



# DAP1916 - Statement of Need

Tracking Code: **KR6H665**

## 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 - the title should be succinct and include a location (where appropriate)): \*

PBN Instrument Procedures, Redhill Aerodrome, Surrey.

### 2. Title of proposal

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

☒ Permanent ☐ Temporary ☐ Trial

## 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)

#### 3a. A Company

Registered Company name (in full) \*

Redhill Aerodrome Limited

Registered Company Number

00264228

Trading Address (primary site)

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Redhill Aerodrome, Kings Mill Lane, Redhill, Surrey.

Trading name (if applicable)

E-mail

acp@redhillaerodrome.com

Postcode

RH1 5JZ

Registered Office Address

Redhill Aerodrome, Kings Mill Lane, Redhill, Surrey.

Country of Company Registration

England

Country

England

Postcode

RH1 5JZ

Mobile Number (for Airspace Portal) \*

Email \*

Confirm Email \*



Do you require access to the CAA's Airspace Change Portal?

Telephone \*

Primary Point of Contact Name \*

Website address

www.redhillaerodrome.com

#### Additional Contacts

You can add up to 4 additional contacts (this is useful to ensure that periods of absence are covered)

## Contact 1

Contact Name \*

☒ Do you require access to the CAA's Airspace Change Portal?

Telephone \*

Mobile Number (for Airspace Portal) \*

Email \*

Confirm Email \*

 DELETE CONTACT

 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?

☒ Do you require access to the CAA's Airspace Change Portal?

Telephone \*

Mobile Number (for Airspace Portal) \*

E-mail \*

#### Additional Contacts

You can add up to 4 additional contacts

 Add Contact

#### Statement of Need

Please complete the following four sections.

What is the objective of the proposed change? \*

This request is primarily driven by the desire to enhance the capability of the blue light services that operate 24/7 out of Redhill Aerodrome – namely, Air Ambulance Charity Kent Surrey Sussex (AACKSS) Helicopter Emergency Medical Service (HEMS) and flights in support of police operations that are conducted by the National Police Aviation Service (NPAS).

The purpose of this ACP is to gain approval for the design and introduction of RNP instrument procedures to and from Redhill Aerodrome. These are intended to supplement the existing VFR procedures.

Please provide a summary of the issue or opportunity this proposal is seeking to address including any safety, operational, technical, environmental or economic factors. \*

Establishing Instrument Approach and Departure Procedures will enable increased utilisation of the AACKSS HEMS aircraft with the potential to deliver significant improvements to patient outcomes within Kent, Surrey, Sussex and the wider area. Having this facility is also likely to expand the operational capability of the NPAS resource based at Redhill providing an enhanced service to the region.

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.

Please provide a description of the current airspace design (i.e. the airspace structure and flight procedures) relevant to this proposal. \*

The Redhill ATZ sits mostly in Class G Airspace but, to the south and southwest, the zone is directly adjacent to the Gatwick CTR, which is Class D. The Gatwick CTA Class D sits overhead the Aerodrome with a base of 1500ft. Operations to Redhill are currently limited to Visual Meteorological Conditions (VMC) due to the lack of Instrument Approach and Departure Procedures.

Please provide a description of the current prevailing air traffic situation (i.e. frequency and number of movements) and an indication of estimated forecast growth (where applicable). \*

The existing Redhill Aerodrome VFR traffic consists of a mixture of both helicopter and fixed wing aircraft. In the conditions where it is anticipated that the blue light services will look to utilise the proposed PBN procedures, the normal volume of airfield movements is likely to be very much reduced. It is estimated that the additional annual flights in support of emergency service operations might be in the order of 300 HEMS and 50 NPAS.

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 submission is not dependent on, but is intended to complement, other ACP requests in support of HEMS activities in the south east region - namely the DfT funded GNSS Program Phase 3 applications for Kings College Hospital, London, Royal Sussex County Hospital, Brighton and the William Harvey Hospital, Ashford, Kent.

**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:

23 Oct 2023 2:36:12 AM

Application Submission Number:

DAP1916V2-916

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/>). 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 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. 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
- DECIDE Gateway
- 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/>).

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 details 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.