



## DAP1916 - Statement of Need

Tracking Code: **M7F2X7**

### CHANGE

#### 1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? \*

- ☒ Changes to Notified Airspace Design ☐ Planned and Permanent Redistribution of Air Traffic

#### 2. Title of proposal

Please enter a title for this intended change, (max 80 characters): \*

Point in Space (PinS) Instrument Approach Procedures at Penzance and Tresco Heliports

☒ Have you previously submitted a Statement of Need ?

If known, please provide the ACP/PPR reference number (###-YYYY-NN)

ACP-2020-022 & ACP-2019-065

Please provide your rationale for submitting a revised Statement of Need below:- \*

This proposed ACP now falls within scope of CAP1961 due to low numbers and lack of environmental or other airspace effects and the Sponsor wishes to take advantage of the new process. However, the sponsor will not be withdrawing from previous applications (ACP-2019-065 & ACP-2020-22) and recommencing under the new arrangements until the CAA confirm acceptance of the revised application process.

### SPONSOR

#### 3. Change Sponsor Details

Please select the appropriate category and complete. \*

- ☒ A Company  
☐ An Unincorporated Association or other body  
☐ Individual (including sole traders and partnerships)

#### 3a. A Company

Registered Company name (in full) \*

Sloane Helicopters Limited

Registered Company Number

02347024

Country of Company Registration

UK

Registered Office Address

Sywell Aerodrome The Business Aviation Centre, Sywell, Northampton, England

Postcode

NN6 0BN

E-mail

info@sloanehelicopters.com

Trading name (if applicable)

Trading Address (primary site)

as above

Country

Postcode

Website address

Primary Point of Contact Name \*

☒ Requires Airspace Portal Access ?

Telephone \*

Mobile Number (for Airspace Portal) \*

Email \*

**Additional Contacts**

You can add up to 4 additional contacts

## STATEMENT OF NEED

**4. Independent Aviation/Airspace Consultancy**

☒ Is an Independent Aviation/Airspace Consultancy involved in this proposal?

**Aviation Consultancy**

Registered Company name (in full) \*

Registered Company Number

Country of Company Registration

Registered Office Address

Postcode

Telephone

Email

Trading Name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name \*

Primary Contact

☒ Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

☒ Requires Airspace Portal Access ?

Telephone \*

[REDACTED]

Mobile Number (for Airspace Portal) \*

[REDACTED]

Email \*

[REDACTED]

### Additional Contacts

You can add up to 4 additional contacts

## 5. Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what issue or opportunity this proposal is seeking to address.

*Further information can be found in CAP1616 \**

Sloane Helicopters restarted scheduled helicopter passenger/freight services between the mainland and Isles of Scilly using the recently completed, licensed heliport at Penzance and the existing (recently licensed) heliport on the Island of Tresco in 2019. There are existing fixed wing operations from Land's End to St Mary's but no direct link to Tresco. Penzance Heliport offers a better location than Land's End Airport primarily due to its location situated at sea level, making it less susceptible to poor cloudbase and/or visibility conditions. Although temporarily suspended due to Covid-19 travel restrictions the services are planned to run six days per week throughout the year with capacity to carry 38,000 passengers per annum.

Services will be conducted by a long-established AOC operator using helicopter equipment capable of flight in Instrument Meteorological Conditions (IMC) under Instrument Flight Rules (IFR). For the time being operations are limited to Visual Flight Rules (VFR) flights in Visual Meteorological Conditions (VMC) due to the lack of Instrument Approach Procedures (IAPs) at each heliport. The purpose of this ACP is to gain approval for the design and introduction of RNP IAPs using Helicopter Point in Space (PinS) criteria. Instrument Departures and an IFR transition route along the Land's End Transit Corridor (LETC) are included in the scope of the proposal. Use of the approaches will be restricted to those associated with the air service only by prior permission of the heliports' authority.

As part of these paused ACPs an operational trial was envisaged. Consequently, an approved procedure designer was contracted to create the necessary instrument flight procedures which were in part funded by a European Union development grant under Project PIONEERS. These procedures were produced and form the basis of the navigation solution.

The Sponsor understands that subject to CAA approval and Flight Validation of the data these procedures can be used during the ACP period without prejudice as per CAP1616 Part 1b Airspace Trials para 311 onwards, to assist in developing CAA national policy on Helicopter PinS operations.

## 6. Administrative Changes

☐ Does your proposal represent an administrative change to the Aeronautical Information Publication (Proposed Level 0 change)?

## 7. Instrument Flight Procedures

☒ Does your proposal have the potential to include a change to and/or new IFPs?

As your request may include a change to and/or new instrument flight procedures, you are also required to submit a DAP1917 - Application for Approval of a PANS-OPS Designed Instrument Flight Procedure.

## 8. Five-Letter Name Codes (5LNC)

☐ Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

## 9. Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals and/or funding deadlines):

# SUBMISSION INSTRUCTIONS

## Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time: 16 Feb 2021 11:02:32 AM

Application Submission Number: DAP1916V2-195

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the [CAA's Airspace Change Portal](#). Please refer to CAP 1706: CAA Airspace Change Portal Sponsor Training Manual provides for further information/guidance on how to use the Airspace Change Portal.

Once your submission has been assigned, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed airspace change. To enable the CAA to consider your proposed

timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the [CAA website](#).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.