



# DAP1916 - Statement of Need

Tracking Code: 5SZR7CZ

## BEFORE YOU BEGIN

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- Please ensure the contents of CAP 1616 Appendix A are referred to prior to completing this form. \*

## TYPE OF CHANGE

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### 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

- Have you previously submitted a Statement of Need?

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

Provision of GNSS IAP to Henstridge Airfield

### 2. Title of proposal

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

ACP-2022-033

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

Change in Aviation Consultants

## SPONSOR

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### 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)

Does the ANSP have full agreement of the relevant airport operator? \*

- Yes  No

### 3a. A Company

Registered Company name (in full) \*

Specialist Aviation Services

Registered Company Number

01848773

Trading Address (primary site)

Trading name (if applicable)

E-mail

Postcode

GL51 6SS

Registered Office Address

Gloucestershire Airport, Staverton, Cheltenham, Gloucestershire

Country of Company Registration

United Kingdom

Country

United Kingdom

Postcode

BA8 0TN

Mobile Number (for Airspace Portal) \*

Email \*

Confirm Email \*

Telephone \*

Requires Airspace Portal Access ?

Primary Point of Contact Name \*

Website address

### Additional Contacts

You can add up to 4 additional contacts

**+** Add Contact

## STATEMENT OF NEED

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### 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

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 \*

Mobile Number (for Airspace Portal) \*

E-mail \*

#### Additional Contacts

You can add up to 4 additional contacts

**+** Add Contact

#### Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what the current/existing situation is **and** what issue or opportunity this proposal is seeking to address.

Further information can be found in CAP1616 \*

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA), a key part of the emergency services network in the South West, is based at Henstridge airfield, situated on the Dorset/Somerset border in Class G airspace and operates without approach control services. Currently, The DSAA helicopter operates between the hours of 0700 and 0200 and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC). The DSAA helicopter is operated under the AOC of Specialist Aviation Services Ltd, the sponsor of this ACP.

During inclement weather, most UK aviation operations are supported by surveillance-based air traffic services (i.e. radar), during which appropriately qualified pilots may fly under instrument flight rules. Given the nature of the HEMS task and locations, however, this surveillance capability is not always available to HEMS crews, who are appropriately qualified, and their ability to operate in adverse weather conditions can be unduly constrained. Critically, a HEMS crew being unable to either depart from or return to their operating base due to weather constraints impacts the availability of the service.

A DSAA HEMS mission can last more than three hours and, having departed Henstridge in VMC, the weather can (and does) often deteriorate, regularly precipitating a recovery in marginal weather conditions. If weather conditions fall below those required for a Visual Flight Rules (VFR) recovery, this would result in the DSAA helicopter being unable to return Henstridge; in turn, this would mean that this important critical care asset would remain offline until it could be recovered (often the following day). If the aircraft had been left on a hospital helipad, then the helipad would not be available to other HEMS aircraft. Thus, being unable to recover the DSAA helicopter to Henstridge under instrument meteorological conditions (IMC) could put patients' lives at risk.

A major benefit of introducing a Global Navigation Satellite System (GNSS) instrument approach procedure (IAP) is that it will allow the operation of the DSAA helicopter (particularly its recovery) under IMC, offering significant safety benefits over VFR flight in marginal VMC conditions, in turn, delivering vital continuity of this critical care service. An additional benefit could also be that the implementation of GNSS IAPs at Henstridge could lead to future operations in IMC to hospitals with their own GNSS IAPs.

The purpose of this ACP, therefore, is the implementation of GNSS IAPs to for the DSAA HEMS operation at Henstridge; such operational procedures, designed specifically for helicopters, are known as Point-in-Space (PinS) procedures. The operational feasibility of and safety case for PinS have been proven and assured PinS procedures supporting the HEMS community have been implemented successfully throughout mainland Europe. Specialist Aviation Services Limited, therefore, seeks to introduce PinS procedures to support DSAA HEMS operations at Henstridge, thereby enhancing HEMS capability and increasing the availability of critical care in reduced weather minima. This capability enhancement is also consistent with the DSAA Charity's ambition to transition the HEMS operation at Henstridge to H24.

**Secretary of State for Transport's priorities**

- Is the proposal being progressed under any of the priorities set by the Secretary of State for Transport or any other CAA priority such as safety or national security?

**Airspace Modernisation Strategy \***

- Is the proposal supporting the delivery of the Airspace Modernisation Strategy? If not, please use the text box below to explain how the proposal is not inconsistent with the Airspace Modernisation Strategy

**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, proposed operating date(s) and/or funding deadlines)

**SUBMISSION INSTRUCTIONS**

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**Submission**

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

Date and Time:

27 Apr 2023 12:50:52 PM

Application Submission Number:

DAP1916V2-737

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique PPR reference number (PPR-YYYY-NNN) allocated to this submission. Following receipt of your unique PPR reference number, you will be required to create an associated PPR proposal on the CAA's Airspace Change Portal (<https://airspacechange.caa.co.uk/>). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

Given the high number of new proposals, together with those proposals which are already in the system, it is possible that the proposal may not be assigned to a Technical Regulator/Account Manager immediately following submission of the Statement of Need. New proposals are allocated on a first come first served basis, unless the proposal is directly related to safety or national security matters, or as directed by the Secretary of State for Transport's priorities.

Once your submission has been assigned to an Account Manager/Case Officer, 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 PPR. To enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- ASSESS and CONSULT Gateway
- Formal PPR Proposal Submission
- Target Implementation

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the CAA's airspace change portal (<https://airspacechange.caa.co.uk/about-airspace-change/>).

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 Regulation (EU) No. 73/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and CAP 1054: Aeronautical Information Management (<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808>) 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.