



DAP1916 - Statement of Need

Tracking Code: FYCWTRB

BEFORE YOU BEGIN

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

TYPE OF 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

☐ Have you previously submitted a Statement of Need?

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

Point in Space (PinS) Instrument Procedures, Royal Sussex Hospital Brighton

2. Title of proposal

Which of the following categories is the proposal being progressed under? *

☒ Permanent ☐ Temporary ☐ Trial

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) *

Specialist Aviation Services Limited

Registered Company Number

01848773

Trading Address (primary site)

Gloucestershire Airport, Staverton, Cheltenham, Gloucestershire

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

GL51 6SS

Mobile Number (for Airspace Portal) *

Email *

Confirm Email *

Telephone *

☒ Requires Airspace Portal Access ?

Primary Point of Contact Name *

Website address

<https://specialist-aviation.com/>

Additional Contacts

You can add up to 4 additional contacts

Contact 1

Contact Name *

☒ Requires Airspace Portal Access ?

Telephone *

Mobile Number (for Airspace Portal) *

Email *

Confirm Email *

 DELETE CONTACT

 Add Contact

STATEMENT OF NEED

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

07802476919

Trading name (if applicable)

Trading Address (primary site)

34 Rylett Crescent, London, England

Country

United Kingdom

Postcode

W12 9RL

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 *

Brighton Royal Sussex County Hospital (BRSCH) is a Major Trauma Centre for Air Ambulance Charity Kent Surrey Sussex (AACKSS). AACKSS serves a population of 4.8 million and its helicopter service is operated by Specialist Aviation Services Ltd, the sponsor of this ACP.

BRSCH lies on the south coast, sitting within class G airspace. At present a roof top helideck is being constructed but arrivals currently go to the nearby secondary Hospital Landing Site. Once completed operation will be limited to Visual Meteorological Conditions (VMC) due to the lack of Instrument Approach and Procedures.

AACKSS transports patients to BRSCH on average 3-4 times per week but, due to the limitation to operate in VMC conditions, about 1 patient a week must be conveyed by road instead of air. Transport by helicopter is faster than by road and therefore improves outcomes for critically ill patients.

The purpose of this ACP is to gain approval for the design and introduction of RNP instrument procedures using Helicopter Point in Space (PINS) criteria. These will supplement the existing VFR procedures.

In addition to patient benefits, the instrument procedures will improve safety. It has been proven that planned IFR flight offers significant safety benefits over VFR flight in marginal VMC conditions, as supported by a number of AAIB recommendations for the adoption of PINS.

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.

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

Instrument Flight Procedures

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

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?

CAP1616 Part 1c

- ☒ Is the proposal being progressed against the requirements set out in CAP1616 Part 1c: Airspace Change Process for RNP Instrument Approach Procedures (IAPs) without an Approach Control Service?

DVOR / DME / NDB Rationalisation - RNAV Substitution

- ☐ Is the proposal being progressed against the requirements set out in CAP1781: VOR / DME / NDB Rationalisation: Guidance for the use of RNAV Substitution?

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)

This proposed ACP has been accepted by the CAA/DfT appointed GNSS Facilitation Team into Phase 3 of the GNSS programme.

SUBMISSION INSTRUCTIONS

Submission

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

Date and Time:

21 Apr 2023 1:06:20 PM

Application Submission Number:

DAP1916V2-725

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 \(https://airspacechange.caa.co.uk/\)](https://airspacechange.caa.co.uk/). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

Given the high number of new airspace change proposals (ACP), 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 Statment of Need. New proposal 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. For Permanent changes, 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's airspace change portal \(https://airspacechange.caa.co.uk/about-airspace-change/\)](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 \(https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808\)](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 details during the course of your intial 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.