

REVISED STATEMENT OF NEED V.2 5th May 2021

Version 1 of the Statement of Need was considered by the CAA in the Assessment Meeting held on Tuesday 30th March. Discussions included whether an operational trial could assist in progressing development of helicopter PinS approaches but was not resolved during the meeting.

A subsequent meeting was held on Wednesday 5th April to finalise issues around whether the trial would benefit overall development of the procedures. It was agreed by all parties that it would not now be helpful so this revised SoN removes the trial and should be read in conjunction with the minutes which carry a Post Meeting Note to this effect. V.1 of the SoN will remain on the Portal as a matter of public record.

Point in Space (PinS) Instrument Approach Procedures at Penzance and Tresco Heliports (ACP 2021-013)

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.

Under the original ACP 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.

This proposed ACP now falls within scope of CAP1616 Part 1c due to low numbers and lack of environmental or other airspace effects and the Sponsor wishes to take advantage of the new process by withdrawing from previous applications (ACP-2019-065 & ACP-2020-22) and recommencing under the new arrangements.

[ENDS]