

exploit this new opportunity. All agreed that this was appropriate in this particular scenario.

██ commenced the presentation. Slide summary:

- Slides 1 & 2: Title and Content.
- Slide 3: Background to the Airport and Parent Company (Isles of Scilly Steamship Group). Land's End Airport provides the mainland base for a lifeline airlink to the Isles of Scilly. This includes NHS stretcher flights and Freight such as Royal Mail, Parcelforce, Medical, etc. The Airport hosts a passenger service for residents, tourists and business customers.
- Slide 4: Local Airspace discussed – Class G but now with an RMZ since Nov 2021. Strong working relationships with nearby ATS, commercial, military, and general aviation.
- Slide 5: Displayed the current and future proposed instrument approaches, mentioning the benefits that ADS-B would provide.
- Slide 6: Detailed the main users of the Airspace.
- Slide 7: Listed the main Stakeholders (not a complete list). Initial contact made to ascertain which aircraft may be ADS-B equipped – feedback seemed to indicate most were fitted with ADS-B Out already.
- Slide 8: Detailed support from St. Mary's Airport and the Isles of Scilly Council, along with support from Skybus (airline based at Land's End).
- Slide 9: Described why an ADS-B TMZ is needed and how it could improve the safety for all users.
- Slide 10: Details the technology that would be fitted to enhance the effectiveness and safety of the proposed ADS-B TMZ. Also mentioned the minimum equipment required to enter the ADS-B TMZ, and the operational use of ADS-B data alongside TCAS/TAS in commercial operations. Potential to link Ground Stations at Land's End and St. Mary's Airports. Possible solutions for GA aircraft that are not equipped.
- Slide 11: Proposed Timeline (see Timeline below in Item 6 – detailing the latest version).
- Slide 12: Environment, Traffic Levels & Noise were discussed. No change in these areas were anticipated should the proposal be successful.

Item 3 – Issues or opportunities arising from proposed change

Engagement - It was noted that engagement with all stakeholders would be essential. In particular GA would need to be fully informed, and solutions sought to any raised concerns.

Stakeholders – There are a lot of interdependencies within the current airspace. There is a need to “think globally” – in particular with other known forthcoming objectives such as St. Mary's RNP Approaches and the Penzance and Tresco Point in Space (PinS) instrument approach procedures.

Seasonal – The Sponsor stated that air traffic is quite seasonal in the current RMZ. It was suggested that, should the ACP be successful, it would be best introduced at an off-peak period so that both ATC and local pilots could get used to the new operating environment prior to peak traffic levels.

<p>Gateway availability – Gateway availability with the CAA is currently quite challenging so there may need to be patience amongst the stakeholders who are keen to have this change introduced at the earliest opportunity.</p> <p>Introduction of New Technology – Both Land’s End and St. Mary’s Airport’s plan to install ADS-B Ground Stations and Flight Information Displays (FID’s) in their Air Traffic Control environments. This will provide a step-change in the safety, quality of service and accuracy they can provide to airspace users and in particular the commercial air transport (CAT) operators.</p> <p>RPAS – The introduction of an ADS-B TMZ will open up the possibility of RPAS flights – particularly those that may use a Detect And Avoid system that depends on ADS-B Out data.</p>	
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>If this proposal is successful, there will be a need to address those aircraft that are not ADS-B equipped. There was a discussion about this and how such aircraft may be able to enter the Airspace after Tactical Co-ordination with ATC. However, it was noted that this could not be limitless otherwise the very purpose of the ACP is undermined. So a level of acceptance for such flights will need to be determined. It was also suggested by the Sponsor that other options were being looked at that may assist local GA and visiting GA aircraft.</p>	
<p>Item 5 – Provisional indication of the scale level and process requirements*</p> <p>The CAA agreed that the issues identified in the Statement of Need are appropriate for consideration under the ACP process and has provisionally determined that this ACP will be a Level 2C airspace change.</p> <p>This provisional determination was reached as this ACP is expected to have a medium to low impact and is not expected to alter traffic patterns over populated areas below 7000 feet.</p> <p>The Sponsor was reminded of the following process requirements:</p> <ul style="list-style-type: none"> • Gateway meetings are scheduled to take place on the last Friday of each calendar month. The Gateways are at 4 points in the process and at each Gateway the change sponsor must satisfy the CAA that they have followed the process correctly before it can progress to the next stage in the process. • Passing a Gateway successfully does not predetermine the CAA’s later final decision at stage five on whether to approve the ACP where the CAA is not satisfied that the requirements have been met. It is likely that the sponsor would need to revisit the concerned stage. • It is entirely at the CAA’s discretion whether to give approval for the change sponsor to move beyond the Gateway. • [REDACTED] There is a scaled approach for Level 2C. This is an iterative process which starts at Stage 2B. At Stage 3 and Stage 4, the sponsor is expected to improve on the iterative process of options appraisal. For Stage 2, the minimum requirement will be a qualitative discussion of the impacts against the baseline scenario (the current situation). Appendix E (Table E2) of CAP 1616 has a list of impacts, although Sponsors are expected to consider all relevant impacts related to the change. The Sponsor is expected to develop more details, including quantification and then monetization of the impacts at Stage 3 and Stage 4. If the sponsor believes it's not possible 	<p>CAA to upload provisional ACP Level to the ACP Portal.</p>

to provide any sort of quantification in the impacts analysis, then a justification, including a rationale to explain why it is considered disproportionate to provide the quantification, will be required.

- [REDACTED] Attention was drawn to paragraph 121 of CAP 1616 which details the stakeholders that should be engaged with. NATMAC and National Organisations directly affected should be added to the stakeholder list of local aviation stakeholders. Consider from the outset stakeholders that would be directly or indirectly impacted or potentially impacted. It was suggested that initial survey findings carried out as part of early engagement activities be included within the Stage 1 submission and in Stage 3 consultation materials to help tell the story for stakeholders. In terms of Stage 1 engagement outputs, they are contained in Appendix D8. The CAA will be looking to see an explanation of what has been done with the feedback that you have received, how it has influenced design principles and how they have evolved on account of that feedback. Sponsors should retain all engagement records, e-mail trails etc, because the CAA uses those to judge the validity of the activities conducted. For Stage 3 consultation, if considering scaling any elements, for example the length, then rationale should be included within the consultation strategy.
- [REDACTED]: While the CAA agrees that there is likely to be minimal environmental impact from this ACP, the sponsor is required to consider not only the direct impacts resulting from the airspace change but also any consequential impacts to other airspace users such as displacement of air traffic. The sponsor is also required to consider the environmental impacts from new airspace users, including new entrants such as RPAS if the airspace change is expected to facilitate the operation and use of airspace by such users over the appraisal period of the ACP. The sponsor is reminded that environmental assessment requirements may be scaled down to a qualitative level if the sponsor provides a rationale and supporting justification (e.g. current traffic survey and traffic forecasts, stakeholder discussions, etc.) to the CAA in accordance with CAP1616 paragraph B26. The sponsor may ask to arrange a separate guidance call with the CAA to agree their environmental assessment methodology before Stage 2 of this ACP. Environmental assessment guidance documents: CAP1616 Appendix B, CAP1616a Environmental Requirements Technical Annex, CAP1498 Definition of Overflight and CAP2091 Minimum Standards for Noise Modelling.

The Sponsor was reminded of the need to keep records of all correspondence with stakeholders as this will need to be evidenced. Commercially sensitive information may be redacted.

Item 6 – Provisional process timescales*

A post-meeting email exchange with the [REDACTED] determined the following provisional timescale:

- 27th October 2023 Stage 1 Define Gateway
- 23rd February 2024 Stage 2 Develop & Assess Gateway
- 26th April 2024 Stage 3 Consult Gateway
- 26th July 2024 Formal ACP Submission
- 18th October 2024 Stage 5 CAA Decide Gateway
- 25th October 2024 AIS Sponsor Submission Cut Off

<ul style="list-style-type: none"> • 01/2025 Target AIRAC • 23rd January 2025 Effective Date <p><i>* The timeline agreed may become subject to change by the CAA. This is because the Secretary of State for Transport has directed the CAA to prioritise RNP Instrument Approach Procedures (IAPs) without an Approach Control proposals; this may impact Airspace Regulation resource and consequently timelines.</i></p>	
<p>Item 7 – Next steps</p> <ul style="list-style-type: none"> • [REDACTED] to produce draft minutes. • [REDACTED] to send the [REDACTED] the latest NATMAC list. The [REDACTED] will ensure that this remains the latest version when at the engagement/consultation stages of this proposal. 	<p>Sponsor to produce meeting minutes.</p> <p>[REDACTED] to provide NATMAC list.</p>
<p>Item 8 – Any other business</p> <p>[REDACTED] noted that engagement with the GA community will be a key area in this ACP. The CAA reminded the sponsor of the need to fully engage with these stakeholders – in particular, the umbrella GA organisations.</p> <p>No other comments.</p>	

ACTIONS ARISING FROM ACP-2023-006 “LAND’S END ADS-B TMZ” ASSESSMENT MEETING

Subject	Name	Action	Deadline
ACP Level	CAA	Upload ACP Level Statement to ACP Portal	27/3/23
Meeting Minutes	Land’s End Airport	Produce Draft Minutes	4/4/23
NATMAC List	CAA	Provide latest NATMAC List to Land’s End Airport	27/3/23

Land’s End Airport Ltd.
ACP Sponsor