

**MINUTES OF SOUTH WEST DANGER AREAS – WEMBURY AND PORTLAND ASSESSMENT  
MEETING HELD AT CAA AVIATION HOUSE ON APRIL 1<sup>ST</sup> 2019]**

April 3<sup>rd</sup> 2019

[REDACTED]

**Present**

[REDACTED]

[REDACTED]

**Appointment**

[REDACTED]

[REDACTED]

**Representing**

[REDACTED]

[REDACTED]

CAA Assessment Meeting Opening Statement

CAA noted that the following “DAP 1916 - Statement of Need: Intended Change to Notified Airspace and meeting agenda and powerpoint presentation” were received in advance of the Assessment Meeting . The CAA acknowledged there had been technical issues however reminded the sponsor that it is there responsibility to upload the SoN and the Presentation. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA’s CAP 1616 requirements but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA’s process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

	<b>ACTION</b>
<b>Item 1 – Introduction</b> A presentation was used by the sponsor to support the meeting (2019-04-01 - Marshall South West potential airspace change CAA assessment meeting v4.pptx)..  The CAA read the Meeting Opening Statement and the Sponsors presented the objectives of the meeting (see Slide 5)	

<p>CAA noted that on slide 5 point 5 it stated: 'For all to discuss and identify potential options to address the challenge'. CAA clarified it was not for the CAA to identify potential options. The purpose of the assessment meeting is for the sponsor to present the issue. The sponsor will subsequently develop their own solutions in line with developed design principles.</p>	
<p><b>Item 2 – Statement of Need (discussion and review)</b>  The Sponsor provided an overview of the Marshall programme and the ATM surveillance equipment which are going to be replaced at [REDACTED], [REDACTED], [REDACTED], [REDACTED] and [REDACTED].</p> <p>The Sponsor presented the challenges in the South West being due to a loss of PSR service at Wembury and Portland during commissioning of the new PSR sensor.</p>	
<p><b>Item 3 – Issues or opportunities arising from proposed change</b>  Issues and opportunities were presented in Slide 15:</p> <ul style="list-style-type: none"> <li>- Timing: The chosen solution needs to be implemented quickly to support installation of the radar at Wembury and Portland. The CAA noted that the Airspace Change Process was an established process with defined timescales. Depending upon the level there were opportunities to scale certain parts of the process. The Sponsor would however have to identify these scaling options and fully justify them in accordance with CAP1616.</li> <li>- Duration: The chosen solution will be in place during the transition period which corresponds to the period allocated to the installation and commissioning of the Wembury PSR (respectively Portland PSR) (likely to last [REDACTED]). However the solution could only be in place during SW exercise working hours (Tuesday/Thursday).</li> <li>- Safety: The Navy primary objective is to ensure safe operations in the South West airspace for MOD user and General Aviation community.</li> </ul>	
<p><b>Item 4 – Options to exploit opportunities or address issues identified</b>  Having identified the main design principles being SAFETY AND EASY IMPLEMENTATION in the SW exercise areas, potential options (for information only) identified by the Sponsor are as per below:</p> <ul style="list-style-type: none"> <li>- DO NOTHING: Not recognized safe enough by the Navy</li> <li>- UPDATE NOTAM during Navy operating hours during the transition period</li> <li>- TMZ to cover the Danger areas 24/7</li> <li>- Other candidates might be identified during identification of Design principles and engagement with stakeholders</li> </ul> <p>CAA notes that the design principles have not yet been established. In accordance with the process it is necessary for the Sponsor to develop their design principles considering any relevant stakeholder engagement. Furthermore, when considering the initial issue presented, which defined 3 specific areas, the CAA noted that different design principles may be appropriate for each area. This may lead to different solutions for each area, this is again for the Sponsor to determine</p>	

<p><b>Item 5 – Provisional indication of the scale level and process requirements</b></p> <p>The CAA provided an overview of the CAP1616 process and generic associated timelines.</p> <p>The CAA noted that the intended duration of this ACP of 6-9 months meant this was outside of the scope of a typical Temporary Airspace Change which has a maximum duration of 90 days. The nature of the change being confined to over the sea would indicate at this stage this would be an indicative level M2 change. This would however be subject to the decision at the Define Gateway.</p> <p>The CAA noted that with Military changes environmental impacts of the Military aircraft may not be required to be considered. The subsequent environmental impact on Civil aircraft as a result of the change would need to be considered. This is outlined within CAP1616.</p> <p>The CAA provided an overview of the CAP1616 online portal and agreed to provide a link to an example of an ongoing Military ACP. In addition, the CAA agreed to provide contact details of members of the NATMAC group to assist with the Engagement process.</p>	
<p><b>Item 6 – Provisional process timescales</b></p> <p>Timescale has been provided by the Sponsor for information only, these date will be agreed at a later stage with the CAA.</p> <p>The CAA requested that post the Assessment meeting the Sponsor reviews and resubmits their proposed Timeline as soon as possible for consideration. It was noted that any change to a subsequently approved timeline would require renegotiation.</p> <p>The CAA requested that in addition to the timings outlined below that the Sponsor provides the dates they intend to submit the documentation at the various stages. These dates should take into account the timings outlined in CAP1616 for document checks etc.</p> <p>*After meeting Note – The time lines would need to be agreed prior to the Define Gateway, this would include submission date and targeted AIRAC date.</p>	
<p><b>Item 7 – Next steps</b></p> <p>The following actions have been agreed during the meeting:</p> <ul style="list-style-type: none"> <li>- Sponsor to upload documents on Online Portal</li> <li>- Sponsor to issue minutes</li> <li>- Sponsor to update presentation</li> <li>- CAA to send a list of stakeholders (e.g. NATMAC)</li> <li>- CAA to send a link to an ACP example ( [REDACTED] )</li> <li>- Sponsor to identify and formalise design principles.</li> <li>- Sponsor to identify and formalise main stakeholders.</li> <li>- Sponsor to propose dates for various gates of CAP 1616 process.</li> </ul> <p>The CAA reiterated the requirement for the agreed redacted minutes to have been uploaded to the online ACP portal within 2 weeks of the Assessment meeting.</p>	<p><b>Sponsor</b>  <b>Sponsor</b>  <b>Sponsor</b>  <b>CAA</b>  <b>CAA</b>  <b>Sponsor</b>  <b>Sponsor</b>  <b>Sponsor</b></p>

<b>Item 8 – Any other business</b>	
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Nil

## ACTIONS ARISING FROM ACP 1916 ASSESSMENT MEETING

Subject	Name	Action	Deadline
ADMIN	[REDACTED]	Sponsor to upload documents on Online Portal	3-Apr-2019
ADMIN	[REDACTED]	Sponsor to issue minutes	3-Apr-2019
ADMIN	[REDACTED]	Sponsor to update presentation	3-Apr-2019
STAKEHOLDERS	[REDACTED]	CAA to send a list of stakeholders (e.g. NATMAC)	3-Apr-2019
GENERIC	[REDACTED]	CAA to send a link to an ACP example (MOD Combat air training)	3-Apr-2019
DESIGN PRINCIPLES	[REDACTED]	Sponsor to identify and formalise design principles.	TBD
STAKEHOLDERS	[REDACTED]	Sponsor to identify and formalise main stakeholders.	TBD
SCHEDULE	[REDACTED]	Sponsor to propose dates for various gates of CAP 1616 process.	TBD

AQUILA ATMS Limited  
ACP 1916 Sponsor