



Kings College Hospital (KCH) - Provision of PinS IAP procedure

ACP-2023-027

ENGAGEMENT STRATEGY (CAP1616 STAGE 3 SUBMISSION)

15 JANUARY 2024

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1 Introduction

1.1 Background

This document is the Engagement Strategy for Airspace Change Proposal (ACP) ACP-2023-027 sponsored by Specialist Aviation Services Ltd (SAS). SAS operates the helicopter service for Air Ambulance Charity Kent Surrey Sussex (AACKSS).

This ACP concerns Kings College Hospital (KCH) which is the primary Major Trauma Centre for 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. It will allow access to the Hospital Landing Site outside of Visual Meteorological Conditions (VMC) which currently restrict the VFR procedures.

It will allow an estimated 100 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 without an Approach Control Service), changing to CAP1616h to be effective early 2024.

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.

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).

Given the very low environmental impact of the ACP as described in the Stage 2 submission, non-aviation organisations are not included in the engagement.

1.3 Summary of engagement to date

The engagement, to date, has been with NATS due to the proximity of KCH to major London airports (notably London City and Heathrow) and its location inside the London City CTR and also with Biggin Hill Airport, especially with regard to their ACP-2019-86 RNAV (GNSS) Runway 21 and additionally ACP-2023-075 03 RNP Airspace Trial.

2 Engagement stakeholders

The engagement stakeholders were identified as 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 airspace and VFR maps 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.

The KCH hospital is inside the London City CTR adjacent to the London CTR which are controlled airspace (CAS) operated by NATS. The airspace is shown below, also showing London Heliport (also inside CAS) and Biggin Hill.

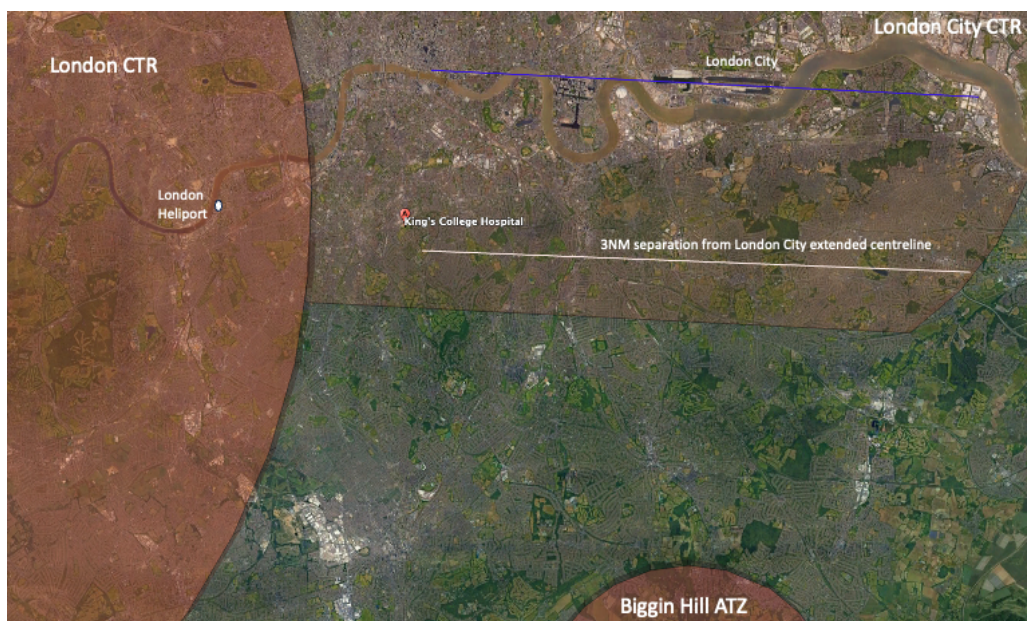


Figure 1: Local airspace

Local stakeholders for engagement were therefore identified as Biggin Hill, London Heliport and the NATS operations at London City, Heathrow, Gatwick tower and Thames radar.

Local VFR airspace users were identified from a VFR map shown below.

- His Majesty's Coast Guard

Finally, the hospital itself was identified (KCH 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.

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	15 January 2024
Reminder email sent	5 February 2024
Engagement close	26 February 2024

Table 2: Engagement dates

An engagement period of 6 weeks is proposed due to the targeted nature of the engagement. A reminder will be sent on the date shown in Table 2.

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-KCH@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 stakeholders will be requested for a meeting since they are particularly affected: NATS, Biggin Hill, London (Battersea) Heliport.

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 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 in March 2024.

A List of engagement stakeholders

NATMAC

Organisation	Contact Name	Email
Airlines UK	[REDACTED]	[REDACTED]
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 Airways	[REDACTED]	[REDACTED]
BAe Systems	[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] [REDACTED]
Guild of Air Traffic Control Officers (GATCO)	[REDACTED] [REDACTED]	[REDACTED] [REDACTED]
Helicopter Club of Great Britain (HCGB)	[REDACTED]	[REDACTED]
Heavy Airlines	[REDACTED]	[REDACTED]
Honourable Company of Air Pilots (HCAP)	[REDACTED]	[REDACTED]
Light Aircraft Association (LAA)	[REDACTED]	[REDACTED]
Low Fare Airlines	[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]
PPL/IR (Europe)	[REDACTED]	[REDACTED] [REDACTED]
UK Airprox Board (UKAB)	[REDACTED]	[REDACTED] [REDACTED]
UK Flight Safety Committee (UKFSC)	[REDACTED]	[REDACTED]
United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK).	[REDACTED]	[REDACTED]

Two NATMAC members were removed from the engagement as not relevant to this airspace or because they are not an organisation relevant to this targeted engagement (Aviation Environment Federation) or because they operate in a specific geographic area (Isle of Man CAA).

Other stakeholders

Organisation/role	Contact Name	Email
Dorset and Somerset AA	[REDACTED]	[REDACTED]
Essex and Herts AA	[REDACTED]	[REDACTED]
Biggin Hill	[REDACTED]	[REDACTED]
Heathrow Airport	[REDACTED]	[REDACTED]
His Majesty's Coastguard (HMCG)	[REDACTED]	[REDACTED] [REDACTED]
Kings College Hospital	[REDACTED]	[REDACTED]
London City	[REDACTED]	[REDACTED]
London (Battersea) Heliport	[REDACTED]	[REDACTED]
London Gatwick Airport	[REDACTED]	[REDACTED]
Kenley Gliding Site	[REDACTED]	[REDACTED]
London Air Ambulance	[REDACTED]	[REDACTED]
National Police Air Service (NPAS)	[REDACTED]	[REDACTED]
Redhill Aerodrome	[REDACTED]	[REDACTED]
The Children's Air Ambulance (TCAA)	[REDACTED]	[REDACTED]