

Stakeholder Engagement Plan

ACP-2023-015

20th July 2023

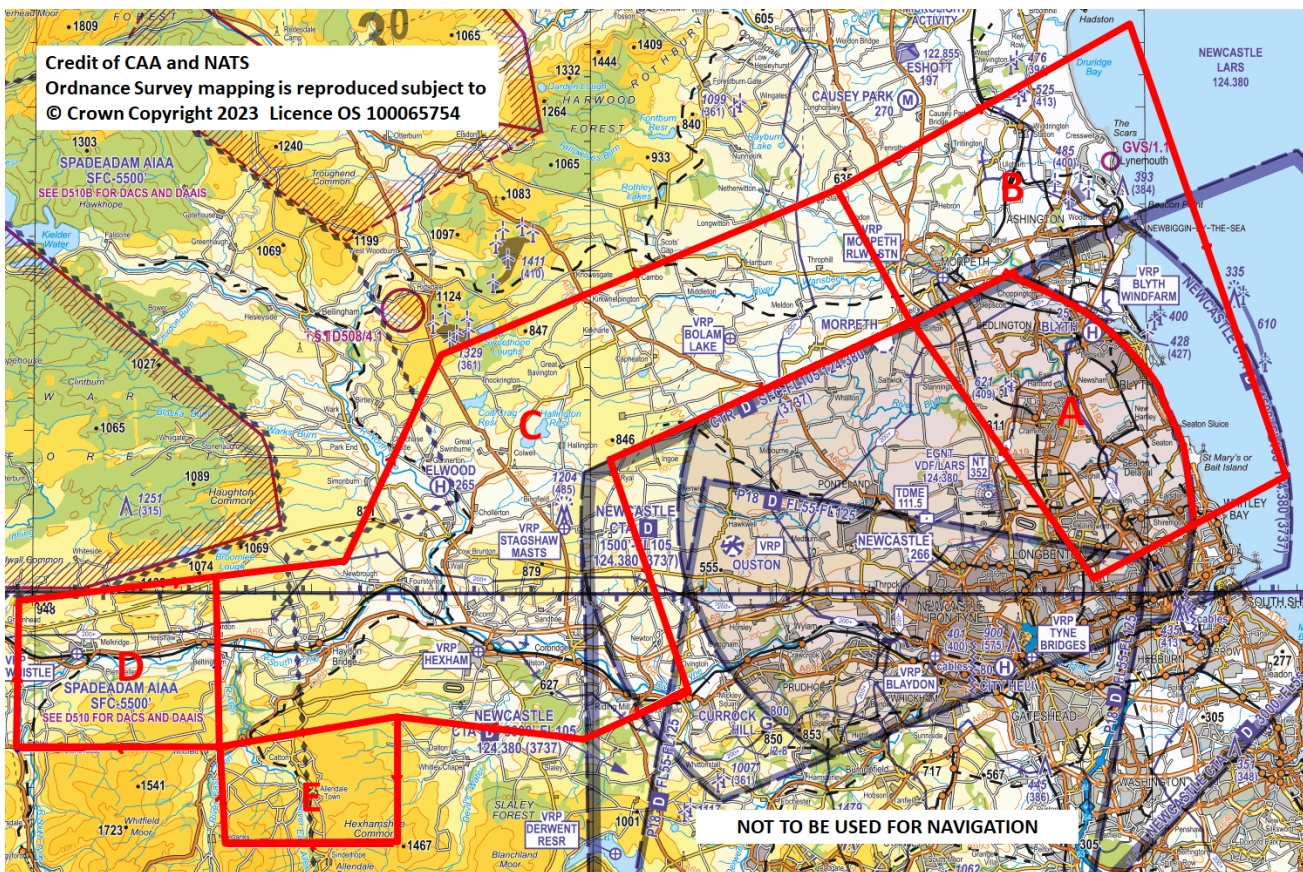
Introduction

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-Google, 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 12 Feb 24 - 12 Aug 24. The UAS will operate between Seaton/Wansbeck/Hexham/Haltwhistle with the operation conducted in a Trial Temporary Danger Area (TDA). Apian has begun the airspace change request (ACP-2023-015) to establish the Trial TDA. A map of the proposed Trial TDA can be found below, and a detailed map of the Trial TDA dimensions will be shared with the stakeholders listed in this document, and uploaded to the airspace change portal.

Proposed Trial TDA



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 and the wider community.

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.

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, Otterburn Range and Low Flying Booking Cell and the location of the TDA.
- Emergency Helicopter operations, including Great North Air Ambulance Service (GNAAS), National Police Air Service Newcastle (NPAS) and Maritime Coastguard Agency (MCA), 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 as part of the Airspace Change Proposal.

Audience

The audience for the engagement on this trial airspace change has been compiled through discussions with the CAA, considerations of the NATMAC list of organisations/stakeholders and previous knowledge of 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 (GNAAS, NPAS, MCA)
 - General Aviation

- Local aviation flying clubs – Athey’s Moor Flying Club, Borders Gliding Club, Northumbria Gliding Club, Northumbria Hang Gliding and Paragliding, East of Scotland Microlights and Edensoaring.
- 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 (DAATM).
- Regional Airspace Users Working Group (RAUWG) for North West (forum which includes aviation stakeholders of military, gliding and flying clubs, local aerodromes and airfields).
- Model Flying club – Blythe Valley Radio Model Club.
- Local flying operators who have requested to be included following previous stakeholder engagement.
- Aerodromes
 - Eshott Airfield is located 10 km inland from the east coast and will be engaged for feedback.
 - Fishburn Airfield is located approx 28 miles south of Newcastle International Airport.
 - Glassonby
 - Greenhills Farm
 - Shotton (Peterlee)
- ANSPs
 - Newcastle ATC provides a Lower Airspace Radar Service and often speaks to GA within the Northumbria region.
 - Carlisle Airport operates to the west of the TDA and often speaks to GA who depart to the east.
- Others
 - NHS Trust Sites
 - National Trust, English Heritage and RSPB, Berwick Wildlife Trust and Northumbria Wildlife Trust. Routings to minimise disturbance to wildlife.
 - Local Councils including North of Tyne Combined Authority, Newcastle City Council, North Tyneside County Council, Northumbria County Council, Northumberland County Council and Carlisle Council.
 - North Cumbria Councils

- Residents in the area. The flightpath will be selected to minimise flight over residential areas where possible. Local residents' outreach will be conducted in collaboration with local councils.
- HMP Northumberland
- Model Flying club – Blythe Valley Radio Model Club
- The British Model Flying Association (BMFA)
- The Flying Farmers Association (FFA)

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 is below airline operating levels and will therefore not impact the operations of commercial airlines. Targeted airline engagement will be coordinated via Newcastle Airport.
- **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 Airport which 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.

Approach and materials

The approach is to engage directly with the stakeholders identified above, and they will be contacted via email and/or 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.
- Emergency Helicopter Services and Military operations (Maritime and Coastguard Agency, Great North Air Ambulance, NPAS, DAATM) who may need to task aircraft into the TDA at short notice.

These organisations have received virtual briefings for the proposed TDA, with a request for a dialogue to discuss procedures for operations within the areas of interest noted above.

- **Aviation 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) as well as local operators such as Hawker Hunter Aviation Ltd.
- British Model flying Association (BMFA) Model Flying club - Blythe Valley Radio Model Club.

- Local flying operators who have requested to be included following previous stakeholder engagement.

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 where feedback is important**

There are a group of stakeholders who may not require to use the airspace of the TDA or will not be impacted by the TDA, but may have an interest in the operations. They are;

- 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.

The following stakeholders will be targeted through a local communications campaign. These are;

- Local communities and residents who reside in close proximity to the hub and local delivery sites.
 - The route will look to minimise direct overflight of buildings.
 - The route 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.

Engagement Period

The target AIC publication date is the 8th February 2024, 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 6th October 2023.

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 28th July 2023 and given until the 22nd September 2023 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.

The local community engagement timelines will be created in collaboration with the local community groups listed above, and discussed with the CAA.

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.

Feedback while TDA is active

It shall be the responsibility of the Airspace Lead 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.

Trial adjustments

If Apian requires to make trial adjustments while the trial is active, the details will be shared with all stakeholders following agreement with the CAA.

Appendix A: Northumbria aviation stakeholder engagement (pre submission) Phase 2

Stakeholder	Contact	Details	Engagement
Aviation			
Defence Airspace and Air Traffic Management (DAATM)	<p>[Redacted]</p> <p>[Redacted]</p> <p>[Redacted]</p>	<p>[Redacted]</p> <p>[Redacted]</p>	<ul style="list-style-type: none"> • 2 Mar 23 - Meeting took place with DAATM <ul style="list-style-type: none"> ◦ DAATM happy to share contact details of Spadeadam for us to discuss with them ◦ Can't see it will be an issue, but would need to speak to others, can share to some early if we wish. • 9 Mar 23 - DAATM emailed and will get back to us at the end of March to provide us with feedback from the military. • 13 Mar 23 DAATM provided us with a contact for Spadeadam, and have asked us to keep them in the loop of what is discussed.
Regional Airspace User Working Group	<p>[Redacted]</p>	<p>[Redacted]</p>	<ul style="list-style-type: none"> • The airspace team are booked in to give a brief to RAUWG on the 19th April 23 at RAF Leeming. • 19 Apr 23 - briefing to the RAUWG completed. (50 members present)

<p>Forum for all regional airspace users in North West of England - Northumbria, North Cumbria, Yorkshire. Coordinated through RAF Leeming</p>		<p>Captures a number of stakeholders across the area from military, general aviation and civilian aerodromes</p>	
<p>Newcastle Airport</p>	<p>[REDACTED]</p>	<p>[REDACTED]</p>	<ul style="list-style-type: none"> • 27 Feb 23 - Airspace team met with Newcastle ATC to discuss options for phase 2. A positive conversation with their full support to date. • 25 Apr 23 - Newcastle ATC visit to Northumbria Phase 1 site, discussion around Phase 2. • 5 May 23 - Newcastle ATC visit by Head of Aviation at Apian • 22 Jun 23 - Airspace team met with Newcastle ATC to update on the project progress
<p><u>RAF Spadeadam</u> EGD 510 A B C</p>	<p>[REDACTED]</p>	<p>[REDACTED]</p>	<ul style="list-style-type: none"> • 13 Mar 23 DAATM provided contact details for Spadeadam • 21 Mar 23 Meeting took place with RAF Spadeadam ATC. Supportive.

	[REDACTED]		
<u>Otterburn Range</u>	[REDACTED]		<ul style="list-style-type: none"> 13 Apr 23 meeting took place with Otterburn to discuss routing and gain feedback. Supportive.
Great North Air Ambulance	[REDACTED]	Air Ambulance	<ul style="list-style-type: none"> 23 Mar 23 meeting took place with the Chief Pilot, routings discussed. Supportive.
National Police Air Service Newcastle	[REDACTED]	Police	<ul style="list-style-type: none"> 25 Apr 23 meeting took place with the Chief Pilot routings discussed. Supportive.
MCA	[REDACTED]		<ul style="list-style-type: none"> 23 Mar 23 - Meeting took place with MCA to discuss routings. Supportive
Bristow	[REDACTED]		<ul style="list-style-type: none"> 19 Apr 23 - Meeting took place with the Chief Pilot to discuss routings. Supportive.
Carlisle Airport	[REDACTED]		<ul style="list-style-type: none"> 2 May 23 - Meeting took place. Supportive.

			
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