

Date: 17/11/2023  
Ref: ACP-2022-050  
Osprey Ref: 71743-004

Dear Stakeholder,

## **Portland Heliport CAP 1616 ACP-2022-050 - Stakeholder Engagement**

### **1.1 Invitation for Stakeholders to Comment**

The purpose of this document is to invite recipients to comment on the proposed changes, detailed herein, with respect to the implementation of an Aerodrome Traffic Zone (ATZ) and a Flight Restriction Zone (FRZ) at the Portland Heliport situated on the Isle of Portland in southern Dorset. In accordance with regulatory guidelines, Portland Heliport are eager to receive any feedback from stakeholders who feel they might possibly be affected by its planned changes.

The introduction of an ATZ and FRZ will enhance safety and efficiency for aircraft operating in the area. The ATZ will provide a controlled airspace environment for helicopters and other aircraft, reducing the risk of mid-air collisions. It will also provide a dedicated frequency for pilots to communicate with air traffic control, improving situational awareness and coordination. The ATZ will be implemented in conjunction with an Aerodrome Flight Information Service (AFIS), which will provide pilots with essential information about the heliport and the surrounding airspace. The ATZ and AFIS will work together to ensure that all aircraft operating in the area are aware of each other and can safely coexist.

### **1.2 Stakeholder Responses**

Stakeholders are requested to respond with their views on this proposal, via one of the following methods, before **12<sup>th</sup> January 2024**:

- CAA Airspace Change Portal ([Link](#))
- CAA Citizen Space page ([Link](#))
- Email ([Link](#))

### **1.3 Background**

The Airspace Change Proposal (ACP) had been raised in accordance with CAA's CAP 1616<sup>1</sup>. Portland Heliport (ICAO Code EGDP) is situated in Class G airspace and is operated by the defence contractor HeliOperations Ltd, governed by the Civil Aviation Authority. Portland became a licenced heliport in October 2023. At present, Portland Heliport provides direct support to rotary activity for the Royal Navy (RN), Joint Helicopter Force (JHF), and alliance operations conducted in and around the vicinity of Portland and within the Portland Danger Area (DA) complex. Figure 1

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<sup>1</sup> Airspace Change – Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information.

(below) shows a three-dimensional depiction of the overseas DAs EG D014 (Portland West) and EG D021 (Portland East) in relation to Portland Heliport.

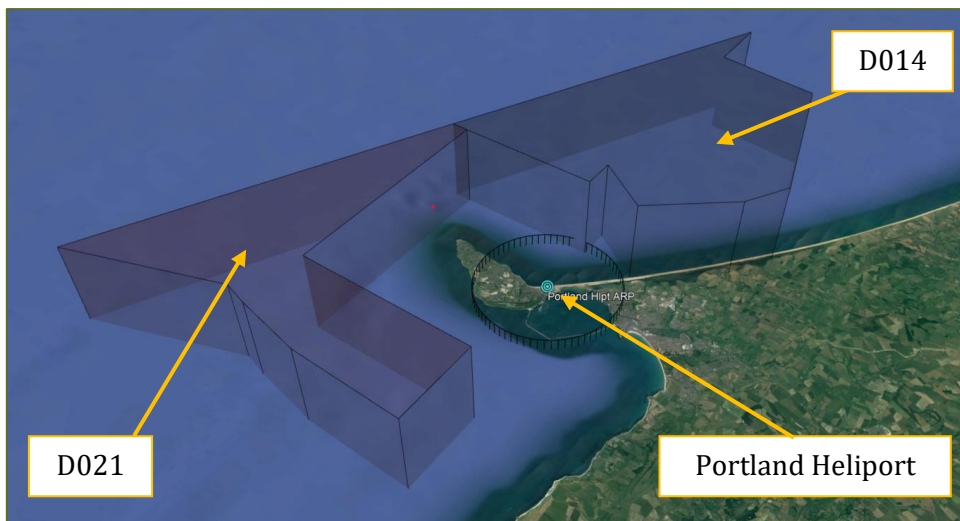


Figure 1 – Portland Heliport in proximity to the Portland Danger Area complex, with a 2NM circle representing the proposed ATZ.

#### 1.4 Published Aeronautical Information

Throughout 2023, Portland Heliport has undergone the CAA’s regulatory licencing process and was officially granted a heliport licence on 5<sup>th</sup> October 2023. Portland Heliport aeronautical information is now published by NATS in the UK Civil Aeronautical Information Publication<sup>2</sup> (AIP) under AD3 EGDP (Portland). Figure 2 (below) depicts Portland Heliport’s inbound and outbound flight procedures published in the UK Civil AIP.

#### 1.5 Requirement for Airspace Change Proposal

HeliOperations Ltd, the operator of Portland Heliport, have identified that the ‘Loss of Safe Separation with other airspace users’ is one of their top six significant risks that represents a potential hazard to the heliport operation. To address this risk, HeliOperations Ltd have instigated an airspace change proposal that aims to address the requirement to protect air users, particularly during the critical stages of flight when aircraft are departing and arriving at Portland Heliport.

#### 1.6 Statement of Need

The following [Statement of Need \(SoN\)](#) was submitted to CAA in September 2022, and an ACP Assessment Meeting was held with the CAA on 21<sup>st</sup> September 2022 to discuss the Statement of Need (SoN). The SoN states the following and is a direct copy of the initial SoN submission (Items 6-10):

*Portland Heliport is located within Class G Airspace near Portland Harbour, Dorset, and currently comes under the broad jurisdiction of the Military Aviation Authority (MAA)<sup>3</sup>. The Heliport is an ex-military establishment and has been operated by HeliOperations Ltd since 2017 and their current focus is to deliver flying training of Search and Rescue Pilots to the Federal German Navy in Sea King Mark 5 aircraft.*

<sup>2</sup> [UK Civil Aeronautical Information Publication – AIRAC 11 \(Effect 02 Nov 2023\)](#)

<sup>3</sup> SoN submitted September 2022. From Oct 2023, Portland Heliport comes under CAA authority as a licenced heliport.

The Heliport is utilised 5 days a week<sup>4</sup>, with occasional weekend activity, for flying training and supports the UK MOD including the Royal Navy and Joint Helicopter Force whilst they conduct operations, including those within the Portland Danger Area complex, which can often be at short notice, or out of hours.

Due to the nature of the flying training operations at the Heliport, and to improve safety during the critical stages of flight for aircraft with significant wake vortex, HeliOperations Ltd wish to establish an Aerodrome Traffic Zone (ATZ) to assist in protecting the aerodrome traffic on the manoeuvring area and air traffic in the immediate vicinity of the Heliport during landing/take-off. In addition, the establishment of an associated Flight Restriction Zone (FRZ) of the same dimensions as the proposed ATZ would also enhance safety for other airspace users within the vicinity of the aerodrome and further protect users of the aerodrome during the critical stages of flight.

## 1.7 Proposed Airspace Solution

Both the ATZ and FRZ coupled with an AFIS<sup>5</sup> would reduce the potential for an incident in the vicinity of the aerodrome as pilots and operators would be able to obtain information from Portland Heliport to enable their flights to be conducted safely within the Zone. Furthermore, there would be an increase in situational awareness of all known traffic in close proximity to the heliport by those transiting by maintaining a continuous monitoring for incoming communications on a specific frequency.

It is understood that the establishment of an ATZ will be progressed as a Level 2C airspace change in accordance with CAP 1616 Airspace Design and it is assumed that this proposal would be considered in accordance with the CAA SARG ATZ Policy dated December 2019.

Due to the recent amends of CAP 1616 (effective 2nd January 2024), the CAA has notified the Change Sponsor that this ACP will be progressed as a Level 3 Airspace Change.

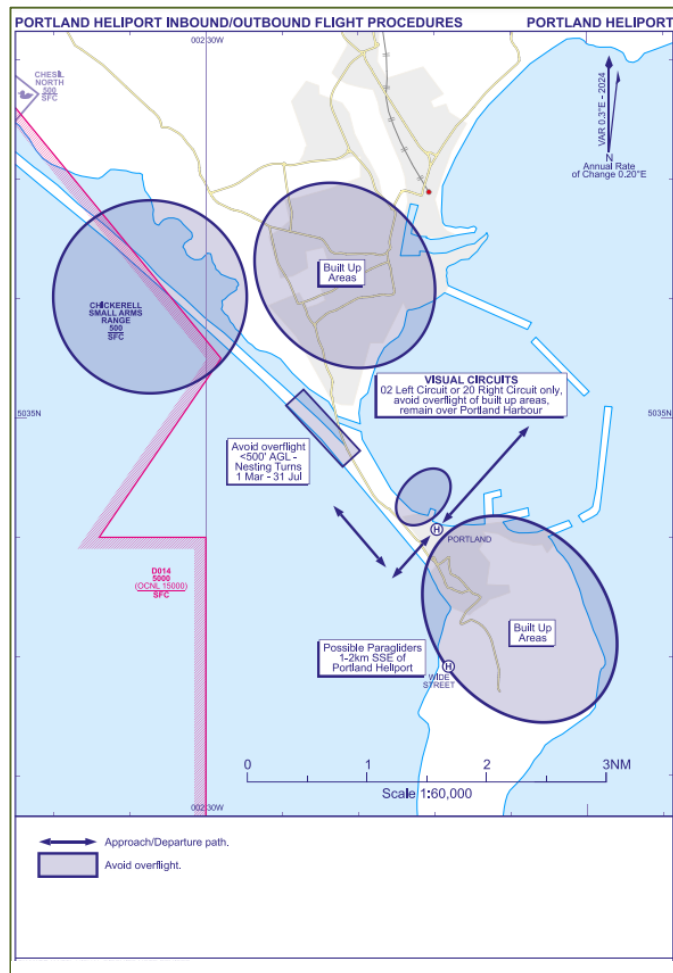


Figure 2 - AD 3-EGDP-4-1 Portland Heliport Inbound/Outbound Flight Procedures (UK Civil AIP (NATS))

<sup>4</sup> Proposed new timings should read: Monday - Thursday 0900-1600 (0800-1500Z) and Fri 0900-1200 (0800-1100Z). Outside Hours by NOTAM.

<sup>5</sup> Current AFIS includes a AGROM capability, Portland is aspiring to FISO post the successful ACP implementation.

## 1.8 Benefits of this Airspace Change

The establishment of an ATZ and a co-located FRZ should result in the following benefits:

- Improved positive two-way communication between Portland, military, and GA users due to the Portland Heliport AFIS and potential system upgrade.
- An increase of situational awareness due to the provision of published Heliport and traffic information during ATZ opening hours.
- An enhancement of mitigation to reduce the likelihood of loss of separation, which could lead to possible Airprox and/or Mid-Air Collision.

## 1.9 Considered Options.

During consideration of mitigation options for the identified risks, the following potential solutions studied:

- a. **Do Nothing.** This would not address any of the communication, control and safety concerns that led to this ACP.
- b. **Propose an ATZ<sup>6</sup>.** An ATZ is defined as a cylindrical volume of airspace around a licensed civilian aerodrome. An ATZ is established to provide protection to aircraft during the critical stages of flight when departing, arriving, and flying in the vicinity of an aerodrome. As the 'Do Minimum' option, an ATZ would provide access to airspace in accordance with Rule 11 and this solution addresses some communication and safety concerns.
- c. **Propose an ATZ, with a collocated FRZ<sup>7</sup>.** The addition of an FRZ which is defined as a cylindrical volume of airspace which mirrors the dimensions of an aerodrome ATZ. The establishment of an FRZ<sup>8</sup> would further protect the heliport from unauthorised drones and UAVs operating without permission within the vicinity of Portland<sup>9</sup>.

Due to location of Portland, and the nature of the flying training operations at the Heliport, and to improve safety during the critical stages of flight for aircraft with significant wake vortex, HeliOperations Ltd wish to establish an ATZ with a co-located FRZ.

## 1.10 Engagement with the MoD

Portland Heliport is currently used by the MoD to support their operations. The current proposal for an ATZ/FRZ of 2nm will infringe slightly into DA 014 (Portland West). Figure 3 (below) depicts the ATZ/FRZ volume of airspace affected by this infringement.

The Change Sponsor has commenced engagement with the Defence Airspace and Air Traffic Management (DAATM) organisation and will engage with the controlling authority of DA 014 (Portland West) to ensure that any potential infringements and concerns are safely mitigated via a letter of agreement (LOA), if deemed required.

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<sup>6</sup> [SARG Policy 115: Establishment & Dimensions of an ATZ – 19 December 2019](#)

<sup>7</sup> [Airspace restrictions for remotely piloted aircraft and drones \(CAA Website\)](#)

<sup>8</sup> [Air Navigational Order 2019 – Section 4.](#)

<sup>9</sup> [CAP 722 – Unmanned Aircraft System Operations in UK Airspace – Policy & Guidance.](#)

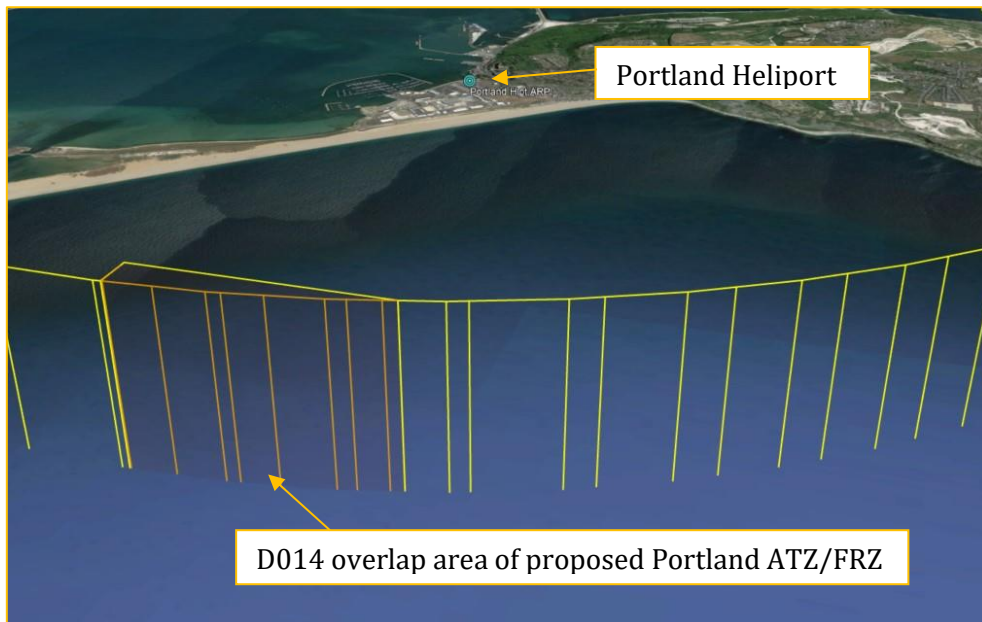


Figure 3 - Depiction of ATZ/FRZ and Danger Area (DA) D014 interaction.

### 1.11 Aeronautical Information Publication Amendments<sup>10</sup>.

Subject to formal ACP approval by CAA, the following documents will be amended:

- a. **Civil AIP.**
  - 1) ENR 2.2 Other Regulated Airspace (ATZ).
  - 2) ENR 5 Navigation Warnings (FRZ)
  - 3) AD 3.16 (EGDP) Air Traffic Services Airspace (ATZ/FRZ)
- b. **NOTAM.** A permanent NOTAM would be raised to notify the aviation community, between any CAA approval and formal AIRAC cycle change.
- c. **Aeronautical Information Circular (AIC).** An AIC would be raised should the NOTAM notification option (b) for the UK Civil AIP entry exceed a three-month period, and a reissuance of the NOTAM is deemed inappropriate due to timeframes.

### 1.12 Summary

This ACP proposal is aimed at improving safety for all aviation users operating within close proximity to Portland Heliport and the surrounding area. The Change Sponsor would welcome comment and feedback as detailed at paragraph 1.2.

<sup>10</sup> [SARG Policy 125: Aeronautical Data Associated with CAP 1616 Airspace Changes – 21 April 2022](#)