

# Stakeholder Engagement Plan

ACP-2022-031

Aug 2022

## 1. Introduction

Apian is a medical logistics company, focusing on the use of uncrewed aircraft systems (UAS) to deliver faster, smarter and greener healthcare. Founded by a team of NHS doctors and ex-Googlers, we are building products and platforms that connect the healthcare industry with the drone industry to improve patients' health outcomes and staff well-being.

Apian, in conjunction with the Northumbria Healthcare NHS Foundation Trust are looking to conduct feasibility flights using UAS between hospitals in Northumbria for the distribution of medical payloads such as chemotherapy drugs, urgent medical supplies and patient samples.

Operations will be conducted between 13th Feb 2023 and 12th May 2023. The UAS will operate between 3 sites; Wansbeck, Alnwick and Berwick, with the operation conducted in a Temporary Danger Area (TDA). Apian has begun the airspace change request (ACP-2022-031) to establish the TDA. A map of the area of interest can be found on the airspace change portal ACP-2022-031. A detailed map of the TDA dimensions will be shared with the stakeholders listed in this document, and uploaded to the airspace change portal.

## 2. Objectives of this document

The objective of the process is to engage with stakeholders (airspace users, air navigation service providers, aerodromes and others) on the safety and operational viability of the proposed change, as well as to ensure minimal possible impact on other airspace users.

The Stakeholder Engagement Plan aims to identify the relevant aviation stakeholders and anyone else who the proposed changes may impact, and lays out the methodology of gathering and considering their views.

## 3. Previous engagement

Apian in partnership with the NHS Northumbria Healthcare Trust have proactively identified a number of stakeholders and started engaging with them in advance of the airspace change request. Specifically;

- Newcastle ATC, with regards to the Safety Buffer Policy and proximity of operations to the airport.
- Local aviation aerodromes and flying clubs, including Eshott Airfield, Athey's Moor Flying Club, Borders Gliding Club with regards to the location of the TDA .
- Regional Airspace Users Working Group, a forum for all regional users in the North West of England, with regards to the location of the TDA.
- Defence Airspace and Air Traffic Management (DAATM), due to the proximity of operations being conducted from RAF Leeming, RAF Spadeadam and the location of the TDA.
- Emergency Helicopter operations, including Great North Air Ambulance and National Police Air Service Newcastle, with regards to the location of the TDA.

- Local Councils including North of Tyne Combined Authority, Newcastle City Council, North Tyneside County Council, Northumbria County Council and Advance Northumberland, with regards to the operations.

A summary of the engagement so far can be found in Appendix A. Full details of all engagement will be included in the final submission.

#### **4. Audience**

The audience for the engagement on this temporary airspace change has been compiled through discussions with the CAA, considerations of the NATMAC list of organisations/stakeholders and previous knowledge of aviation stakeholders through Apian's experience on past airspace change requests. These have been outlined as the following;

- Other airspace users
  - Helicopter operations in the area
    - Pipeline inspections (NPAS Heliair, Helicentre),
    - Network Rail (PDG Helicopters),
    - National Grid,
    - SAR (Bristow),
    - Pollution Patrol (2Excel),
    - Emergency Services (Maritime and Coastguard Agency, NPAS, Great North Air Ambulance).
  - General Aviation
    - Local aviation flying clubs - Athey's Moor Flying Club, Borders Gliding Club
    - The General Aviation Alliance, Aircraft Owners and Pilots Association, Airspace 4 All, British Microlight Aircraft Association (BMAA) and Light Aircraft Association) shall also be contacted.
  - Defence Airspace and Air Traffic Management for military operations.
  - Regional Airspace Users Working Group (RAUWG) for North West (forum which includes aviation stakeholders of military, gliding and flying clubs, local aerodromes and airfields).
- Aerodromes
  - Eshott Airfield is located 10km inland from the east coast and will be engaged for feedback.
- ANSPs
  - Newcastle ATC provides a Lower Airspace Radar Service and often speak to GA within the Northumbria region.
- Others
  - RNLI and local ports (such as North Sunderland Harbour), as operations will predominantly take place over sea.
  - National Trust, English Heritage and RSPB, there are a number of sites along the coast, the flights will be routing around locations to minimise disturbance to wildlife.
  - Local Councils including North of Tyne Combined Authority, Newcastle City Council, North Tyneside County Council, Northumbria County Council and Advance Northumberland.
  - Residents in the area. The flightpath will be selected to minimise flight over land where possible and ensure minimal buildings are overflown.
- NATMAC

Apian aims to engage with all those on the NATMAC list who may be impacted by the proposed TDA. We therefore analysed the complete NATMAC list and assessed if each member should be included in the engagement. The decision was made not to engage the following NATMAC members for the following reasons.

- **Passenger and commercial airlines operating at altitudes above TDA.** The ceiling of the TDA will not infringe any controlled airspace. It will therefore not impact the operations of commercial airlines that fly at higher altitudes. Coordination with Newcastle Airport will be completed.
- **Military Organisations.** Apian has already begun engagement with DAATM and has been asked to complete all military engagements through them. Therefore we will not engage with the Military Aviation Authority (MAA) and Navy Command HQ.
- **Operators who do not operate in the region of the TDA.** Isle of Man CAA does not operate near Northumbria and therefore will not be impacted by the proposed TDA.
- **Airport operators' association groups.** Apian is engaging directly with Newcastle whose airport is within 30 miles of the TDA. We will therefore not engage with Airport Operators Association (AOA), Airfield Operators Group (AOG), and Guild of Air Traffic Control Officers (GATCO) for feedback regarding this ACP.
- **Strategic industry bodies.** There are members of the NATMAC who have a specific or strategic rather than operational purpose. These groups are Airspace Change Organising Group (ACOG), Honourable Company of Air Pilots (HCAP), Aviation Environment Federation (AEF), PPL/IR (Europe) and UK Flight Safety Committee (UKFSC). These groups will not be engaged as they will not be impacted by the proposed TDA.

All other NATMAC members will be engaged.

## 5. Approach and materials

The approach is to engage directly with the stakeholders identified above, and they will be contacted via emailed and telephoned directly. Three different approaches will be taken for different stakeholders:

- **Stakeholders where procedures will be agreed**

There are a group of stakeholders who Apian will communicate with while the TDA is in place and the operation is ongoing. Procedures will need to be agreed in advance for this communication and the input of these stakeholders on the procedures and TDA design is vital for safe operations. These stakeholders are;

- Newcastle ATC, whose CTR is in close proximity to Wansbeck.
- Emergency Helicopter Services (Maritime and Coastguard Agency, Great North Air Ambulance, NPAS) who may need to task a helicopter into the TDA at short notice.

These organisations will be emailed a proposal for the TDA, with a request for a dialogue to discuss procedures for operations within the areas of interest noted above. In the case of Newcastle ATC, these discussions have already begun.

- **Stakeholders where direct feedback is important**

There are a group of stakeholders who may utilise the airspace of the TDA or have their operations impacted by the TDA. They are;

- All helicopter operations in the region (Pipeline inspections (NPAS Heliair, Helicentre) Network Rail (PDG Helicopters), National Grid, SAR (Bristow), Pollution Patrol (2Excel),
- MOD (DAATM),
- GA (The General Aviation Alliance, Aircraft Owners and Pilots Association, Airspace 4 All),
- Other operators (British Microlight Aircraft Association (BMAA) and Light Aircraft Association, British Gliding Association, British Helicopter Association, British Balloon and Airship Club, Association of Remotely Piloted Aircraft Systems-UK).

Apian will send an email to these contacts explaining the operation, and the proposed TDA and ask for their feedback. Apian will offer video/telephone calls if the stakeholder would prefer.

- **Stakeholders who will be informed of the operation but not engaged on airspace design**

- Local residents will not be engaged as part of the airspace change request.
  - This is because the airspace design will operate, where possible, over sea.
  - The route over land will look to minimise direct overflight of buildings.
  - NHS and hospital employees will be made aware of the operation before the flights, and Apian will ask the local council if any residents should be notified.
- English Heritage, National Trust and RSPB will be made aware of operations. The flights will be routing around those locations to minimise disturbance to wildlife.
- Local Councils including North of Tyne Combined Authority, Newcastle City Council, North Tyneside County Council, Northumbria County Council and Advance Northumberland, will be updated with regards to operations for awareness.

## **6. Engagement Period**

The target AIC publication date is the 9th Feb 2023, to fit in with the NHS Northumbria Trusts schedules. To achieve this target publication date, we have agreed to submit our proposal to the CAA by the 11th November 2022.

Considering the above and the need to provide the CAA with sufficient time to assess the temporary airspace change application, stakeholders will be contacted on the 9th September 2022 and given until the 4th November 2022 to respond, providing 8 weeks for feedback. Apian believes that given the pre-application stakeholder engagement that has already taken place in the area, 8 weeks would provide sufficient time for engagement. Should any stakeholders request an extension to the feedback window, Apian will address and respond accordingly.

## **7. Post engagement**

Following the stakeholder engagement process detailed above, Apian will gather the feedback from different stakeholders and consider whether any modifications to the proposal are required prior to formally submitting a Proposed Change Request to the CAA for approval.

Once the details of the TDA are published in an AIC (or similar), Apian will share the details with all stakeholders.

## **8. Feedback while TDA is active**

It shall be the responsibility of the Head of Aviation at Apian to gather all feedback received when the TDA is in place. All stakeholders in this document shall be notified of the contact details and there will be details for Apian in the AIC notifying the TDA and on the NOTAM.

## Appendix A: Northumbria aviation stakeholder engagement (conducted pre application)

Authors	[REDACTED]
Last update	24 Aug 2022

Stakeholder	Contact	Details	Engagement
Aviation			
Defence Airspace and Air Traffic Management (DAATM)	[REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] Coordinates MoD airspace stakeholder responses to airspace requests.	<p>Feb 2022</p> <ul style="list-style-type: none"> <li>Initial briefing to explain details of plan</li> </ul> <p>Apr 2022</p> <ul style="list-style-type: none"> <li>Further email exchange arranging briefing</li> </ul> <p>June 2022</p> <ul style="list-style-type: none"> <li>Briefing on project, airspace requirements and asking for feedback</li> </ul> <p>June 2022</p> <ul style="list-style-type: none"> <li>Received email</li> </ul> <p>July 2022</p> <ul style="list-style-type: none"> <li>Contact stating no issues with project or routings, <b>supportive</b>. Provided data on military flights in the area.</li> </ul>

<p>Regional Airspace User Working Group</p> <p>Forum for all regional airspace users in North West of England - Northumbria, North Cumbria, Yorkshire. Coordinated through RAF Leeming</p>	<p>[REDACTED]</p>	<p>[REDACTED] is at RAF Leeming and coordinates the regional airspace users working group.</p> <p>Captures a number of stakeholders across the area from military, general aviation and civilian aerodromes</p>	<p>April</p> <ul style="list-style-type: none"> <li>Presented project details to RAUWG</li> <li>Positive feedback from forum on project and stakeholder engagement. All present <b>supportive</b>.</li> <li>Invited back for further update closer to the time</li> </ul> <p>June</p> <ul style="list-style-type: none"> <li>Received email.</li> </ul>
<p>Newcastle Airport</p>	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>[REDACTED] in ATC manager at Newcastle airport</p>	<p>Oct 2021</p> <ul style="list-style-type: none"> <li>Initial meeting to introduce ourselves and project ideas</li> </ul> <p>April 2022</p> <ul style="list-style-type: none"> <li>Update on routings and discussion around operating near Newcastle CTR</li> <li><b>Supportive</b> to work collaboratively to find a solution</li> <li>Keen to support flights within CTR in the longer term</li> <li>Meeting notes</li> </ul> <p>June 2022</p> <ul style="list-style-type: none"> <li>Update on routings, discussion reference landing site as closet to CTR</li> </ul> <p>June 2022</p> <ul style="list-style-type: none"> <li>Face to face catch up with ATC Manager at the World ATM Congress</li> <li>Excited to support the project</li> </ul> <p>June</p> <ul style="list-style-type: none"> <li>Received email</li> </ul> <p>July</p> <ul style="list-style-type: none"> <li>Attended demo day</li> </ul>

			<ul style="list-style-type: none"> <li>Meeting with drone operator</li> </ul>
<u>Eshott Airfield</u> (Morpeth)	[REDACTED]	[REDACTED]	Dec 2021 <ul style="list-style-type: none"> <li>Meeting in person, very positive, <b>supportive</b> of project</li> </ul> June <ul style="list-style-type: none"> <li>Received email</li> </ul>
RAF Boulmer	[REDACTED]	[REDACTED] Military base, fighter control base. HIRTA.	April 2022 <ul style="list-style-type: none"> <li>Email exchange with Station Cdr</li> <li>Content that it is coordinated through DAATM</li> </ul> <b>No objection to date</b> , coordinated through DAATM who are supportive
<u>Athey's Moor Flying School</u>	[REDACTED]	Small airfield for pleasure flights only.	Dec 2021 <ul style="list-style-type: none"> <li>Meeting in person</li> <li><b>Supportive</b></li> </ul> June <ul style="list-style-type: none"> <li>Received email</li> </ul>
<u>Borders Gliding Club</u> Milfield Glider Site, Northumberland	[REDACTED]	[REDACTED] is poc. Gliding club	Nov 2021 <ul style="list-style-type: none"> <li>Meeting in person</li> <li><b>Supportive</b></li> </ul> June <ul style="list-style-type: none"> <li>Received email</li> </ul>
<u>RAF Spadeadam</u> EGD 510 A B C	[REDACTED]	[REDACTED] [REDACTED] RAF	April 2022 <ul style="list-style-type: none"> <li>Emailed Station Cdr</li> <li>Emailed ATC contacts</li> <li><b>Supportive</b></li> <li>Happy to coordinate through DAATM</li> </ul>



	<p>[Redacted]</p> <p>[Redacted]</p>	<p>Spadeadam station cdr</p>	
<p>Great North Air Ambulance</p>	<p>[Redacted]</p>	<p>Air Ambulance - [Redacted] [Redacted] poc</p>	<p>Jan 2022</p> <ul style="list-style-type: none"> <li>• Updated on project, routings etc</li> <li>• <b>Supportive</b></li> <li>• Would like to understand deconfliction</li> </ul> <p>June</p> <ul style="list-style-type: none"> <li>• Received email</li> </ul>
<p>National Police Air Service Newcastle</p>	<p>[Redacted]</p> <p>[Redacted]</p>	<p>Police - [Redacted] [Redacted] poc</p>	<p>Jan 2022</p> <ul style="list-style-type: none"> <li>• Updated with project outline</li> <li>• Would like details of deconfliction <ul style="list-style-type: none"> <li>○ NOTAM</li> <li>○ Drone operations updated to NPAS</li> <li>○ Accomodation of NPAS for emergencies</li> </ul> </li> </ul> <p>June</p> <ul style="list-style-type: none"> <li>• Received email</li> </ul> <p><b>No objection to date</b></p>
<p><b>Council</b></p>			

North of Tyne Combined Authority	[REDACTED]		<p><b>Supportive</b>, recognising the signalling and economic benefits that follow the trial.</p> <p>The Local Authorities are the shareholders of Newcastle Airport, and are <b>supportive</b> of working with us around any issues should they arise.</p> <p>Further meetings welcomed as necessary, but considered not necessary given direct stakeholder messaging from Trust comms team.</p>
Newcastle City Council	[REDACTED]		
North Tyneside County council	[REDACTED]		
Northumberland County Council	[REDACTED]		
Advance Northumberland	[REDACTED]		
<b>Healthcare</b>			
Board of Governors			<p>November 2021</p> <ul style="list-style-type: none"> <li>• <b>Supportive</b></li> </ul>