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English Channel Airspace Requirements – (ACP 2021 088)

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





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Summary

This report supplements and should be considered in parallel with the documents ACP-2021-088-Stage1B – Stakeholder Communications 08112022 submitted to the CAA as part of 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).

This report evidences the stakeholder feedback following the closure of the Stage 1B Design Principles engagement process on the 4 Nov 22 and covers the period 4 Nov to 2 Dec 2022. The feedback has not been used to inform the Design Principles due to missing the deadline for consideration. However, where relevant and appropriate it will be taken forward for inclusion into Stage 2.



Engagement Evidence – Stakeholders at Start of Stage 1B.

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 4 November 2022 and 2 December 2022.

64253 - 2Excel Aviation

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
2 Dec 22	Response to feedback provided on 4 Nov 22.	Email	

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

Sent: 02 December 2022 13:31

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: Design Principles Feedback

Good Afternoon [REDACTED],

Thank you for the feedback. The feedback relating to the design principles was included in the development of the design principles within Stage1B. The feedback provided within the email body is however relevant to the Stage 2 as it is during this stage that Airspace options are considered. We will therefore take this feedback forward for consideration in Stage 2.

Best Regards,

[REDACTED]



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35467 - AEM Limited

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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87999 - Aero Legends

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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67463 - Air Search

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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14585 - Aircraft Owners and Pilots Association (AOPA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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40942 - Airfield Operators Group (AOG)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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27633 - Airport Operators Association (AOA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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72792 - Airspace Change Organising Group (ACOG)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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33717 - Airspace4All

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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34444 - Atlantic Bridge Aviation Ltd

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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09583 - Av Man Engineering Ltd

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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24830 - Aviation Environment Federation (AEF)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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66847 - BAe Systems

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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68979 - BCAA - Belgium Civil Aviation Authority

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
21 Nov 22	Automated Response	Email	

From: Info@mobiliteit.fgov.be <Info@mobiliteit.fgov.be>
Sent: 21 November 2022 16:34
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: Ontvangstbevestiging [Ticket=INFO:352016]

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@mobiliteit.fgov.be gestuurd worden. Deze worden niet doorgestuurd vanuit info@mobiliteit.fgov.be naar help.div@mobiliteit.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 persoplatten moeten naar perso.div@mobiliteit.fgov.be gestuurd worden.

Vragen ivm technische controle, dient u te richten tot de gewesten (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





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<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; elles ne seront pas transférées à partir de info@mobilit.fgov.be vers 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

Les demandes concernant le contrôle technique, vous devez envoyer aux régions (www.mobienvlaanderen.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/>



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31348 - Biggin Hill Airport

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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70609 - Blackbushe Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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67464 - Bonnington Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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70738 - Bristow Helicopters Limited

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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44221 - British Airline Pilots Association (BALPA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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68705 - British Airways (BA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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52556 - British Balloon and Airship Club

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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80206 - British Business and General Aviation Association (BBGA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
21 Nov 22	Automated Response	Email	

From: [REDACTED]
Sent: 21 November 2022 16:40
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: Automatic reply: ACP-2021-088: Conclusion of Stage 1B - 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 and thanks for your message.

[REDACTED]

Please contact [REDACTED] if you have any urgent requests.

Best Regards,

[REDACTED]

This email (including any attachments) is intended for the use of the intended recipient(s) only. Any unauthorised use or dissemination of this communication is strictly prohibited. If you have received this communication in error, please immediately notify the sender by return e-mail message and delete all copies of the original communication. Thank you for your cooperation. (BBGA Association Limited : company number 01209831)



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89283 - British Gliding Association (BGA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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15601 - British Hang Gliding and Paragliding Association (BHPA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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03548 - British Helicopter Association (BHA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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25256 - British Microlight Aircraft Association (BMAA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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30521 - British Model Flying Association (BMFA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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44450 - British Skydiving

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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28745 - Challock Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
30 Nov 22	Request to remain in the stakeholder list.	Email	

From: KGC - Enquiries [REDACTED]
Sent: 30 November 2022 14:35
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: Re: ACP-2021-088: Conclusion of Stage 1B - Design Principles Engagement

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REMAIN

On Mon, Nov 21, 2022 at 5:07 PM Airspace Change Proposal <airspacechangeproposal@bristowgroup.com> wrote:

Dear Valued Stakeholder,

Thank you to everyone who provided feedback on the design principles, we are writing to provide an update on the progress of ACP-2021-088 to date.

Update

- The Stage1B - Design Principles engagement closed on the 3rd Nov, we received some last-minute feedback on 4th Nov, which although were received after the closing date have been included.
- The feedback has been analysed and submitted in a report to the CAA which can be viewed on the [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk), 'search by Airspace Change ID' and enter ACP reference ACP-2021-088.
- Taking the feedback into consideration, following Design Principles were submitted to the CAA on 10th Nov:



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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

- The CAA will consider the Design Principles at the Gateway on 25 Nov 22, following this we will hear if they are acceptable within two weeks.
- Following acceptance, we will write to you again to let you know we are entering Stage 2 - Develop & Assess.
- The first stage of this is Stage2A, which is where we will develop a number of airspace options, and test these with you, our stakeholders. Once these have been refined, we will evaluate these options, showing how they meet the design principles. The evaluation is then published on the CAA portal prior to starting Stage 2B.

Other Business

- If we have received feedback from you as part of Stage 1, we will continue to include you as Stakeholder, unless you inform us otherwise.
- If we received no communication from you during Stage 1, and you wish to continue to be included in the communications, please reply 'REMAIN'. Should we not hear from you within 30 days, we will assume you no longer wish to be included and remove you from the list of stakeholders.
- If you no longer wish to be included in further communications regarding this ACP, please reply to this email with 'STOP' in the subject and you will be removed from the stakeholder list.

We will write to you again once we have received a response from the CAA, to confirm future engagement.

Kind Regards,

Bristow Search & Rescue

Dyce Avenue
Dyce, Aberdeen
AB21 0LQ





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Global Leader in Vertical Flight

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73525 - Channel Gliding Club

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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78175 - Chichester/Goodwood Aerodrome

Date	Summary of Engagement	Method	Remarks
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67462 - Clipgate Airfield

Date	Summary of Engagement	Method	Remarks
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46571 - Coldharbour Farm Airfield (Kent Microlight Club)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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09090 - Cristal Air

Date	Summary of Engagement	Method	Remarks
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39257 - Deanland Airfield

Date	Summary of Engagement	Method	Remarks
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64565 - DGAC - Directorate General for Civil Aviation

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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88898 - Dover and Folkestone Hang Gliding Club

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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81860 - Drone Major

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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89916 - Dungeness Power Station

Date	Summary of Engagement	Method	Remarks
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98078 - Eagle Aero Maintenance

Date	Summary of Engagement	Method	Remarks
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09876 - Eastchurch Airfield

Date	Summary of Engagement	Method	Remarks
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57733 - Fairoaks Airport

Date	Summary of Engagement	Method	Remarks
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67465 - Farthing Corner Airfield

Date	Summary of Engagement	Method	Remarks
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24324 - Fighter Collection - Chief Pilot

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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23124 - Flight Sport Aviation

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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67468 - Flying Farmers Association

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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70102 - General Aviation Alliance (GAA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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98343 - Greenwood Farm Airstrip

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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10915 - Guild of Air Traffic Control Officers (GATCO)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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24354 - Haffenden Aviation

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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20188 - Hamilton Farm Airfield

Date	Summary of Engagement	Method	Remarks
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58503 - Harringe Airstrip (Kent Microlight Club)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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09080 - Hayward & Green

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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43283 - Heavy Airlines

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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90425 - Helicopter Club of Great Britain (HCGB)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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91786 - Home Office - Border Force

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
22 Nov 22	Email requesting removal from stakeholder list.	Email	

From: [REDACTED]
Sent: 22 November 2022 13:25
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: STOP FW: ACP-2021-088: Conclusion of Stage 1B - 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.

From: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Sent: 21 November 2022 17:25
To: [REDACTED]
Subject: ACP-2021-088: Conclusion of Stage 1B - Design Principles Engagement

Do you trust this email? This email originated from outside the Home Office, or came from a Home Office system that has not been certified. Please exercise caution before opening attachments or clicking on links within this email or any suspicious email, particularly from unknown senders.

Dear Valued Stakeholder,

Thank you to everyone who provided feedback on the design principles, we are writing to provide an update on the progress of ACP-2021-088 to date.

Update

- The Stage1B - Design Principles engagement closed on the 3rd Nov, we received some last-minute feedback on 4th Nov, which although were received after the closing date have been included.





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- The feedback has been analysed and submitted in a report to the CAA which can be viewed on the [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk), 'search by Airspace Change ID' and enter ACP reference ACP-2021-088.
- Taking the feedback into consideration, following Design Principles were submitted to the CAA on 10th Nov:

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

- The CAA will consider the Design Principles at the Gateway on 25 Nov 22, following this we will hear if they are acceptable within two weeks.
- Following acceptance, we will write to you again to let you know we are entering Stage 2 - Develop & Assess.
- The first stage of this is Stage2A, which is where we will develop a number of airspace options, and test these with you, our stakeholders. Once these have been refined, we will evaluate these options, showing how they meet the design principles. The evaluation is then published on the CAA portal prior to starting Stage 2B.

Other Business

- If we have received feedback from you as part of Stage 1, we will continue to include you as Stakeholder, unless you inform us otherwise.
- If we received no communication from you during Stage 1, and you wish to continue to be included in the communications, please reply 'REMAIN'. Should we not hear from you within 30 days, we will assume you no longer wish to be included and remove you from the list of stakeholders.
- If you no longer wish to be included in further communications regarding this ACP, please reply to this email with 'STOP' in the subject and you will be removed from the stakeholder list.

We will write to you again once we have received a response from the CAA, to confirm future engagement.



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Kind Regards,

Bristow Search & Rescue

Dyce Avenue
Dyce, Aberdeen
AB21 0LQ



Global Leader in Vertical Flight

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This email and any files transmitted with it are private 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 return it to the address it came from telling them it is not for you and then delete it from your system. This email message has been swept for computer viruses.





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

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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76543 - Home Office - Kent Police

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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11232 - Honourable Company of Air Pilots (HCAP)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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67456 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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08160 - Iprosurv

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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54637 - Isle of Man CAA

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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74793 - Kent County Council

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
21 Nov 22	Automated Response	Email	

From: [REDACTED]
Sent: 21 November 2022 17:30
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.

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
- 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
- For crash data enquiries: 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

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





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99999 - Kent Surrey & Sussex Air Ambulance

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
21 Nov 22	Automated Response	Email	

From: [REDACTED]

Sent: 21 November 2022 17:30

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

Subject: Automatic reply: ACP-2021-088: Conclusion of Stage 1B - 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, or sign up to our digital newsletter by visiting www.aakss.org.uk/newsletter.

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

Thank you,
KSS Supporter Care Team



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Agency



96785 - Kent Wildlife Trust

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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23765 - Kittyhawk Aerodrome

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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12673 - Lashenden / Headcorn Aerodrome

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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43256 - Light Aircraft Association (LAA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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64082 - London Gatwick Airport

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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64860 - London Heathrow Airport

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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60020 - London Luton

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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03375 - London Southend Airport

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
2 Dec 22	Response to feedback provided on 4 Nov 22.	Email	

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

Sent: 02 December 2022 14:43

To: [REDACTED]

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

Hi [REDACTED],

Thank you for the feedback, this was included within Stage1B.

Best Regards,

[REDACTED]



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Agency



33608 - Low Fare Airlines

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
21 Nov 22	Out of Office	Email	

From: [REDACTED]
Sent: 21 November 2022 17:38
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: Automatic reply: ACP-2021-088: Conclusion of Stage 1B - 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 I'll be out of the business until [REDACTED], and I will have very limited access to emails therefore, I'll get back to you once I return to the office

The information in this e-mail and any attachments is confidential and may be legally privileged. It is intended solely for the addressee(s) named above. If you are not an intended recipient, please notify the sender and delete the message and any attachments from your system. Any use, copying or disclosure of the contents of either is unauthorised unless expressly permitted. Any views expressed in this message are those of the sender unless expressly stated as to be those of easyJet. Virus checking of emails and attachments is the responsibility of the recipient. easyJet Airline Company Limited Registered in England with Registered number: 3034606 Subsidiary of easyJet Plc Registered in England with registered number: 3959649 Registered Office: Hangar 89, London Luton Airport, Luton, Bedfordshire LU2 9PF Click here to report this email as spam.



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87687 - Lowden Airstrip: Thorson Estates

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
22 Nov 22	Response regarding Design Principles feedback received on 4 Nov 22.	Email	

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

Sent: 22 November 2022 08:35

To: [REDACTED]

Subject: Re: Lowden Airstrip - Objection to English Channel Airspace Change Proposal

Dear [REDACTED],

Thank you for your feedback, this has been considered and included within the Stage 1B submission to the CAA.

Best Regards,

[REDACTED]



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67458 - Lukesfield Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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36789 - Lydd Aero Club

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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15662 - Lydd London Ashford Airport

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
24 Nov 22	Response to ACP progress.	Email	

From: [REDACTED]
Sent: 24 November 2022 12:35
To: [REDACTED] David Hainsworth <DavidH@lydd[REDACTED]>
Cc: [REDACTED]
Subject: RE: ACP-2021-088: Conclusion of Stage 1B - Design Principles Engagement

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Hi [REDACTED]

Thanks for the alert.

I had a look at the latest submission (stakeholder feedback) and happy that you've incorporated my feedback on design principles under headings 2 and 3 below.

Best regards

[REDACTED]
[REDACTED]

[REDACTED]
London Ashford Airport Ltd
Lydd Airport
Romney Marsh
Kent. TN29 9QL
www.lydd-airport.co.uk

[REDACTED]
[REDACTED]





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

Sent: 21 November 2022 17:41

To: [REDACTED]

Subject: ACP-2021-088: Conclusion of Stage 1B - 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 [REDACTED],

Just a quick note to provide an update on the progress of ACP-2021-088 to date.

Update

- The Stage1B - Design Principles engagement closed on the 3rd Nov, we received some last-minute feedback on 4th Nov, which although were received after the closing date have been included.
- The feedback has been analysed and submitted in a report to the CAA which can be viewed on the [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk), 'search by Airspace Change ID' and enter ACP reference ACP-2021-088.
- Taking the feedback into consideration, following Design Principles were submitted to the CAA on 10th Nov:

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

- The CAA will consider the Design Principles at the Gateway on 25 Nov 22, following this we will hear if they are acceptable within two weeks.
- Following acceptance, we will write to you again to let you know we are entering Stage 2 - Develop & Assess.





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- The first stage of this is Stage2A, which is where we will develop a number of airspace options, and test these with you, our stakeholders. Once these have been refined, we will evaluate these options, showing how they meet the design principles. The evaluation is then published on the CAA portal prior to starting Stage 2B.

Other Business

- If we have received feedback from you as part of Stage 1, we will continue to include you as Stakeholder, unless you inform us otherwise.
- If we received no communication from you during Stage 1, and you wish to continue to be included in the communications, please reply 'REMAIN'. Should we not hear from you within 30 days, we will assume you no longer wish to be included and remove you from the list of stakeholders.
- If you no longer wish to be included in further communications regarding this ACP, please reply to this email with 'STOP' in the subject and you will be removed from the stakeholder list.

We will write to you again once we have received a response from the CAA, to confirm future engagement.

Kind Regards,



Bristow Search & Rescue

Dyce Avenue
Dyce, Aberdeen
AB21 0LQ



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Bristow
Search and Rescue

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96884 - Manston International Airport

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B	Email	



Maritime &
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Agency



95247 - Maritime and Coastguard Agency (MCA)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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Agency



67878 - Mike Potts

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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45375 - Ministry of Defence - Royal Navy Command HQ

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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11884 - MP for Folkestone and Hythe

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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56886 - National Air Traffic Service (NATS)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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98764 - National Police Air Service

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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89876 - National Trust

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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24966 - Natural England

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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55665 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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24234 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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Agency



43243 - Nordic Unmanned

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



67461 - Old Hay Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
22 Nov 22	Response saying that they have been added to stakeholder list.	Email	

From: [REDACTED]
Sent: 21 November 2022 18:14
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: Re: ACP-2021-088: Conclusion of Stage 1B - 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.

REMAIN

Sent from my iPhone

On 21 Nov 2022, at 17:47, Airspace Change Proposal <airspacechangeproposal@bristowgroup.com> wrote:

Dear Valued Stakeholder,

Thank you to everyone who provided feedback on the design principles, we are writing to provide an update on the progress of ACP-2021-088 to date.

Update

- The Stage1B - Design Principles engagement closed on the 3rd Nov, we received some last-minute feedback on 4th Nov, which although were received after the closing date have been included.
- The feedback has been analysed and submitted in a report to the CAA which can be viewed on the [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk), 'search by Airspace Change ID' and enter ACP reference ACP-2021-088.
- Taking the feedback into consideration, following Design Principles were submitted to the CAA on 10th Nov:



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

- The CAA will consider the Design Principles at the Gateway on 25 Nov 22, following this we will hear if they are acceptable within two weeks.
- Following acceptance, we will write to you again to let you know we are entering Stage 2 - Develop & Assess.
- The first stage of this is Stage2A, which is where we will develop a number of airspace options, and test these with you, our stakeholders. Once these have been refined, we will evaluate these options, showing how they meet the design principles. The evaluation is then published on the CAA portal prior to starting Stage 2B.

Other Business

- If we have received feedback from you as part of Stage 1, we will continue to include you as Stakeholder, unless you inform us otherwise.
- If we received no communication from you during Stage 1, and you wish to continue to be included in the communications, please reply 'REMAIN'. Should we not hear from you within 30 days, we will assume you no longer wish to be included and remove you from the list of stakeholders.
- If you no longer wish to be included in further communications regarding this ACP, please reply to this email with 'STOP' in the subject and you will be removed from the stakeholder list.

We will write to you again once we have received a response from the CAA, to confirm future engagement.

Kind Regards,

Bristow Search & Rescue
Dyce Avenue



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Coastguard
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Dyce, Aberdeen
AB21 0LQ

<image.png>

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12342 - Oysterair

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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67872 - Pafra Flying Club

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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Agency



99006 - Pent Farm Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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17445 - PPL/IR (Europe)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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74645 - Redhill Aerodrome

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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68663 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	Confirmation of address and role as farm strip operator. Request to be added to stakeholder list	Email	
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
22 Nov 22	Response saying that they have been added to stakeholder list.	Email	

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

Sent: 22 November 2022 08:03

To: [REDACTED]

Subject: Re: Airspace Change ACP-2021-088

Good Morning [REDACTED],

Thank you for your address of the Farm Strip, we have added you to the list of stakeholders, so you will now be included in future communications.

Best Regards,

[REDACTED]

From: [REDACTED]

Sent: 21 November 2022 14:24

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

Cc: [REDACTED]

Subject: RE: Airspace Change 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],





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Apologies for the delay with this.

Following your previous email, I write to confirm our Farm Air Strip located at the follow address;

[Redacted address]

[Redacted address]

Can you ensure we are added to the list of stakeholders with regards to the airspace change proposals.

Many thanks

Regards

[Redacted signature]



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00001 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
8 Nov 22	Second Objection to ACP	Email	
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
22 Nov 22	Response to feedback provided on 8 Nov 22, setting out that it was not included within Stage 1B submission.	Email	
24 Nov 22	Complaint to CAA.	Email	

From: [REDACTED]
Sent: 24 November 2022 09:03
To: [REDACTED]
Cc: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>; [REDACTED]
Subject: Fw: ACP-2021-088 - English Channel SAR Operations

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[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

For the avoidance of any doubt, and since Bristow Helicopters have chosen not to submit these very important safety issues into the Aerospace Change Portal, this matter is now the focus of CAA complaints, who are charged with ensuring that the CAA legal team take immediate action in through the Criminal Justice System. The CAA is given no defence under the Air Transport Act 2000 section 70 for failing in its prime responsibility for safety and the CAA and its officers have failed in their sole responsible. This responsibility may not be delegated under the law.

You must now identify those officers who have failed in their duty of care and take action.





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I reserve the right to distribute the contents of this complaint in whole or part to other interested parties.

[REDACTED]

From: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Sent: 22 November 2022 08:41
To: [REDACTED]
Subject: Fw: ACP-2021-088 - English Channel SAR Operations

Dear [REDACTED],

Thank you for your feedback, unfortunately on this occasion we were unable to include your feedback sent on the 8th Nov as part of the Stage 1B submission, this was due to it being received after the engagement had closed on the 4th Nov 22.

We have written to you to provide an update, so you can see how the ACP is progressing and we will be in touch within the coming weeks regarding the next steps.

Best Regards,

[REDACTED]

From: [REDACTED]
Sent: 08 November 2022 16:49
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>; [REDACTED]
[REDACTED]
Airspace.Policy@caa.co.uk <Airspace.Policy@caa.co.uk>
Subject: ACP-2021-088 - English Channel SAR Operations

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]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]





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Agency



Dear Sir,

The documents presented by the sponsor on the aerospace change portal and by email do not provide a de facto argument for establishing airspace. Airspace does not automatically confer any safety advantage. At the very least, the case for establishing airspace has not been debated. CAA officers have failed in their duty care for safety and have allowed the application to progress without ensuring basic safety criteria are met.

Some of the safety points in question are:-

Point 1 Airspace does not guarantee safety

Discussion :-

Statistics published by the Airspace Safety Initiative

<https://airspacesafety.com/statistics/>

demonstrate that the creation of more and more airspace increases the level of infringements for all classes of licence. Safety has not been enhanced by adding to the already complicated airspace structures across the UK. The statistics support the view that airspace is an outdated concept.

The sponsor has not demonstrated that the proposed airspace will improve safety. Just saying that it will be safe is not satisfactory.

NATS are working towards an upper airspace largely free of restrictions.

<https://www.nats.aero/news/the-biggest-airspace-change-ever-implemented-in-the-uk/>

What argument can possibly support more airspace in the lower airspace domain.

CAA officers have allowed the application to progress without discharging their duty under criminal law. They have not examined safety and have not recorded the safety argument for this airspace,

Point 2 air transport Act 2000 section 70

<https://www.legislation.gov.uk/ukpga/2000/38/section/70>

(1)The CAA must exercise its air navigation functions so as to maintain a high standard of safety in the provision of air traffic services; and that duty is to have priority over



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the application of subsections (2) and (3).

- (a) to secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic;
- (b) to satisfy the requirements of operators and owners of all classes of aircraft
- (4) The CAA must exercise its air navigation functions so as to impose on providers of air traffic services the minimum restrictions which are consistent with the exercise of those functions.

Discussion :-

It is a criminal offence for the CAA or its employees to fail in their duty of care for safety. The Act provides no defence neither does it provide latitude as to when the CAA and its employees may exercise this duty. In a gateway assessment for Stage 1 or this application, the CAA's officers have not examined the safety criteria on which this application is founded. The officers have assessed that airspace is "an appropriate option" without publishing an investigation into safety criteria. It is they who are responsible under Criminal law for ensuring that the CAA's obligations under the law are met,

The complaints department of the CAA are addressed in this email, since it is evident that CAA officers have committed a criminal act by failing to examine the safety for this airspace. The Act very clearly makes safety solely a CAA responsibility and gives no means of avoiding it.

Point 3 safety case - no safety case has been presented

From CAP1818

- a. No part of a current functional system may be changed until a valid safety case exists that shows that the safety risk will be acceptable according to valid risk criteria for the change.
- b. A safety case is: "a structured argument, supported by a body of evidence that provides a compelling, comprehensible and valid case that a [functional] system is safe for a given application in a given operating environment".

The purpose of the impact analysis is to identify all POSSs whose existing assurance (arguments and evidence that their specifications are trustworthy) will be invalidated by the change, and hence establish the Scope of the change (see below).



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The purpose of the safety case is to convince the Service Provider that the proposed change will be safe and to communicate the reasons for that belief to an interested stakeholder e.g. directors and senior management, regulator, judicial review or court.

Discussion:-

Under the Transport Act, as described above, the CAA and its employees commit a criminal act if they fail to treat safety as a priority. There is no defence. Despite this, CAA officers have allowed this application to continue without insisting on the creation of a safety case at the outset. Without a safety case the CAA officers have failed to establish on what basis airspace is a viable option. Instead they have treated safety as an afterthought. *CAA officers have committed a criminal act by failing to insist on a safety case for this airspace from the outset.* The Act very clearly makes safety a CAA responsibility and gives no means of avoiding or deciding when it should take place.

Point 3 airspace modernisation

CAP1711 airspace modernisation. There are many references to integration rather than segregation.

For example

"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."

Discussion:-

CAA officers have failed at their stage 1 review to identify airspace modernisation as a constraint against which the sponsor's application would be judged. Airspace modernisation must be a fundamental design criterion, yet this isn't mentioned.

Point 4 Aircraft Certification

In the following text IFR flying is used as a broad metaphor for BVLOS.



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My conventional world classifies aircraft as either.

1. Those types that will never be suitable for flight in IFR. (The 'flying flea' is an example)
2. Those types which can be flown IFR but are not suitably equipped.
3. Those types which can be flown IFR and are suitably equipped.

The pilot must be suitably rated.

If I, as a qualified IFR pilot, was to approach the CAA and ask to fly a type 1 aircraft IFR, I would, quite rightly be given short shrift.

If I as a qualified IFR pilot was to approach the CAA and ask to fly a type 2 aircraft IFR, I'd be told to go away and equip it and come back when it's certified.

I don't need to ask anyone whether I can jump in a type 3 aircraft and fly off into wild blue yonder in IMC.

There would be not a cats chance in hades of getting controlled airspace to fly a type 1 or type 2 aircraft IFR.

Discussion:-

The rules for flying different types of aircraft are clear. If iwere to fly a new aircraft type, a test programme would be agreed and the aircraft would be allowed to fly in an appropriate airspace under supervision. The aircraft may then receive a conditional certificate of airworthiness allowing flight under continued supervision or specific conditions.

At some point such restrictions may be removed. This established, safe process removes the need for restrictions as it progressively integrates new aircraft into existing airspace without segregation. The debate regarding the safe integration of a new aircraft type without the constraint of airspace has not been made a constraint in their stage 1 review, nor has it been debated. It is the CAA and its employees who, under criminal law, are responsible for initiating the debate over safety, not the sponsor. The CAA are silent which constitutes a criminal act.

Point 5 Flight safety

Exercise 18 of the PPL syllabus includes an exercise in flying in poor weather at low level. A pilot who, for whatever reason, finds themselves over the sea VFR at 500ft, obeying rule 5, being clear of persons, property and vessels is legal but has no protection from controlled



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airspace. The aircraft can be flown legally at 500ft, and possibly below. There is no obligation to carry either a Radio or Transponder, and at 500 ft VHF line of sight is not viable. The establishment of a controlled airspace across a significant portion of the Scottish lochs at sea level presents a safety hazard to all airmen. An airman approaching such a barrier in unexpected marginal conditions will be flying under pressure, may not be able to turn back and has one safe route to land removed.

A RPAS that is either a certified BVLOS or operating under a certificate to fly would not require controlled airspace and the safety of other air users would not be compromised.

Discussion:-

Safety of all airspace users is a priority. A RPAS is remotely controlled, and whereas its size can cause a great deal of damage, its operation doesn't threaten its own crew! A RPAS can threaten the lives of crew of another aircraft, not only through collision but also by denying other craft free movement through airspace in accordance with the Air Transport Act 2000 section 70. By denying safe transit through airspace CAA officers commit a criminal act by obstructing the free flow of traffic in an unsafe environment.

Objection

I object to this ACP and the conduct by which it is undertaken on the grounds described above.

Ensure that this response is published in the CAA's airspace change portal, verbatim.

In the event that the CAA complaints section, as CAA employees, fail to pay due attention to these safety issues, (not only on this but also on all other airspace changes), they will be committing a criminal offence under the transport Act 2000.

██████████



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67457 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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Bristow
Search and Rescue

67460 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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91358 - Rochester Airport

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
29 Nov 22	Request to remain in stakeholder list.	Email.	

From: [REDACTED]
Sent: 29 November 2022 15:22
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: [Suspected SPAM] REMAIN

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,
As requested.
Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Company Registration Number [REDACTED]
Sent from my Samsung Galaxy smartphone.

----- Original message -----
From: [REDACTED]
Date: 21/11/2022 17:49 (GMT+00:00)
To: k [REDACTED]





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Subject: Fwd: ACP-2021-088: Conclusion of Stage 1B - Design Principles Engagement

Sent from [Outlook for iOS](#)

From: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Sent: Monday, November 21, 2022 12:47:54 PM
To: info@rochesterairport.co.uk <info@rochesterairport.co.uk>
Subject: ACP-2021-088: Conclusion of Stage 1B - Design Principles Engagement

Dear Valued Stakeholder,

Thank you to everyone who provided feedback on the design principles, we are writing to provide an update on the progress of ACP-2021-088 to date.

Update

- The Stage1B - Design Principles engagement closed on the 3rd Nov, we received some last-minute feedback on 4th Nov, which although were received after the closing date have been included.
- The feedback has been analysed and submitted in a report to the CAA which can be viewed on the [Airspace change portal \(caa.co.uk\)](#), 'search by Airspace Change ID' and enter ACP reference ACP-2021-088.
- Taking the feedback into consideration, following Design Principles were submitted to the CAA on 10th Nov:

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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- The CAA will consider the Design Principles at the Gateway on 25 Nov 22, following this we will hear if they are acceptable within two weeks.
- Following acceptance, we will write to you again to let you know we are entering Stage 2 - Develop & Assess.
- The first stage of this is Stage2A, which is where we will develop a number of airspace options, and test these with you, our stakeholders. Once these have been refined, we will evaluate these options, showing how they meet the design principles. The evaluation is then published on the CAA portal prior to starting Stage 2B.

Other Business

- If we have received feedback from you as part of Stage 1, we will continue to include you as Stakeholder, unless you inform us otherwise.
- If we received no communication from you during Stage 1, and you wish to continue to be included in the communications, please reply 'REMAIN'. Should we not hear from you within 30 days, we will assume you no longer wish to be included and remove you from the list of stakeholders.
- If you no longer wish to be included in further communications regarding this ACP, please reply to this email with 'STOP' in the subject and you will be removed from the stakeholder list.

We will write to you again once we have received a response from the CAA, to confirm future engagement.

Kind Regards,

Bristow Search & Rescue

Dyce Avenue
Dyce, Aberdeen
AB21 0LQ



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12654 - Romney Marsh Countryside Partnership

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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98877 - Royal Society for the Protection of Birds (RSPB)

Date	Summary of Engagement	Method	Remarks
22 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
22 Nov 22	Automated response	Email	
23 Nov 22	Response saying email has been redirected internally.	Email	

From: [REDACTED]
Sent: 23 November 2022 10:34
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: RE: ACP-2021-088: Conclusion of Stage 1B - 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,

Thank you for getting in touch.

I have forwarded your email on to the relevant team for their consideration.

Kind regards and take care.

[REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]



UK Headquarters The Lodge Sandy Bedfordshire SG19 2DL
rspb.org.uk





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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: [REDACTED]
Sent: 22 November 2022 08:24
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 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.
- **Wildlife Crime-** If you have witnessed a crime or suspect an offence against wildlife, please see this link on how to report crimes [here](#)





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- **Swans on roads-** It is common after rainfall for swans to mistake wet roads as waterbodies and find themselves caught out on the side of roads. The bird may be unable to take off if there is insufficient space, if that appears to be the case, please contact a wildlife rescue such as the RSPCA or [Swan Sanctuary](#), for further advise. If the bird is found on the road or trapped on a central reservation, or a rescue represents a real danger to the rescuer, the traffic police should be informed.
- **Avian Influenza-** For information on how to report suspected cases of avian flu please see [here](#)

This email and any attachments may contain material that is confidential, subject to copyright and intended for the addressee only. If you are not the named recipient you must not use, disclose, reproduce, copy or distribute the contents of this communication. If you have received this in error, please contact the sender and then delete this email from your system. The Royal Society for the Protection of Birds (RSPB) is a registered charity in England and Wales no. 207076 and in Scotland no. SC037654.

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: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>

Sent: 22 November 2022 08:24

To: [REDACTED]

Subject: ACP-2021-088: Conclusion of Stage 1B - Design Principles Engagement

Dear Valued Stakeholder,

Thank you to everyone who provided feedback on the design principles, we are writing to provide an update on the progress of ACP-2021-088 to date.

Update

- The Stage1B - Design Principles engagement closed on the 3rd Nov, we received some last-minute feedback on 4th Nov, which although were received after the closing date have been included.
- The feedback has been analysed and submitted in a report to the CAA which can be viewed on the [Airspace change portal \(caa.co.uk\)](#), 'search by Airspace Change ID' and enter ACP reference ACP-2021-088.
- Taking the feedback into consideration, following Design Principles were submitted to the CAA on 10th Nov:

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

- The CAA will consider the Design Principles at the Gateway on 25 Nov 22, following this we will hear if they are acceptable within two weeks.
- Following acceptance, we will write to you again to let you know we are entering Stage 2 - Develop & Assess.
- The first stage of this is Stage2A, which is where we will develop a number of airspace options, and test these with you, our stakeholders. Once these have been refined, we will evaluate these options, showing how they meet the design principles. The evaluation is then published on the CAA portal prior to starting Stage 2B.

Other Business

- If we have received feedback from you as part of Stage 1, we will continue to include you as Stakeholder, unless you inform us otherwise.
- If we received no communication from you during Stage 1, and you wish to continue to be included in the communications, please reply 'REMAIN'. Should we not hear from you within 30 days, we will assume you no longer wish to be included and remove you from the list of stakeholders.
- If you no longer wish to be included in further communications regarding this ACP, please reply to this email with 'STOP' in the subject and you will be removed from the stakeholder list.

We will write to you again once we have received a response from the CAA, to confirm future engagement.

Kind Regards,

Bristow Search & Rescue

Dyce Avenue
Dyce, Aberdeen
AB21 0LQ



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95117 - RVL Group

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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89890 - SaxonAir

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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93939 - Shoreham/Brighton City Airport

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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18698 - Spilsted Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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79863 - Stanstead Airport

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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57467 - Strictly Flying.com

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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83929 - Summit Aviation

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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62369 - Swanbough Farm strip

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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48297 - Tekever

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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76756 - The Wing Walk Company

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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11111 - Thurston Helicopters

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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47027 - Tiffenden Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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35435 - Trevor Mills

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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67459 - Udimore Airstrip (N50 56 33, E 00 41 20)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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00905 - UK Airprox Board (UKAB)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



80171 - UK Flight Safety Committee (UKFSC)

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
22 Nov 22	Request to remain on stakeholder list.	Email	

From: [REDACTED]
Sent: 22 November 2022 19:20
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: Re: ACP-2021-088: Conclusion of Stage 1B - 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.

REMAIN

Sent from my iPhone

On 21 Nov 2022, at 18:02, Airspace Change Proposal <airspacechangeproposal@bristowgroup.com> wrote:

Dear Valued Stakeholder,

Thank you to everyone who provided feedback on the design principles, we are writing to provide an update on the progress of ACP-2021-088 to date.

Update

- The Stage1B - Design Principles engagement closed on the 3rd Nov, we received some last-minute feedback on 4th Nov, which although were received after the closing date have been included.
- The feedback has been analysed and submitted in a report to the CAA which can be viewed on the [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk), 'search by Airspace Change ID' and enter ACP reference ACP-2021-088.
- Taking the feedback into consideration, following Design Principles were submitted to the CAA on 10th Nov:



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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

- The CAA will consider the Design Principles at the Gateway on 25 Nov 22, following this we will hear if they are acceptable within two weeks.
- Following acceptance, we will write to you again to let you know we are entering Stage 2 - Develop & Assess.
- The first stage of this is Stage2A, which is where we will develop a number of airspace options, and test these with you, our stakeholders. Once these have been refined, we will evaluate these options, showing how they meet the design principles. The evaluation is then published on the CAA portal prior to starting Stage 2B.

Other Business

- If we have received feedback from you as part of Stage 1, we will continue to include you as Stakeholder, unless you inform us otherwise.
- If we received no communication from you during Stage 1, and you wish to continue to be included in the communications, please reply 'REMAIN'. Should we not hear from you within 30 days, we will assume you no longer wish to be included and remove you from the list of stakeholders.
- If you no longer wish to be included in further communications regarding this ACP, please reply to this email with 'STOP' in the subject and you will be removed from the stakeholder list.

We will write to you again once we have received a response from the CAA, to confirm future engagement.

Kind Regards,

Bristow Search & Rescue

Dyce Avenue
Dyce, Aberdeen
AB21 0LQ





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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
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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67467 - Unknown Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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32682 - Vintage Aero

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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19367 - Witherenden Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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67466 - Witherenden Microlight Club

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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76283 - Woodchurch Airfield

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



Engagement Evidence – Stakeholders identified during Stage 1B.

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 4 November 2022 and 2 December 2022.

55669 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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23434 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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11234 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	
21 Nov 22	Response to continue to be included as a stakeholder.	Email	

From: [REDACTED]
Sent: 21 November 2022 17:28
To: Airspace Change Proposal <airspacechangeproposal@bristowgroup.com>
Subject: Re: ACP-2021-088: Conclusion of Stage 1B - Design Principles Engagement

REMAIN,

[REDACTED]



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67342 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



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34535 - [REDACTED]

Date	Summary of Engagement	Method	Remarks
21 Nov 22	ACP Progress Update – Conclusion of Stage 1B (Annex B.)	Email	



Annex A – 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)



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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



Maritime &
Coastguard
Agency



11232	Honourable Company of Air Pilots (HCAP)
67456	██████████
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	██████████
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	██████████
24234	██████████



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	██████████
67457	██████████████████
67460	██████████
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	██████████
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



Maritime &
Coastguard
Agency



Bristow
Search and Rescue

32682	Vintage Aero
19367	Witherenden Airfield
67466	Witherenden Microlight Club
76283	Woodchurch Airfield
55669	[REDACTED]
23434	[REDACTED]
11234	[REDACTED]
67342	[REDACTED]
34535	[REDACTED]

Annex B – ACP Update (Email) - 21 Nov 22

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

Sent: 21 November 2022 18:11

To:

Subject: ACP-2021-088: Conclusion of Stage 1B - Design Principles Engagement

Dear Valued Stakeholder,

Thank you to everyone who provided feedback on the design principles, we are writing to provide an update on the progress of ACP-2021-088 to date.

Update

- The Stage1B - Design Principles engagement closed on the 3rd Nov, we received some last-minute feedback on 4th Nov, which although were received after the closing date have been included.
- The feedback has been analysed and submitted in a report to the CAA which can be viewed on the [Airspace change portal \(caa.co.uk\)](https://www.caa.co.uk), 'search by Airspace Change ID' and enter ACP reference ACP-2021-088.
- Taking the feedback into consideration, following Design Principles were submitted to the CAA on 10th Nov:

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

- The CAA will consider the Design Principles at the Gateway on 25 Nov 22, following this we will hear if they are acceptable within two weeks.
- Following acceptance, we will write to you again to let you know we are entering Stage 2 - Develop & Assess.
- The first stage of this is Stage2A, which is where we will develop a number of airspace options, and test these with you, our stakeholders. Once these have been refined, we will evaluate these options, showing how they meet the design principles. The evaluation is then published on the CAA portal prior to starting Stage 2B.

Other Business

- If we have received feedback from you as part of Stage 1, we will continue to include you as Stakeholder, unless you inform us otherwise.

- If we received no communication from you during Stage 1, and you wish to continue to be included in the communications, please reply 'REMAIN'. Should we not hear from you within 30 days, we will assume you no longer wish to be included and remove you from the list of stakeholders.
- If you no longer wish to be included in further communications regarding this ACP, please reply to this email with 'STOP' in the subject and you will be removed from the stakeholder list.

We will write to you again once we have received a response from the CAA, to confirm future engagement.

Kind Regards,

Bristow Search & Rescue

Dyce Avenue
Dyce, Aberdeen
AB21 0LQ



Global Leader in Vertical Flight