



# Royal Sussex County Hospital (RSCH) - Provision of PINS IAP procedure

ACP-2023-028

ENGAGEMENT STRATEGY (CAP1616 STAGE 3 SUBMISSION)

**8 December 2023**

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# 1 Introduction

## 1.1 Background

This document is the Engagement Strategy for Airspace Change Procedure (ACP) ACP-2023-028 sponsored by Specialist Aviation Services Ltd (SAS). SAS operates the helicopter service for Air Ambulance Charity Kent Surrey Sussex (AACKSS).

This ACP concerns Royal Sussex County Hospital Brighton (RSCH) which is the Major Trauma Centre for the counties of West and East Sussex and supported by AACKSS. The proposal is to introduce an Instrument approach and departure to the hospital using Helicopter Point in Space (PINS) criteria.

The PinS procedure will supplement the existing Visual Flight Rule (VFR) procedures, which will remain the primary means of approach. It will allow access to the Hospital Landing Site outside of Visual Meteorological Conditions (VMC) which currently restrict the VFR procedures. As the new hospital landing facility will be lit, this will allow an estimated 30 additional patients a year to be conveyed by helicopter rather than land ambulance, which can reduce potential delays to emergency treatment and improve patient outcomes.

This ACP is being conducted in accordance with CAP1616. The ACP is being progressed under Part 1C of CAP1616 (Airspace Change Process for RNP Instrument Approach Procedures (IAPs) without an Approach Control Service).

This document is the Engagement Strategy, part of the Stage 3 submission.

## 1.2 Scope and objectives

This is a targeted engagement aimed at aviation stakeholders, which is appropriate as the CAA has confirmed that the application meets the requirements of CAP1616 para 356 for the purposes of the ACP. It is noted that the number of flights a year expecting to use the new procedure is only about 30.

Therefore the application will address aviation stakeholders only (i.e. operators of aerodromes/strips/landing sites and aircraft operators that could be present in this airspace, and their representative organisations).

## 1.3 Summary of engagement to date

Prior to the engagement, the only engagement has been with Shoreham airport to consider ways to co-ordinate operations at Shoreham and PINS operations into RSCH.

## 2 Engagement stakeholders

The stakeholders were identified by determining aviation organisations whose operations could be affected by the PinS Procedure:

- Identifying relevant aviation organisations as represented at NATMAC (National Air Traffic Management Advisory Committee). Many of the organisations will only be indirectly affected by the PinS procedure since they represent national organisations. Up to date representation on NATMAC was provided by the CAA. Some NATMAC organisations are not relevant and these have been excluded. This is explained in Annex A.
- Review of VFR map to identify relevant airfields and airports in the local area. Operators from these airfields may be directly affected by traffic using the new PinS procedure.
- Discussions with the Sponsor and the Facilitation Team, which identified additional helicopter operators in the region. Some of these might use the PinS procedure and are therefore directly impacted.

Given the very low environmental impact of the ACP (as noted above, about 30 flights a year), non-aviation organisations are not included in the engagement.

Local airspace users were identified from a VFR map<sup>1</sup> shown below.



Figure 1: Local airspace users and strips

The following aerodromes, gliding sites and private airstrips were identified to be included in the engagement:

<sup>1</sup> Snapshot of a current VFR map on 2 November 2023 showing area around Brighton.

Deanland	Ringmer
Kittyhawk	Spilstead Farm
Hadfold Farm	Shoreham airport (Brighton City)
Palmers Farm	Swanborough Farm
Parham	Truleigh Farm
Lydd airport	

*Table 1: Aerodromes, gliding sites and private airstrips close to Brighton*

Lydd airport is included as (although it is 40nm from Brighton) it is a base of HMCG that operates in this area. Also Farnborough Lower Airspace Radar Service (LARS) is included as it could provide a traffic service to 1500ft which could be part of the procedure.

In addition, the following helicopter operators were identified as operating in the area: National Police Air Service (NPAS), His Majesty's Coastguard (HMCG) and The Children's Air Ambulance (TCAA).

Finally, the hospital itself was identified (RSCH Hospital) since it operates the helideck used for the PinS.

Contacts were identified for each of these organisations, and they are listed in Annex A.

Although Brighton & Hove City Council was identified by the sponsor in the assessment presentation as a potential engagement stakeholder, it was subsequently determined that they were not relevant for this targeted engagement as it is not an aviation stakeholder (operator or airfield, etc). This is because of the very low environmental impact of the ACP as described earlier (approximately 30 flights per year, which is less than 1% of the total at which an environmental assessment would be required as per para 356 of CAP1616).

## 3 Description of engagement

### 3.1 Introduction

This section describes the expected engagement.

### 3.2 Engagement dates

The following table shows the engagement dates.

Engagement start	8 December 2023
Reminder email sent	12 January 2024
Engagement close	26 January 2024

*Table 2: Engagement dates*

An engagement period of 6 weeks is proposed due to the targeted nature of the engagement with an additional week added to allow for the Christmas holiday period (i.e. total of 7 weeks).

A reminder will be sent on the date shown in Table 1.

### 3.3 Notification of engagement

A notification about the engagement will be emailed to each stakeholder at the start of the engagement period. The notification will include the engagement presentation which includes details of the proposal and instructions on how to give feedback.

Email contact addresses are available for all the identified stakeholders.

### 3.4 Response to engagement

A dedicated email address has been established ([ACP-RSCH@specialist-aviation.com](mailto:ACP-RSCH@specialist-aviation.com)) for the engagement. An online form will be used for feedback. Stakeholders will be invited to request a call or Teams meeting to answer questions on the proposal.

The following stakeholder will be requested for a meeting since it is particularly affected:

- Shoreham airport (a Letter of Agreement will be required with Shoreham).

### 3.5 Changes to the engagement

If unexpected significant challenges are raised during the engagement that have not been foreseen, and a major change is required, or omission identified, then the engagement may be extended. In this case, the sponsor will update the engagement material and inform all stakeholders of the changes. Stakeholders will be given sufficient time to consider the changes if this is required.

### 3.6 Engagement material

The engagement will use a PDF presentation emailed to stakeholders. It includes:

- A description of the proposed option, including relevant operational procedures, including:
  - how it meets the design principles,
  - the impact on safety,
  - the environmental and economic impacts.
- A discussion of other options that were considered but not proposed.

The PDF is designed for printing where preferred.

## **4 Post engagement process**

### **4.1 Assessment and submission**

After the engagement period closes, the sponsor will collect and analyse all responses that have been received during the engagement. It will then assess whether to update the design of the proposed option.

An Engagement Summary Report will be produced summarising the feedback, the response and any changes (if any) to the final design as a result of the responses.

### **4.2 Submission of the ACP**

Once the design is finalised, the formal Airspace Change Proposal will be submitted to the CAA. The target for this submission is 11 March 2024.



## A List of engagement stakeholders

### NATMAC

Organisation	Contact Name	Email
Airport Operators Association (AOA)	[REDACTED]	[REDACTED]
Airfield Operators Group (AOG)	[REDACTED]	[REDACTED]
Aircraft Owners and Pilots Association (AOPA)	[REDACTED]	[REDACTED]
Airspace Change Organising Group (ACOG)	[REDACTED]	[REDACTED]
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	[REDACTED]	[REDACTED]
British Airline Pilots Association (BALPA)	[REDACTED] [REDACTED]	[REDACTED] [REDACTED]
British Balloon and Airship Club	[REDACTED]	[REDACTED]
British Business and General Aviation Association (BBGA)	[REDACTED]	[REDACTED]
British Gliding Association (BGA)	[REDACTED]	[REDACTED]
British Helicopter Association (BHA)	[REDACTED]	[REDACTED]
British Microlight Aircraft Association (BMAA)	[REDACTED]	[REDACTED]
British Skydiving	[REDACTED]	[REDACTED]
Drone Major	[REDACTED] [REDACTED]	[REDACTED] [REDACTED]
General Aviation Alliance (GAA)	[REDACTED] [REDACTED]	[REDACTED]
Guild of Air Traffic Control Officers (GATCO)	[REDACTED]	[REDACTED]
Honourable Company of Air Pilots (HCAP)	[REDACTED]	[REDACTED]
Helicopter Club of Great Britain (HCGB)	[REDACTED]	[REDACTED]
Light Aircraft Association (LAA)	[REDACTED]	[REDACTED]
Military Aviation Authority (MAA)	[REDACTED]	[REDACTED]
Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)	[REDACTED]	[REDACTED]
NATS	[REDACTED] [REDACTED]	[REDACTED]
Navy Command HQ	[REDACTED] [REDACTED]	[REDACTED] [REDACTED]
PPL/IR (Europe)	[REDACTED]	[REDACTED]

UK Airprox Board (UKAB)		
UK Flight Safety Committee (UKFSC)		
United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK).		

The following NATMAC members were removed from the engagement as not relevant to this airspace or because they are not an organisation relevant to the targeting of the engagement: Airlines UK, Aviation Environment Federation, British Airways, Heavy Airlines, Isle of Man CAA, BAe Systems and Low Fares Airlines.

### Other stakeholders

Organisation/role	Contact Name	Email
Deanland Airfield		
Hadfold Farm Airstrip		
His Majesty's Coastguard (HMCg)		
Farnborough Lower Airspace Radar Service (LARS)		
Kittyhawk Aerodrome		
Lydd airport		
National Police Air Service (NPAS)		
Palmers Farm Airstrip		
Parham Airfield		
Ringmer Airfield		
Shoreham Airport (Brighton City)		
Spilstead Farm Airfield		
Swanborough Farm		
The Children's Air Ambulance (TCAA)		
Truleigh Farm Airstrip		