



Land's End Airport Ltd
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26th March 2020

Dear Sir/Madam

Introduction

I am writing to you to inform you and your organisation of an Airspace Change Proposal (ACP) being put forward to the CAA. The change sponsor is Land's End Airport, however the proposal is being developed with the support of St Mary's Airport, Isles of Scilly Skybus and Penzance Heliport.

An ACP is needed because we want to make a permanent change to the airspace known as the Land's End Transit Corridor (LETC). The process ensures that all reasonable options are being considered and that the correct choices are made in order to make improvements to aviation safety. To ensure the views and needs of all stakeholders are included we are engaging with you at this stage to openly discuss the proposal and seek your constructive input.

To this end we are engaging with all those who may be affected by the proposed change in order to notify them in full. All stakeholders will be consulted during the process and, later, given the opportunity to make representation with their opinions.

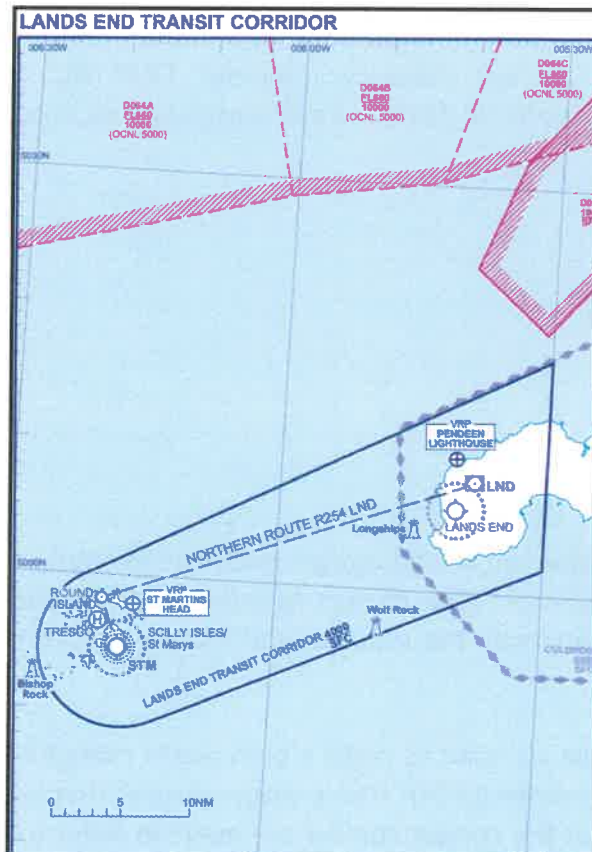
The whole process is monitored and evaluated by the UK's independent regulator, the CAA. Any decision made by the CAA, will take into account the current legal requirements and will consider aviation safety, the environment and the needs of airspace users. The whole process is transparent and open to public scrutiny and once any document has been uploaded to the ACP Portal website, can be viewed by any interested party. Details of the change proposal can be found at this address

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=199>

Current Situation

Situated in the far South-West, the Land's End Transit Corridor (LETC) is an established block of airspace (Surface to 4,000ft altitude) linking Land's End Airport to the Isles of Scilly. The Corridor is situated in Class G airspace and partially within the RNAS Culdrose AIAA.





The LETC is used predominantly by scheduled passenger and freight carrying flights - both fixed-wing and rotary aircraft. In addition, it is used by military aircraft (both fixed-wing and rotary), SAR & Helimed helicopters, Trinity House helicopters, General Aviation flights and other charter and air-taxi operators.

Aircraft using the LETC become funnelled within a very narrow lateral and vertical area of airspace. In order to provide increased protection for all users, and in particular, the scheduled public transport flights - some of which may be conducting IFR RNAV approaches - a need for an airspace change was identified.

In summary, the purpose of this airspace change proposal is to consider possible solutions that could provide mitigation to the current unknown traffic environment within the LETC.

Improved Situation

The ideal and safest environment would be if all airspace users intending to fly within the LETC would be in full radio contact with ATC. Since the LETC falls within the western section of the Culdrose AIAA and not all aircraft will have been in radio contact with Culdrose it would be advantageous if all aircraft were visible to RADAR as well.

Developing Design Principles

We recognise that any change in the type of airspace within the Land's End Transit Corridor will have an impact on all stakeholders so at this stage in the change process we are seeking to establish a framework for the change. We want you all to have an opportunity to express your preferences and expectations so that a local context may be applied to any proposal. In your response to this invitation to comment we would ask that you share with us your concerns, ideas and requirements regarding the Land's End Transit Corridor. Examples of things you may wish to consider are the environmental impact of a change, needs of passengers and aircrew, efficiency and expedition of routes and of course overall safety of all users. All your responses will be evaluated during the process and will help towards the creation of a final set of design principles which will then help us to shortlist the options available for an airspace change.

Next Steps

We would ask that you take time to consider what an improved situation may look like in line with your requirements and the safety of all airspace users and then get in contact with us, in writing, **before the 8th April 2020** to give us your ideas. Every opinion counts during this process and will be included in the data that we provide to the CAA as part of the application process.

My contact details are as follows;

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Yours faithfully



C M Pearson
Airport Manager / Senior ATCO