
24234	Nigel Hitchman
43243	Nordic Unmanned
67461	Old Hay Airfield
12342	Oysterair
67872	Pafra Flying Club
99006	Pent Farm Airfield
17445	PPL/IR (Europe)
74645	Redhill Aerodrome
68663	Richard Solley (Local Airfield Operator)
00001	Rob Wendes
67457	Robert (Bob) Smith
67460	Robert Parker
91358	Rochester Airport
12654	Romney Marsh Countryside Partnership
98877	Royal Society for the Protection of Birds (RSPB)
95117	RVL Group

89890	SaxonAir
93939	Shoreham/Brighton City Airport
18698	Spilsted Airfield
79863	Stanstead Airport
57467	Strictly Flying.com
83929	Summit Aviation
62369	Swanborough Farm strip
48297	Tekever
76756	The Wing Walk Company
11111	Thurston Helicopters
47027	Tiffenden Airfield
35435	Trevor Mills
67459	Udimore Airstrip ( N50 56 33, E 00 41 20)
00905	UK Airprox Board (UKAB)
80171	UK Flight Safety Committee (UKFSC)
74920	United States Air Force Europe (3rd Air Force-Directorate of Flying (USAFE (3rd AF-DOF))
67467	Unknown Airfield
32682	Vintage Aero
19367	Witherenden Airfield
67466	Witherenden Microlight Club
76283	Woodchurch Airfield
55669	Rob Pritchard
23434	John Milner
11234	Peter Kelsey
67342	Clive James
34535	Tony Nowak