ACP-2022-033
PROVISION OF GNSS IFP TO HENSTRIDGE
TO SUPPORT
DORSET & SOMERSET AIR AMBULANCE
CAP1616 (PART 1C) STAGE 3
AVIATION STAKEHOLDER ENGAGEMENT
SUMMARY REPORT

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GLOSSARY OF TERMS AND ABBREVIATIONS

DSAA's convention is to introduce abbreviations at first use within any document. Table 1, below, contains the list of abbreviations, acronyms and terms contained within this document and the accompanying ACP-2022-033 Stakeholder Engagement Materials.

Term/Abbreviation	Meaning
AA	Air ambulance.
ACP	Airspace change proposal.
ADV	Aerodrome control visual.
AFISO	Aerodrome flight information service officer.
AGCS	Air-ground communication service.
ADS-B	Automatic Dependent Surveillance-Broadcast. A surveillance technology and form of electronic conspicuity in which an aircraft determines its position via satellite navigation or other sensors and periodically broadcasts it, enabling it to be tracked.
AMSL	Above mean sea level.
ANSP	Air navigation service provider.
AOI	Area of Interest
AOC	Air operator certificate.
AOR	Area of responsibility.
APDO	(UK CAA-) Approved procedure design organisation
ATC/M	Air traffic control/management.
ATS	Air traffic service.
ATSU(s)	Air traffic service unit(s).
ATSOCAS	Air traffic service outside controlled airspace.
ATZ	Aerodrome traffic zone. Airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.
(UK) CAA	(UK) Civil Aviation Authority (i.e. the UK's aviation regulatory body).
(UK CAA) CAP1616	UK CAA publication proffering guidance on the regulatory process(es) for changing the notified airspace design (*et al*). See References.
CAP2520	UK CAA policy and guidance for the implementation of helicopter point in space operations in the UK. See References.
DSAA	Dorset & Somerset Air Ambulance.
FATO	Final approach and take off (area). A defined area used for the final phase of the approach to a hover or a landing, and from which take-off is initiated. A FATO will incorporate a TLOF (see below).
FIR	Flight Information Region. An airspace of defined dimensions, extending from the surface to a specified upper limit, in which flight information and alerting services are provided.
FL	Flight Level.
GA	General aviation.
HAZID	Hazard identification.
IAP	Instrument approach procedure.
IFP	Instrument flight procedure.

Term/Abbreviation	Meaning
IFR	Instrument Flight Rules, i.e. the conduct of the flight without visual references and the pilot is utilising cockpit instrumentation.
km	Kilometre
LARS	Lower Airspace Radar Service
LOA(s)	Letter(s) of Agreement
MOD	Ministry of Defence.
MOU(s)	Memorandum (Memoranda) of Understanding.
NATMAC	National Air Traffic Management Advisory Committee. A non-statutory advisory body chaired by the CAA; the NATMAC is consulted for advice and views on any major matter concerned with airspace management and strategy matters.
nm	Nautical mile(s).
PinS	Point in Space (flight procedure). IFP designed for helicopters.
RNAS	Royal Naval Air Station.
RNP	Required navigation performance. Performance requirements are expressed in navigation specifications (e.g. RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.
RW	Runway. When referencing an aerodrome's RW(s), this abbreviation will be followed by 2 digits, which will correspond to the RW's magnetic heading to the nearest whole 10 degrees. For Henstridge this is RW24; the reciprocal is RW06. Combined, this RW might also be referred to as RW06/24.
(D)SATCO	(Deputy) Senior air traffic control officer.
TLOF	Touchdown and lift-off (area). A TLOF is a load-bearing (generally paved) area, normally centred in the FATO, on which the helicopter lands and/or takes-off.
VFR	Visual Flight Rules adhered to by flights outside controlled airspace, where the conduct of the flight is with visual reference to - *inter alia* - terrain and other airspace users.
VMC	Visual meteorological conditions. Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

Table 1 - Glossary of Terms and Abbreviations

CONTENTS

List of Tables

1. INTRODUCTION.

1.1. Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south west region and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and operates without approach control (WAC) services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200 and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC).

1.2. DSAA, therefore, seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge Aerodrome during DSAA's existing operating hours and, in turn, its delivery of critical patient care. The DSAA helicopter is operated under the AOC of Specialist Aviation Services Ltd (SAS), the sponsor of this airspace change proposal (ACP).[1]

2. CAP1616 PART 1C PROCESS REQUIREMENTS.

2.1. CAP1616 states that the introduction of RNP instrument approach procedures (IAPs) without an approach control (WAC) service will be progressed as a scaled Level 1 Airspace Change Proposal.[2]

2.2. At Stage 3, DSAA ensured that, through targeted engagement activities, relevant aviation stakeholders' views were sought and considered as part of the application's final proposal.[3] DSAA engaged its aviation stakeholders to identify, discuss and, where appropriate, mitigate any potential impact(s) that implementation and operation of the proposed IFP design might have on neighbouring aviation stakeholders and their respective activities and operations.

3. PURPOSE.

3.1. The purpose of this report is to demonstrate that DSAA has conducted a fair, transparent and comprehensive review and categorisation of the Stage 3 stakeholder engagement responses received.

3.2. The overarching principle(s) of DSAA's engagement activity with stakeholders sought to address positive and potentially negative impacts on stakeholders (and their respective operations and activities) by providing sufficient source materials and commentary to enable informed objective responses to be received that could inform DSAA's proposed IFP design and subsequent application to CAA.

3.3. DSAA's approach to its Stage 3 engagement activities was set out in its Stage 3 Engagement Strategy document.

4. CAP1616 (PART 1C) STAGE 3 AIM, SCOPE AND OBJECTIVES.

4.1. **Aim**. The overriding aim is to ensure that any aviation stakeholder who might be impacted by the proposed airspace change can see and understand what is being proposed and respond in the knowledge that the CAA is holding the change sponsor to account against the requirement to facilitate a meaningful engagement.

4.2. **Scope**. CAP1616 acknowledges that the introduction of RNP IAPs (WAC) is likely to impact a relatively low number of stakeholders.[4] Following earlier discussion between DSAA and CAA, it was agreed that ACP-2022-033 Stage 3 engagement would be limited to aviation stakeholders.[5] It was similarly agreed that the ACP-2022-033 engagement period would be of 8 weeks' duration.[5]

1. Gama Aviation is in the process of acquiring SAS; at the time of document approval, the ACP sponsor was SAS. DSAA understands that sponsorship will transfer to Gama Aviation with the transfer of AOC. This was confirmed in a meeting between Avigation and CAA (Airspace Change Account Manager) held on MS Teams on 14 Feb 24.
2. CAA (2021), "*CAP1616 […]*", Page 97 (online), accessed on 13 Feb 24.
3. *id*, Page 100.
4. CAA (2021), Page 100, (online), accessed on 31 Jan 24.
5. MS Teams meeting between CAA and Avigation to discuss ACP-2022-033 Stage 3 activities, held on 10 Aug 23.

4.3. Objectives. The objectives of this stage of the CAP1616, Part 1c process are to engage with aviation stakeholders (i.e. airspace users, air navigation service providers and aerodromes) to establish what the potential operational impact(s) of the proposed IFP design might be on their respective operations.

4.4. The overarching objective of the ACP-2022-033 Stage 3 engagement process was, therefore, to engage the application's aviation stakeholders on the potential impact(s) of the proposed IFP design on respective stakeholders' operations and activities.

4.5. The ACP-2022-033 Stage 3 Engagement Strategy document set out DSAA's approach and methodology for the Stage 3 aviation stakeholder engagement and identified those aviation stakeholders to be engaged.

4.6. The objectives of the engagement activities were to:

- Engage identified stakeholders and request comments on the Application.
- Record, review and analyse stakeholder responses.
- Where appropriate, consider engagement responses to inform proposed IFP design and related activities.

4.7. DSAA implemented its engagement strategy and launched the engagement period on 6 Dec 23, lasted for 8 weeks and concluded on Tue 30 Jan 23. DSAA then collated, reviewed and analysed stakeholder responses.

5. AUDIENCE - THE STAKEHOLDERS.

5.1. The list of the Application's aviation stakeholders is provided at Annex A.

5.2. Building on ongoing interactions with local aviation stakeholders, augmented by the National Air Traffic Management Advisory Committee (NATMAC) list provided by the CAA and further discussed with the GNSS Facilitation Team, DSAA established a list of local and national aviation stakeholders relevant to the Application. Identification of local stakeholders (e.g. airfields/airports, helicopter operators, GA etc) was based on DSAA's 15 years' operating knowledge. Additionally, DSAA reviewed the NATMAC list and determined that certain organisations listed were not relevant to this ACP and would, therefore, not be engaged. The list of stakeholders discounted from Stage 3 engagement activities, with a corresponding rationale, is at Annex B.

5.3. For each stakeholder, a primary point of contact (POC) was established and, where possible, this included a name and email address, as a minimum.

6. SUMMARY OF STAKEHOLDER ENGAGEMENT PRIOR TO STAGE 3 ENGAGEMENT ACTIVITIES

6.1. Since 2008 and over the course of its operation at Henstridge, DSAA has established and continues to maintain strong relationships with its aviation and non-aviation neighbours (i.e. the application's stakeholders), with whom DSAA enjoys regular and cordial dialogue.

6.2. The following local aviation stakeholder engagement activities were conducted prior to Stage 3.

- RNAS Yeovilton and MOD Boscombe Down. Exploratory meetings and follow-on discussions have been held between DSAA and ATC, RNAS Yeovilton and ATC, MOD Boscombe Down, during which early design concepts were shared and discussed.
- South West Regional Airspace Users' Working Group. On Tue 5 Sep 23, DSAA attended the South West Regional Airspace Users' Working Group (SW RAUWG) at MOD Boscombe Down, at which the proposal was outlined and discussed with a range of aviation stakeholders adjacent to Henstridge.

  DSAA had already identified its local aviation stakeholders with whom DSAA would engage at Stage 3, some stakeholders were RAUWG invitees. Not all RAUWG attendees/invitees are relevant to the ACP; however, no new stakeholders were identified as a result of DSAA attending and briefing the RAUWG.

The SW RAUWG meets biannually and is scheduled to reconvene in March 2024, which is outside the Stage 3 stakeholder engagement period.

Accordingly, DSAA was well placed to conduct its Stage 3 stakeholder engagement activities as it had already well-established and open relationships with its neighbouring aviation stakeholders and had engaged many of them as part of the early stages of the ACP-2022-033 process.

7. ENGAGEMENT APPROACH.

7.1. Engagement Strategy.

At Stage 3, DSAA's aim was to ensure that the application's aviation stakeholders were afforded the opportunity to participate fully in the engagement activity. DSAA's approach was articulated clearly in its corresponding Stage 3 Engagement Strategy document.

7.2. Stakeholder Engagement Materials, Documents and Supporting Artefacts.

- *Engagement Materials*. DSAA produced a common set of stakeholder engagement materials that were made available to all stakeholders through the application's ACP portal.

- *Response Proforma*. A stakeholder feedback/response proforma was made available to all stakeholders through the application's ACP portal.

- *Supporting Artefacts*. In addition to the engagement materials and response proforma, DSAA's introductory email directed stakeholders to the ACP-2022-033 Engagement Strategy document, Stage 2 Submission and remaining artefacts on the ACP-2022-033 portal.

7.3. Stakeholder Engagement Routes.

- *Stakeholder Response Proforma*. The main engagement route for stakeholders was through the response proforma.

- *Virtual Meetings and ad hoc Communications*. Stakeholders were offered the ability to request and conduct related discussions with DSAA at Stage 3. A number of such requests were received; these are discussed at Para 9.1.

7.4. Stakeholder Engagement Activities.

DSAA actively engaged stakeholders, as set out in its corresponding Stakeholder Engagement Strategy, with direct and focused engagement, managing relationships carefully, to seek opinions and comments that could influence the proposed IFP design and/or related activities. DSAA employed the following methods of engagement:

- Email notification with corresponding links to the ACP-2022-033 portal and engagement materials and response proforma.

- Confirmation of subsequent preferred methods, frequency and levels of engagement.

7.5. Timescales.

DSAA commenced stakeholder engagement on Wed 6 Dec 23. To accommodate the festive holiday period, Stakeholders' feedback proforma responses were requested within an 8-week period; the engagement period concluded on Tue 30 Jan 24.

7.6. Management of Stakeholder Responses.

DSAA administered communications with its aviation stakeholders through a dedicated email account, airspace@avigation.co.uk. Email correspondence between DSAA and the application's aviation stakeholders was tracked utilising MS Outlook delivery and read receipts; this data was recorded separately in an MS Excel spreadsheet.

DSAA recorded receipt of and responded (by return) to stakeholder responses, noting stakeholder organisation, respondent, date and time of receipts and contents. This data has been used to evidence stakeholder engagement and is included in this summary report.

All completed forms have been retained as evidence of DSAA's engagement with stakeholders and other interested parties. Any Personal Data supplied by respondents continues to be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

8. SUMMARY OF RECEIVED STAKEHOLDER RESPONSES.

8.1. **Summary of Stage 3 Stakeholder Responses.** Table 1, below, summarises the ACP-2022-033 Stage 3 stakeholder responses.

Ser	Response	1	2	3	4	5	6	7	8	9
	Respondent	The proposed design of the instrument flight procedure (IFP) is appropriate to the application' s Statement of Need.	Design Principle 1 (DP1) states that the " [t]he proposed design must maintain a high level of safety" ; the proposed IFP design meets DP1.	DP2 states that the " [t]he proposed design should avoid overflight of densely-populated areas, where possible" ; the proposed IFP design meets DP2.	DP3 states that the " [t]he proposed design should avoid unnecessary complexity" ; the proposed IFP design meets DP3.	DP4 states that the " [t]he proposed design should have minimal impact on other airspace users" ; the proposed IFP design meets DP4.	In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?	Sections 7-9 are free text. Stakeholders' respective comments are provided at Annex D.		
1	Airport Operators' Group (AOG)	Nil Response	Nil Response	Nil Response	Nil Response	Nil Response	Supports	See Para 9.1.1, below.		
2	British Gliding Association (BGA)	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.2, below.		
3	British Helicopter Association (BHA)	Agree	Agree	Agree	Agree	Agree (See Comments)	Supports	See Para 9.1.3, below.		
4	Light Aircraft Association (LAA)	Agree	Disagree (See Comments)	See Comments	See Comments	Disagree (See Comments)	Supports	See Para 9.1.4, below.		
5	Ministry of Defence, Defence Airspace & Air Traffic Management (MOD, DAATM)	Agree	Agree	Agree	Agree	Agree (See Comments)	Supports	See Para 9.1.5, below.		
6	National Ai Traffic Services (NATS).	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.6, below.		
7	UK Flight Safety Committee (UKFSC)	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.7, below.		
8	Royal Naval Air Station (RNAS) Yeovilton	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.8, below.		
9	Compton Abbas Airfield	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.9, below.		
10	Yeovil (Westland) - SATCO	Agree	Agree	Agree	Agree	Disagree (See Comments)	Supports	See Para 9.1.10, below.		
11	Leonardo Helicopters - Test Pilot	Agree	Agree	Agree	Agree (See Comments)	Agree (See Comments)	Supports	See Para 9.1.11, below.		
12	Bristol Airport	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.12, below.		

Ser	Response	1	2	3	4	5	6	7	8	9
	Respondent	The proposed design of the instrument flight procedure (IFP) is appropriate to the application' s Statement of Need.	Design Principle 1 (DP1) states that the " [t]he proposed design must maintain a high level of safety" ; the proposed IFP design meets DP1.	DP2 states that the " [t]he proposed design should avoid overflight of densely-populated areas, where possible" ; the proposed IFP design meets DP2.	DP3 states that the " [t]he proposed design should avoid unnecessary complexity" ; the proposed IFP design meets DP3.	DP4 states that the " [t]he proposed design should have minimal impact on other airspace users" ; the proposed IFP design meets DP4.	In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?	Sections 7-9 are free text. Stakeholders' respective comments are provided at Annex D.		
13	National Police Air Service	Agree (See Comments)	Agree	Agree	Agree	Agree	Supports	See Para 9.1.13, below.		
14	Wiltshire Air Ambulance (AA)	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.14, below.		
15	Hampshire & Isle of Wight AA	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.15, below.		
16	Great Western AA	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.15, below.		
17	Gutchpool Airfield	Agree	Agree	Agree	Agree	Agree	Supports	See Para 9.1.16, below.		

Table 2 - ACP-2022-033 Summary of Stakeholder Responses

9. ANALYSES OF STAKEHOLDER RESPONSES AND POST-ENGAGEMENT ACTIVITIES

9.1. Analyses of Stakeholders' Responses.

9.1.1. *Airport Operators' Group (AOG).*

An email response was received from the AOG indicating their support for the application. By return, DSAA requested a completed proforma, but none was received.

DSAA determined that the AOG response did not influence the proposed IFP design.

The AOG email response is provided at Annex D.

9.1.2. *British Gliding Association (BGA).*

An email response was received from the BGA indicating their general support for the application. By return, DSAA requested a completed proforma, but none was received.

DSAA determined that the BGA response did not influence the proposed IFP design.

The email response is provided at Annex D.

9.1.3. *British Helicopter Association (BHA).*

The BHA response proforma was received indicating their support for the application.

DSAA determined that the BHA response did not influence the proposed IFP design.

The BGA response proforma is provided at Annex D.

9.1.4. *Light Aircraft Association (LAA).*

The LAA response proforma was received; despite indicating their support for the application, the LAA raised a number of holistic observations that DSAA is progressing with other stakeholders. The safety mitigations to which the LAA response refers will be addressed in the application's safety case.

LAA's observation at Serial 4 of their response (citing that the approach might be unduly constrained by aligning with the runway) is indeed noteworthy; however, for the purposes of this application this sits outside DSAA's purview. LAA's comments at Serial 5 are noted; the shared nature and use of the Class G airspace is the subject of ongoing discussions between DSAA and its neighbouring aviation stakeholders. DSAA believes that the potential impact of the operation of the proposed IFP can be minimised through effective communication, notification and coordination between the relevant parties.

Regular dialogue and engagement with local aviation stakeholders will continue after the implementation of the proposed PinS procedure (and thereafter). Relevant aeronautical and locally-produced information distributed and displayed at local flying organisations and air traffic service units (ATSUs) would also be produced.

DSAA determined that the LAA response did not influence the proposed IFP design.

The LAA response proforma is provided at Annex D.

9.1.5. *Ministry of Defence, Defence Airspace & Air Traffic Management (MOD DAATM).*

The MOD DAATM response proforma was received indicating their support for the application.

DSAA determined that the MOD DAATM response did not influence the proposed IFP design.

MOD DAATM raised some salient observations regarding shared airspace use with MOD flying activities. MOD DAATM also highlighted the need to progress the requisite LOAs/MOUs with neighbouring military ATSUs; DSAA is progressing a corresponding LOA/MOU with RNAS Yeovilton, which will outline the relevant parties' notification and coordination requirements.

The MOD DAATM response proforma is provided at Annex D; a related email exchange between DSAA and MOD DAATM is also included.

9.1.6. *National Air Traffic Services (NATS).*

The NATS response proforma was received indicating their support for the application.

DSAA determined that the NATS response did not influence the proposed IFP design.

The NATS response proforma is provided at Annex D.

9.1.7. *UK Flight Safety Committee (UKFSC).*

The UKFSC response proforma was received indicating their support for the application.

DSAA determined that the UKFSC response did not influence the proposed IFP design.

The UKFSC response proforma is provided at Annex D.

9.1.8. *Royal Naval Air Station (RNAS) Yeovilton.*

The RNAS Yeovilton response proforma was received indicating their support for the application.

RNAS Yeovilton response raised some salient observations regarding notification and coordination of activities and the shared need for a corresponding LOA/MOU that outlines the relevant parties' notification and coordination requirements. DSAA are in close liaison with RNAS Yeovilton and are progressing this agreement.

DSAA determined that the RNAS Yeovilton response did not influence the proposed IFP design.

The RNAS Yeovilton response proforma is provided at Annex D.

For the purposes of ACP-2022-033 Stage 3, DSAA initially met with ATC staffs at RNAS Yeovilton initially on 9 Jan 24, where discussions centred around the application's engagement materials and the integration of the proposed IFP's operation and that of RNAS Yeovilton instrument flying activities.

An initial tripartite discussion between RNAS Yeovilton, Yeovil (Westland) and DSAA was scheduled for and conducted on Tue 20 Feb 24 at DSAA's base at Henstridge. This meeting identified that a suitable LOA/MOU between the three parties could be developed to outline the necessary notification and coordination procedures associated with the operation of the proposed IFP design.

DSAA undertook to lead the development of the proposed LOA/MOU between the parties and maintain regular dialogue with RNAS Yeovilton and Yeovil (Westland).

9.1.9. *Compton Abbas Airfield.*

The Compton Abbas Airfield response proforma was received indicating their support for the application.

DSAA determined that the Compton Abbas Airfield response did not influence the proposed IFP design.

To develop the necessary coordination process, Avigation met with Compton Abbas Airfield's Head of Flight Safety and Standards on Fri 9 Feb 24 to discuss the proposed design and its operation in the vicinity of Compton Abbas. This cordial discussion is ongoing.

The Compton Abbas Airfield response proforma is provided at Annex D.

9.1.10. *Yeovil (Westland) - SATCO.*

The Yeovil (Westland) - SATCO response proforma was received indicating their support for the application.

For the purposes of ACP-2022-033 Stage 3, DSAA met with Yeovil (Westland) initially on 18 Jan 24, where discussions centred around the application's engagement materials.

DSAA determined that the Yeovil (Westland) - SATCO's response did not influence the proposed IFP design.

The Yeovil (Westland) - SATCO's response proforma is provided at Annex D.

An initial tripartite discussion between RNAS Yeovilton, Yeovil (Westland) and DSAA was scheduled for and conducted on Tue 20 Feb 24 at DSAA's base at Henstridge. This meeting identified that a suitable LOA/MOU between the three parties could be developed to outline the necessary notification and coordination procedures associated with the operation of the proposed IFP design.

DSAA undertook to lead the development of the proposed LOA/MOU between the parties and maintain regular dialogue with RNAS Yeovilton and Yeovil (Westland).

9.1.11. *Leonardo Helicopters.*

A Test Pilot from Leonardo Helicopters completed a response proforma from a personal perspective indicating their support for the application.

The respondent's comments at Serial 5 are noteworthy. This application pertains solely to the use of the proposed IFP design by DSAA. Expanding the use of such IFPs to other users/operators could be a future aspiration and would be subject to a subsequent application to CAA for change of use.

The respondent's comments at Serial 7 are noted and being progressed through proactive discussions between the relevant parties.

DSAA determined that the Leonardo Helicopters Test Pilot's response did not influence the proposed IFP design.

The Leonardo Helicopters Test Pilot's response proforma is provided at Annex D.

9.1.12. *Bristol Airport.*

The Bristol Airport response proforma was received indicating their support for the application.

DSAA determined that the Bristol Airport response did not influence the proposed IFP design.

The Bristol Airport response proforma is provided at Annex D.

9.1.13. *National Police Air Service (NPAS).*

The NPAS response proforma was received indicating their support for the application.

DSAA determined that the NPAS response did not influence the proposed IFP design.

The NPAS response proforma is provided at Annex D.

9.1.14. *Wiltshire Air Ambulance (Wilts AA).*

The Wilts AA response proforma was received indicating their support for the application.

DSAA determined that the Wilts AA response did not influence the proposed IFP design.

The Wilts AA response proforma is provided at Annex D.

9.1.15. *Hampshire & Isle of Wight AA (HIOWAA) and Great Western AA (GWAA) - Babcock Mission Critical Services (Onshore).*

The combined HIOWAA and GWAA response proforma was received from Babcock Mission Critical Services (Onshore) indicating their support for the application.

DSAA determined that the HIOWAA and GWAA response did not influence the proposed IFP design.

The HIOWAA response proforma is provided at Annex D.

9.1.16. *Gutchpool Airfield.*

The Gutchpool Airfield response proforma was received indicating their support for the application.

DSAA determined that the Gutchpool Airfield response did not influence the proposed IFP design.

The Gutchpool Airfield response proforma is provided at Annex D.

9.1.17. *Henstridge Aerodrome.*

DSAA enjoys regular dialogue and communication with the owner of Henstridge Aerodrome, who has reiterated his unequivocal support to the application.

Discussions pertinent to the review, amendment and promulgation of revised visual circuit flying procedures at Henstridge Aerodrome to deconflict DSAA and GA flying operations are ongoing. Such procedures, including the method of dissemination, will seek to ensure that the aerodrome will be unavailable for all other aircraft during any weather conditions in which the proposed IFP design will be in operation by DSAA.

In addition, DSAA and Henstridge Aerodrome are developing local procedures will ensure that the AGCS is available when the DSAA helicopter operates during daylight hours in periods of inclement weather and will require to utilise the proposed IFP design.

The emergent local procedures will be discussed further at the application's Stage 4 submission.

9.2. Post-engagement Activities.

ACP-2022-033 stakeholder engagement to date has been both cordial and informative, however, DSAA recognises that engagement with its stakeholders will be a continuum across the ACP process and on into the operation of the proposed IFP design.

Since concluding its Stage 3 stakeholder engagement, DSAA has met with a number of its neighbouring stakeholders to progress the requisite LOAs/MOUs between the relevant parties. Such meetings are highlighted at Paras 9.1.8, 9.1.9 and 9.1.10, above, and further meetings, discussions will doubtless ensue across the ACP timeline and beyond.

10. SUMMARY

DSAA seeks to introduce GNSS IFPs to enhance its HEMS operational capability at Henstridge Aerodrome during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

As part of Stage 3 of the CAP1616 Part 1c process, DSAA was required to consider and engage relevant aviation stakeholders to ascertain what impact(s), if any, the proposed IFP design might have on stakeholders' operations. DSAA was well placed to conduct its Stage 3 stakeholder engagement activities as it had already well-established and open relationships with its neighbouring aviation stakeholders and had engaged many of them as part of the early stages of the ACP-2022-033 process.

Stakeholders were provided with source materials to enable informed objective responses to be received, which, in turn, could inform the DSAA's proposed IFP design. The engagement activities took place between 6 Dec 23 and 30 Jan 24; DSAA, however, acknowledges that stakeholder engaged is a continuum across the ACP timeline and on into the operation of the proposed IFP design.

All stakeholder engagement was proactive, cordial and informative and there was overwhelming support for the application and its promulgated statement of need. Moreover, there was no direct feedback that either impacted or influenced the proposed IFP design.

Discussions with neighbouring aviation stakeholders centred around notification and communication procedures, and all relevant parties supported the development of operational level LOAs/MOUs to ensure that relevant parties' notification and coordination requirements are met. All parties were keen to continue dialogue, and DSAA undertook to continue engaging stakeholders across the ACP timeline and on into the operation of the proposed IFP design.

ANNEXES

A. ACP-2022-033 Aviation Stakeholder List.
B. ACP-2022-033 Aviation Stakeholders Discounted From Engagement Activities.
C. ACP-2022-033 Stakeholder Engagement Emails.
D. ACP-2022-033 Stakeholder Responses.

REFERENCES AND BIBLIOGRAPHY.

1. (UK) CAA (2021), "*CAP1616, Airspace Change […]*" Edition 4 (online).

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Annex A to
ACP-2022-033 Stakeholder Engagement Report
Dated 23 Feb 24

ACP-2022-033 AVIATION STAKEHOLDER LIST

The aviation stakeholders and their respective primary POCs engaged at ACP-2022-033 Stage 3 are listed in Table 3, below.

Ser	Organisation	Role/Title	Name	Email Address
1	Airfield Operators Group (AOG)			
2	Aircraft Owners and Pilots Association (AOPA)			
3	Airspace Change Organising Group (ACOG)			
4	Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)			
5	Aviation Environment Federation (AEF)			
6	British Balloon and Airship Club			
7	British Business and General Aviation Association (BBGA)			
8	British Gliding Association (BGA)			
9	British Helicopter Association (BHA)			
10	British Microlight Aircraft Association (BMAA)			
11	British Skydiving			
12	General Aviation Alliance (GAA)			
13	General Aviation Safety Council (GASCo)			
14	Helicopter Club of Great Britain (HCGB)			
15	Light Aircraft Association (LAA)			
16	Military Aviation Authority (MAA)			
17	Ministry of Defence - Defence Airspace and Air Traffic Management (MOD DAATM)			
18	NATS			

Ser	Organisation	Role/Title	Name	Email Address
19	UK Airprox Board (UKAB)			
20	UK Flight Safety Committee (UKFSC)			
21	Henstridge Aerodrome			
22	RNAS Yeovilton			
23	Compton Abbas Airfield			
24	Yeovil (Westlands)			
25	Yeovil (Westlands)			
26	MOD Boscombe Down			
27	The Park Gliding Site (Bath, Wilts & N Dorset Gliding Club)			
28	Bournemouth Airport			
29	Bristol Airport			
30	National Police Aviation Service			
31	Neighbouring Air Ambulances - Wiltshire Air Ambulance			
32	Neighbouring Air Ambulances - Hants & Isle of Wight			
33	Neighbouring Air Ambulances - GWAA			
34	Gutchpool Farm Strip (N of Gillingham)			
35	RBHF Services Ltd			

Table 3 - ACP-2022-033 Stakeholder List

Annex B to
ACP-2022-033 Stakeholder Engagement Report
Dated 23 Feb 24

ACP-2022-033-AVIATION STAKEHOLDERS DISCOUNTED FROM ENGAGEMENT ACTIVITIES

Ser	NATMAC/Locally Derived	Organisation	Rationale
1	NATMAC	Airlines UK	Not necessary to engage directly, any UK airline flight in the vicinity of Henstridge would be receiving an ATSOCAS.
2	NATMAC	Airport Operators Association (AOA)	Industry trade association representing airports - not applicable to this ACP
3	NATMAC	British Airways (BA)	Not necessary to engage directly, any BA flight in the vicinity of Henstridge would be receiving an ATSOCAS.
4	NATMAC	BAe Systems	Not required; no independent BAeS aviation footprint in the vicinity of Henstridge.
5	NATMAC	British Airline Pilots Association (BALPA)	Not required; pilots' association, *vice* an operational stakeholder.
6	NATMAC	Drone Major	Individual UAV/S company; ARPAS-UK is already included.
7	NATMAC	Guild of Air Traffic Control Officers (GATCO)	Not required; ATCOs' association, *vice* an operational stakeholder.
8	NATMAC	Honourable Company of Air Pilots (HCAP)	Not required; pilots' association, *vice* an operational stakeholder.
9	NATMAC	Heavy Airlines	Industry body and not required. Any heavy airlines in the vicinity of Henstridge would be in receipt of an ATSOCAS.
11	NATMAC	Isle of Man CAA	Not required; well outside their AOR/AOI.
12	NATMAC	Low Fare Airlines	Industry body and not required. Any low-fare airline in the vicinity of Henstridge would be in receipt of an ATSOCAS.
13	NATMAC	Navy Command HQ	DAATM should liaise. DSAA are also engaging ATC at RNAS Yeovilton.
14	NATMAC	PPL/IR (Europe)	Not required
15	NATMAC	United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK).	DAATM is confirmed as sole MOD POC.
16	Locally Derived	Salisbury Plain Training Area	DAATM is confirmed as sole MOD POC.
17	Locally Derived	MOD Ops Low Flying	DAATM is confirmed as sole MOD POC.
18	Locally Derived	AAC Middle Wallop	DAATM is confirmed as sole MOD POC.

Table 4 - ACP-2022-033 Discounted Stakeholder List

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Annex C to
ACP-2022-033 Stakeholder Engagement Report
Dated 23 Feb 24

ACP-2022-033 STAKEHOLDER ENGAGEMENT EMAILS

1. Stage 3 Introductory Email - 6 Dec 23. On 6 Dec 23, ACP-2022-033 aviation stakeholders were sent the following at the start of the Stage 3 engagement process inviting stakeholders to review and comment on the proposal:

ACP-2022-033 DORSET & SOMERSET AIR AMBULANCE HENSTRIDGE AIRSPACE CHANGE PROPOSAL - ...

Reply | Reply All | Forward | ...

Airspace | Avigation
To Airspace | Avigation
Wed 06/12/2023 09:24
Bcc [redacted]

This is the most recent version, but you made changes to another copy. Click here to see the other versions.
You forwarded this message on 20/12/2023 11:18.
Recipients received: Reply by 24 January 2024 12:00.

Good morning,

Introduction. Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. The DSAA helicopter operates between the hours of 0700 and 0200 (local), 7 days a week for 365 days of the year, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC). DSAA, therefore, seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge Aerodrome during DSAA's existing operating hours and, in turn, its delivery of critical patient care. The DSAA HEMS helicopter capability is delivered by Specialist Aviation Services Ltd (SAS); SAS is the sponsor of ACP-2022-033.

DSAA Operational Capability Enhancement. Between April 2022 and March 2023, the DSAA HEMS helicopter was tasked on 1168 AA mission, which equates to approximately 3 missions per day. Over the same period, the helicopter was declared offline for 449 hours due to weather constraints, which could equate to 24 operating days and, in turn, 72 life-saving AA missions, acknowledging that HEMS is a demand-led service. Accordingly, the introduction of GNSS IFPs to enhance DSAA HEMS operational capability at Henstridge could deliver an additional 72 AA missions, per annum, in turn delivering more critical prehospital care for patients in the existing DSAA 19-hour operation.

CAP1616 (Part 1c) Airspace Change Proposal (ACP). DSAA initiated its corresponding CAP1616 ACP process in May 2022 (ACP-2022-033). The ACP's Statement of Need was revised in May 2023 and the application has now progressed under the CAP1616 Part 1c process to Stage 3 ("Engage"). Background information on the application (ACP-2022-033) can be located on the CAA's ACP portal.

CAP1616 Stage 3 "Engage". Stage 3 is where DSAA undertakes its formal engagement with the application's aviation stakeholders, and your organisation is one of the stakeholder groups with whom DSAA seeks to engage. As part of its Stage 3 Consultation Strategy, DSAA has planned its stakeholder engagement and developed a series of related documents and materials. The CAA reviewed and approved DSAA's engagement strategy and materials on 28 Nov 23. Accordingly, DSAA is now implementing its engagement strategy and engaging its stakeholders, affording them the opportunity to provide relevant and timely feedback to enable DSAA to finalise its IFP design and establish and progress any necessary mitigation strategies with the relevant stakeholders.

Stakeholder consultation materials can be found on the ACP-2022-033 page of the UK CAA's Portal at the following link.

Stakeholder Engagement Survey Proforma. After you have considered the ACP-2022-033 stakeholder engagement materials, we request that you complete a corresponding response proforma from your organisation. An ACP-2022-033 stakeholder engagement response proforma is available on the CAA's ACP-2022-033 portal at the following link. Please convert your organisation's response proforma to PDF format and submit it to the DSAA by email to the following address: airspace@avigation.co.uk. Your feedback and comments at Stage 3 will allow DSAA to consider how best the proposed IFP design can be integrated within the existing airspace and aviation landscape. "Nil Return" responses are also requested.

Timeline. The engagement period will remain open until Tuesday 30 January 2024.

Conclusion. In anticipation, thank you for completing your engagement response. Your response will be held and managed in the strictest confidence and in accordance with extant UK Data Protection guidance. In the interim, please feel free to contact us if you have any further questions relating to this stage of ACP-2022-033's CAP1616 process.

On behalf of the Dorset & Somerset Air Ambulance, for the purposes of ACP-2022-033's CAP1616 application and associated processes.

www.avigation.co.uk/ www.dsairambulance.org.uk/

2. Stage 3 Mid-point Email - 8 Jan 24. On 8 Jan 24, ACP-2022-033 aviation stakeholders were sent the following at the mid-point of the Stage 3 engagement process:

RE: ACP-2022-033 DORSET & SOMERSET AIR AMBULANCE HENSTRIDGE AIRSPACE CHANGE PROPO...

Reply | Reply All | Forward | ...

Airspace | Avigation

To Airspace | Avigation

Mon 08/01/2024 12:01

Bcc [redacted]

You replied to this message on 23/01/2024 12:04.
Recipients received: Reply by 29 January 2024 12:00.

Good afternoon and happy new year to you all,

Our thanks to all who have engaged with DSAA on the subject ACP and our sincere thanks also to those who have completed and returned the corresponding response proforma.

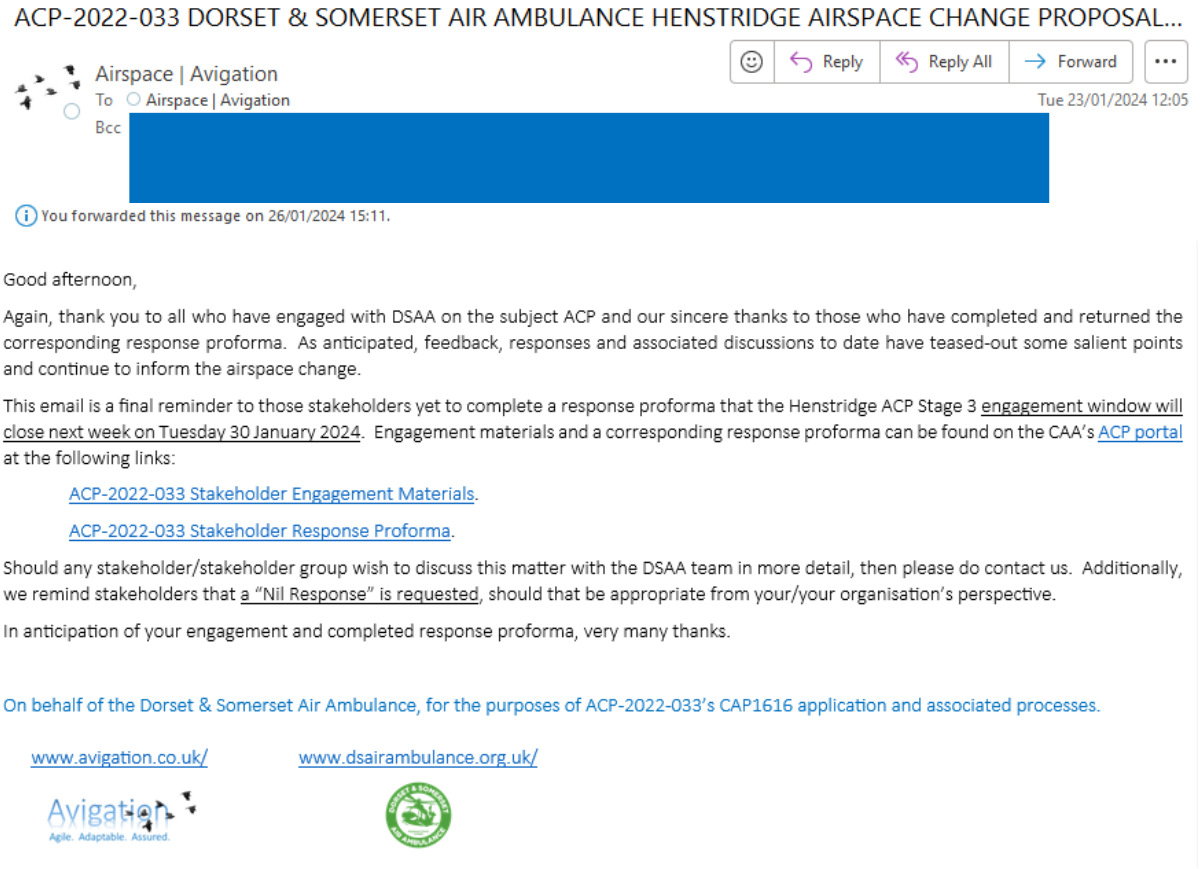
Stakeholders are reminded that the Henstridge ACP Stage 3 engagement window will close on Tuesday 30 January 2024. Should any stakeholder/stakeholder group wish to discuss this matter in more detail with the DSAA team, then please contact us. Additionally, we would remind stakeholders that a "Nil Response" is requested, should that be appropriate from your/your organisation's perspective.

In anticipation of your engagement and completed response proforma, very many thanks.

On behalf of the Dorset & Somerset Air Ambulance, for the purposes of ACP-2022-033's CAP1616 application and associated processes.

www.avigation.co.uk/ www.dsairambulance.org.uk/

3. Stage 3 Final Reminder Email - 23 Jan 24. On 23 Jan 24, ACP-2022-033 aviation stakeholders were sent the following final reminder email:



ACP-2022-033 DORSET & SOMERSET AIR AMBULANCE HENSTRIDGE AIRSPACE CHANGE PROPOSAL...

Reply | Reply All | Forward

Airspace | Avigation
To Airspace | Avigation
Tue 23/01/2024 12:05
Bcc [redacted]

You forwarded this message on 26/01/2024 15:11.

Good afternoon,

Again, thank you to all who have engaged with DSAA on the subject ACP and our sincere thanks to those who have completed and returned the corresponding response proforma. As anticipated, feedback, responses and associated discussions to date have teased-out some salient points and continue to inform the airspace change.

This email is a final reminder to those stakeholders yet to complete a response proforma that the Henstridge ACP Stage 3 engagement window will close next week on Tuesday 30 January 2024. Engagement materials and a corresponding response proforma can be found on the CAA's ACP portal at the following links:

ACP-2022-033 Stakeholder Engagement Materials.

ACP-2022-033 Stakeholder Response Proforma.

Should any stakeholder/stakeholder group wish to discuss this matter with the DSAA team in more detail, then please do contact us. Additionally, we remind stakeholders that a "Nil Response" is requested, should that be appropriate from your/your organisation's perspective.

In anticipation of your engagement and completed response proforma, very many thanks.

On behalf of the Dorset & Somerset Air Ambulance, for the purposes of ACP-2022-033's CAP1616 application and associated processes.

www.avigation.co.uk/ www.dsairambulance.org.uk/

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Annex D to
ACP-2022-033 Stakeholder Engagement Report
Dated 23 Feb 24

ACP-2022-033 STAKEHOLDER RESPONSES

1. Airport operators' Group (AOG).

Re: ACP-2022-033 DORSET & SOMERSET AIR AMBULANCE HENSTRIDGE AIRSPACE CHANGE PROPOSAL - STAKE...

[redacted]
To Airspace | Avigation

Reply | Reply All | Forward | ...

Sun 10/12/2023 15:56

You replied to this message on 12/12/2023 13:16.

Dear Air Ambulance

On behalf of the Airfield Operators Group, which represents around 60 General Aviation Airfields around the country including members in Dorset and Somerset, we support this proposal. We recognise the excellent work the Air Ambulance provides for the local community and also how GNSS will enhance your services.

We wish you all the best to achieve this ACP,

Kind regards

[redacted]
On behalf of AOG Chairman [redacted]

2. British Gliding Association (BGA).

RE: ACP-2022-033 DORSET & SOMERSET AIR AMBULANCE HENSTRIDGE AIRSPACE CHANGE PROPOSAL - STAKE...

[redacted] Reply Reply All Forward

To Airspace | Avigation

Wed 06/12/2023 21:41

You replied to this message on 07/12/2023 11:44.

Thanks for the engagement.

The BGA recognises the safety benefits of GNSS approaches and particularly for HEMS activity.

GNSS approaches become a problem when airfields utilise a GNSS approach to attract commercial air transport to the airfield which immediately increases risk within the local airspace and results in the airfield attempting to establish controlled airspace to the detriment of all other airspace users.

Assuming Henstridge has no plans of that nature, we support the proposal.

Kind regards

[redacted]

British Gliding Association

3. British Helicopter Associated (BHA).

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: British Helicopter Association
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

V2.1_FINAL 5 Dec 23 PROTECT (When Either Wholly or Partly Completed) Page | 1 of 6

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	Agree *	*
Additional Comments (As Required): The British Helicopter Association fully supports this application which helps provide an emergency service to the UK population. It creates no additional noise pollution to the local population as it follows extant routings around noise sensitive areas.		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	Agree *	*
Additional Comments (As Required):		

* Delete as appropriate

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3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.		
Your Response	Agree *	*
Additional Comments (As Required): See comment 1.		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.		
Your Response	Agree *	
Additional Comments (As Required): Nice and simple		

* Delete as appropriate

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5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	**Agree ***	
Additional Comments (As Required): When the IFP is required there should be no VFR traffic if they are flying IAW the ANO. If the GA recreational traffic is capable of obeying the VFR rules then there would be no need for the HEMS helicopter to be carrying out an IFP. In the very rare case that a helicopter is carrying out a IFP with VFR traffic in the vicinity the mid-air collision risk will be mitigated by Yeoviliton ATC and use of electronic conspicuity.		

6. In general terms, to what extent does your organisation support the ACP-2022-033 proposal?
Your Comments (As Required): The BHA fully supports this application

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?
Your Response: Zero

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?
Your Response: The DSAA helicopter to be equipped with electronic conspicuity

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.
Your Comments (As Required): Nil

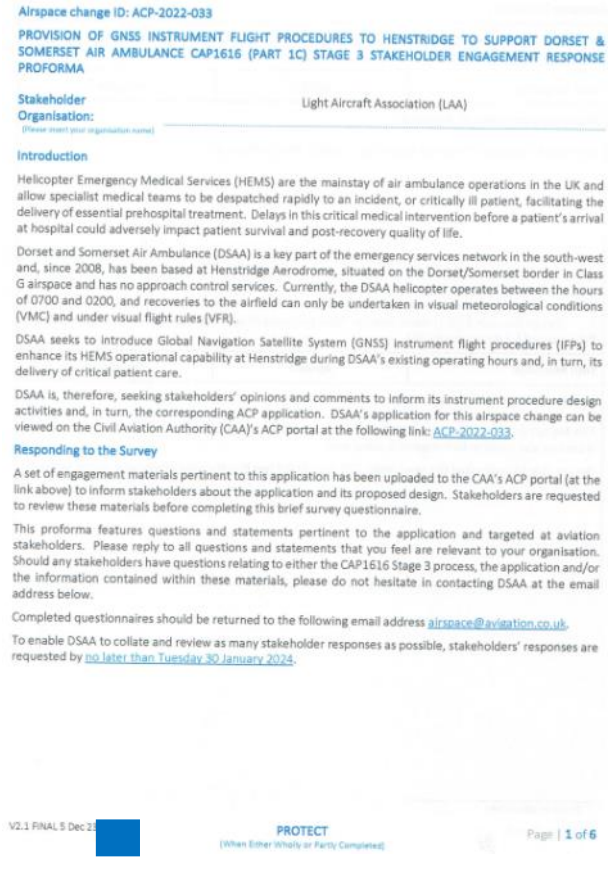
* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed	
INITIALS AND SURNAME	
Role/Position	
Organisation	
Email Address	
Telephone No	
Date	

4. Light Aircraft Association (LAA).



Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: Light Aircraft Association (LAA)

(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

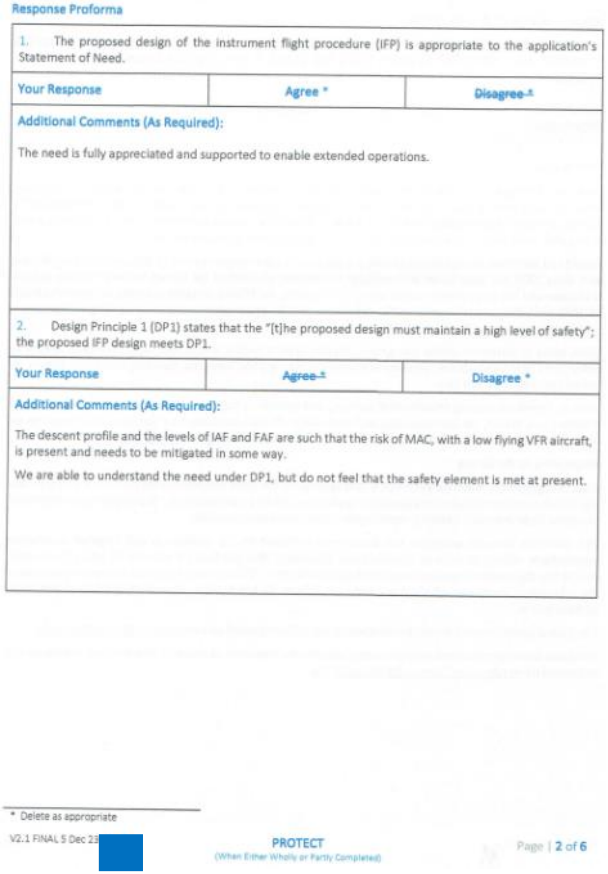
A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@aviation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

V2.1 FINAL 5 Dec 23 [redacted] PROTECT (When Either Wholly or Partly Completed) Page | 1 of 6



Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.

Your Response	Agree *	~~Disagree *~~

Additional Comments (As Required):

The need is fully appreciated and supported to enable extended operations.

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.

Your Response	~~Agree *~~	Disagree *

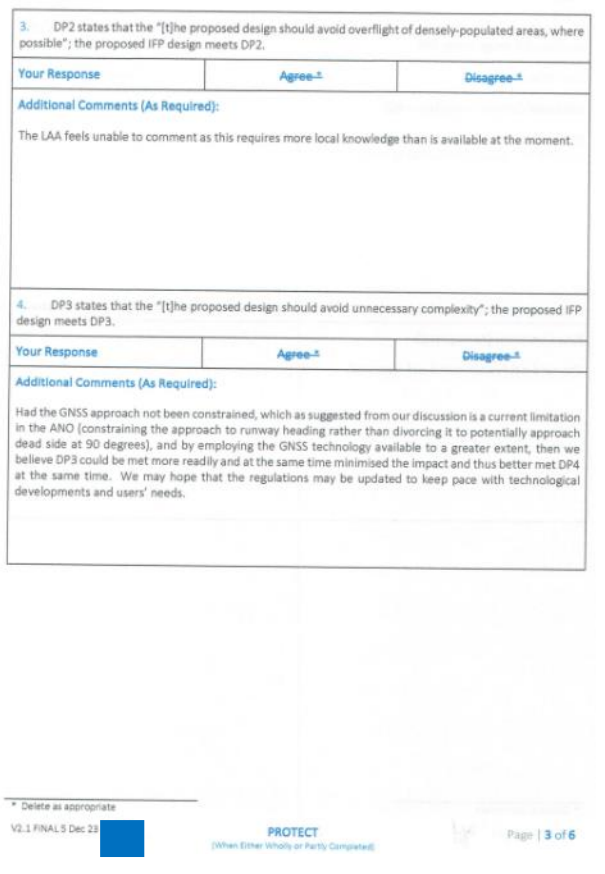
Additional Comments (As Required):

The descent profile and the levels of IAF and FAF are such that the risk of MAC, with a low flying VFR aircraft, is present and needs to be mitigated in some way.

We are able to understand the need under DP1, but do not feel that the safety element is met at present.

* Delete as appropriate

V2.1 FINAL 5 Dec 23 [redacted] PROTECT (When Either Wholly or Partly Completed) Page | 2 of 6



3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.

Your Response	~~Agree *~~	~~Disagree *~~

Additional Comments (As Required):

The LAA feels unable to comment as this requires more local knowledge than is available at the moment.

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.

Your Response	~~Agree *~~	~~Disagree *~~

Additional Comments (As Required):

Had the GNSS approach not been constrained, which as suggested from our discussion is a current limitation in the ANO (constraining the approach to runway heading rather than divorcing it to potentially approach dead side at 90 degrees), and by employing the GNSS technology available to a greater extent, then we believe DP3 could be met more readily and at the same time minimised the impact and thus better met DP4 at the same time. We may hope that the regulations may be updated to keep pace with technological developments and users' needs.

* Delete as appropriate

V2.1 FINAL 5 Dec 23 [redacted] PROTECT (When Either Wholly or Partly Completed) Page | 3 of 6

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	~~Agree *~~	Disagree *
Additional Comments (As Required): DP4 as above has potential to impact other users due to the shared VFR and IFR approach paths and descent profile in the absence of effective control.		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?
Your Comments (As Required): The need is fully appreciated and supported.

* Delete as appropriate

V2.1 FINAL 5 Dec 23 [redacted]

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?
Your Response: N/A.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?
Your Response: Effective operating procedures at Henstridge can potentially mitigate at the risk of complexity for others. Effective surveillance would almost certainly do so.

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.
Your Comments (As Required): No comments.

* Delete as appropriate

V2.1 FINAL 5 Dec 23 [redacted]

Thank you for your engagement. Your response will provide valuable input to aid the development of th Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and oth interested parties. Personal Data supplied by respondents will be retained confidentially and managed unde the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulatio (GDPR).

Signed [redacted]

INITIALS AND SURNAME

Role/Position

Organisation

Email Address

Telephone No

Date

V2.1 FINAL 5 Dec 23

5. MOD (DAATM).

5.1. Response Proforma.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: (Please insert your organisation name) MOD (DAATM)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	Agree *	~~Disagree *~~
Additional Comments (As Required): Nil.		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	Agree *	~~Disagree *~~
Additional Comments (As Required): Nil.		

* Delete as appropriate

3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.		
Your Response	Agree *	~~Disagree *~~
Additional Comments (As Required): Nil.		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.		
Your Response	Agree *	~~Disagree *~~
Additional Comments (As Required): Nil.		

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	Agree *	~~Disagree *~~
Additional Comments (As Required): The MOD agrees that any impact to MOD airspace users will be minimal.		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?
Your Comments (As Required): The MOD has no objection to the proposal and supports the rationale for approaches that increase flexibility of HEMS operations.

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?
Your Response: The Air Mobility Force questioned under what met conditions would the RNAV approaches be conducted. There might be the potential for a confliction between low-level aborts of A400M and the procedure, depending upon what the weather limits are for VFR approaches to Henstridge, versus low-flying limits. However, it must also be noted that there have not been any previous confliction issues with the helicopter operating out of Henstridge. If A400M were to transit at lower levels in IMC then they would be under a radar service from Boscombe Down or Yeovilton, thus would be aware of the helicopter, as well as being able to see it on TCAS. Additionally, it was suggested that if the helicopter crew was to monitor the LL common frequency of 130.490MHz then any potential low-level confliction would be avoided. RNAS Yeovilton are collaborating with HEMS on this proposal and as long as there is a formal LoA between the units that defines procedures and responsibilities, then RNAS Yeovilton are content with the proposal. Boscombe Down airspace users are familiar with Henstridge and the HEMS operations from there, which currently have little impact on Boscombe Down airspace users. Boscombe Down traffic would be in receipt of an ATS from Boscombe Down, especially in IMC, so would have an awareness of the HEMS aircraft. The potential increase in Henstridge traffic between the hours of 0700-0200 is unlikely to affect Boscombe Down airspace users or ATC capacity. It was noted that the 24 PinS comes very close to the proposed PBN approach to RW 05 at Boscombe Down. These procedures have not been ratified or published, or external stakeholders engaged, so a future LoA may be required to ensure the procedures for each airfield are deconflicted. Boscombe Down aircraft using the proposed new 05 procedure would be under an ATS from BDN.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?
Your Response: As previously mentioned, an LOA between HEMS/Henstridge and RNAS Yeovilton should mitigate impact to Yeovilton operations. Monitoring of LL common frequency may also be of benefit for MOD users of the low-flying system in vicinity of Henstridge

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.
Your Comments (As Required): Nil

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

5.2. MOD/DSAA(Avigation) Email Exchange.

RE: ACP-2022-033 DORSET & SOMERSET AIR AMBULANCE HENSTRIDGE AIRSPACE CHANGE PRO...

[redacted]

Reply | Reply All | Forward | ...

Tue 23/01/2024 09:17

1

Start your reply all with: Sounds good, thank you. | Thank you. I look forward to hearing from you. | Noted with thanks.

[redacted]

Many thanks for the response. I believe your responses should answer the questions of MOD airspace users, if they have any further queries or questions I will be in touch.

Best regards,

[redacted]

[redacted]

RE: ACP-2022-033 DORSET & SOMERSET AIR AMBULANCE HENSTRIDGE AIRSPACE CHANGE PROPOSAL - STAKE...

[redacted]

Reply | Reply All | Forward | ...

Mon 22/01/2024 14:05

Thanks for your patience in awaiting our reply - apologies, we were distracted by other activities (reasons, not excuses...). Very many thanks for the completed MOD(DAATM) response, for which we acknowledge receipt and your covering email as signature. We have recorded the MOD(DAATM) response for our records, and the response will be reviewed more thoroughly as we progress our corresponding safety case.

Your additional comments at Serials/Questions 7 and 8 are particularly noteworthy. By way of an amalgamated interim response to Serials 7 & 8:

- GNSS IFP Operation. DSAA would operate the IFPs (*in anger*) in adverse weather conditions below HEMS VFR minima; where available, an ATS (min BS) would be requested from an available neighbouring ATSU. Any training activity involving the IFPs would be conducted during day VFR and with the support of a surveillance-based ATS RNAS Yeovilton (subject to their capacity).

- EGHS RW24 Vs EGDM RW05. When I met with SATCO Boscombe on 22 Aug 23, we discussed the proximity of the Henstridge RW24 hold and approach to the extended centreline of Boscombe's RW05. I was keen to outline that a DSAA HEMS flight recovering to Henstridge from the east south east is least likely, but possible; typically, routine DSAA tasking sees the helicopter recovering to Henstridge from the Bournemouth area. Regardless, the recovery would be a LARS transit and, as such, afforded no more priority over IFR traffic conducting an instrument approach to Boscombe's RW05. Thus, I proffered that an LOA/MOU between the parties *might* be superfluous. DSAA would, however, be more than happy to revisit this should Boscombe perceive such a requirement.

- TCAS & LL Common. Given the nature of the HEMS task and military LF activity within the DSAA AOR, the DSAA HEMS' SOPs mandate the operation of full EC and the DSAA aircraft is equipped with (and crews make full use of) TCAS. Arguably, this presupposes the carriage, serviceability and operation of EC by all parties. Additionally, the DSAA SOPs mandate the monitoring of the LL Common frequency while on HEMS tasking.

- LOAs/MOUs. DSAA (and Avigation) have met separately and discussed the application and its proposed operation with ATC staffs at MOD Boscombe Down, RNAS Yeovilton and Yeovil (Westlands). The extant LOA between RNAS Yeovilton and DSAA is being reviewed to incorporate the operation of the DSAA GNSS IFPs, specifically drilling down into notification and coordination procedures between the parties (upon which much of this ACP will be underpinned). Similarly, the extant agreement between RNAS Yeovilton and Yeovil (Westlands) is being reviewed and amended to incorporate the tri-partite nature of the individual and collective safe operation and integration of the 3 sites' associated procedures.

[redacted] hope that the foregoing can offer not only some assurance to those parts of MOD that raised questions/observations, but also an overview of some of the work in train; that said, should the Air Mobility Force (specifically) seek to discuss further the legitimate points that they raised, then DSAA stands ready to do so. I suspect that periodic updates to the SW RAUWG might be a suitable opportunity for such discourse, but please do let us know if further information/discussion might prove beneficial.

As always, our sincere thanks for your and MOD(DAATM)'s engagement on the ACP-2022-033 Stage 3 process, and I look forward to speaking and catching up with you again in due course.

Best regards,

[redacted]

Intentionally Blank

6. NATS.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: NATS

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	Agree	
No further comment		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	Agree	
No further comment		

3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.		
Your Response	Agree	
No further comment		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.		
Your Response	Agree	
No further comment		

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	Agree	
No further comment		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?
Yes.

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?
This does not impact our operation

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?
No comment

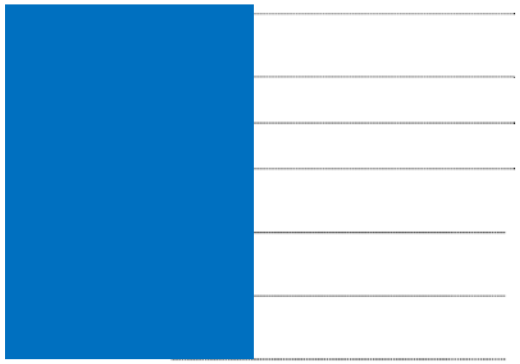
9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.
No comment

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed



7. UKFSC.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: UK Flight Safety Committee (NATMAC member)
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	**Agree ***	XXXXXXXX
Additional Comments (As Required):		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	**Agree ***	XXXXXXX
Additional Comments (As Required):		

* Delete as appropriate

3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.		
Your Response	**Agree ***	XXXXXX
Additional Comments (As Required):		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.		
Your Response	**Agree ***	XXXXXX
Additional Comments (As Required):		

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	**Agree** *	XXXXXX
Additional Comments (As Required):		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?

Your Comments (As Required):

The UKFSC fully supports this proposal.

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?

Your Response:

Nil

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?

Your Response:

N/A

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.

Your Comments (As Required):

Nil

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed	
INITIALS AND SURNAME	
Role/Position	
Organisation	
Email Address	
Telephone No	
Date	

8. RNAS Yeovilton.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: RNAS Yeovilton
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.

Your Response	Agree * Yes	Disagree *
Additional Comments (As Required):		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.

Your Response	Agree * Yes	Disagree *
Additional Comments (As Required):		

* Delete as appropriate

3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.

Your Response	Agree * Yes	Disagree *
Additional Comments (As Required):		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.

Your Response	Agree * Yes	Disagree *
Additional Comments (As Required):		

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	**Agree *** Yes	**Disagree ***
Additional Comments (As Required):		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?

Your Comments (As Required): RNAS Yeovilton supports the proposal and is in communication with DSAA and Avigation regards provision of service and the LoA.

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?

Your Response:
Minimal impact on RNAS Yeovilton Operations.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?

Your Response: Mitigation is what is already being implemented, an LoA between DSAA/RNAS Yeovilton/Westlands is being drafted with all parties being included during the process. Nothing further to add.

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.

Your Comments (As Required):
Nothing further to add.

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

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Signed	
INITIALS AND SURNAME	
Role/Position	
Organisation	
Email Address	
Telephone No	
Date	

9. Compton Abbas Airfield.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: Ashcombe Estates AELLP trading as Compton Abbas Airfield
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

* Delete as appropriate

3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?

Your Comments (As Required):

The use of this proposal to increase HEMS utilisation is fully supported.

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?

Your Response:

The procedure is in close proximity to the northern boundary of the EGHA ATZ. This is particularly relevant to the lateral aspects of the proposed 'missed approach segment'.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?

Your Response:

1. An awareness call is made to 'Compton Radio' whenever the procedure (and also the missed approach) is being flown.

2. If this procedure is to be practiced in VFR conditions, where there may be high levels of EGHA specific traffic activity, there needs to be a way of maintaining a good visual lookout (alongside simulated IF) by the HEMS operating crew.

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.

Your Comments (As Required):

No comment.

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed

INITIALS AND SURNAME

Role/Position

Organisation

Email Address

Telephone No

Date

10. Yeovil (Westland) - SATCO.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: Yeovil (Westland) - SATCO
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

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Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

* Delete as appropriate

3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	~~XXXXX~~*	**Disagree** *
Additional Comments (As Required):	see Q. 7 additional comments	

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?

Your Comments (As Required):

We support the proposal as it would enhance the HEMS operational capability at Henstridge.

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?

Your Response:
The proposal will impact the Yeovil Westland Instrument approach procedures. Mainly from the proposed IFP departrure procedure and any Missed approaches.
Yeovil Westland is a non radar ATC unit so it will have more impact when Yeovil Radar LARS is not in operation.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?

Your Response:
Robust notification and coordination procedures between Yeovil Westland, Yeovilton and Henstridge HEMS. These should be incorporated into the Letter of Agreement between the units. Yeovil westland ATC are looking into the use of ADS-B data for the future, to improve flight information and ultimatley flight safety for airspace users being provide a service from the unit.

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.

Your Comments (As Required):

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed	
INITIALS AND SURNAME	
Role/Position	
Organisation	
Email Address	
Telephone No	
Date	

11. Leonardo Helicopters.

Airspace change ID. ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: [redacted]
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

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Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

* Delete as appropriate

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3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required):		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.		
Your Response	**Agree ***	**Disagree ***
Additional Comments (As Required): Downwind operations should be considered and documented (max IAS etc) for rotary operations.		

* Delete as appropriate

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5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.

Your Response	Agree *	Disagree *

Additional Comments (As Required):

Why limit to DSAA aircraft only?
Surely other users could be approved to use as an alternate and also benefit from the safety benefits an approved approach brings.

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?

Your Comments (As Required):

I fully support and encourage regular use and training.

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?

Your Response:

Nil, one a feature(s) is/are published and co-ordination with ATC agreed. - a simple blind call would suffice as per USA proven IFPs.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?

Your Response:

Nil, this is a safety benefit to HEMS operators, patients and locals.

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.

Your Comments (As Required):

Do not over complicate or over restrict!

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of th Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and othe interested parties. Personal Data supplied by respondents will be retained confidentially and managed unde the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulatio (GDPR).

Signed
INITIALS AND SURNAME
Role/Position
Organisation
Email Address
Telephone No
Date

12. Bristol Airport.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: Bristol Airport
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	**Agree ***	**~~Disagree *~~**
Additional Comments (As Required):		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	**Agree ***	**~~Disagree *~~**
Additional Comments (As Required):		

* Delete as appropriate

3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.		
Your Response	**Agree ***	**~~Disagree *~~**
Additional Comments (As Required):		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.		
Your Response	**Agree ***	**~~Disagree *~~**
Additional Comments (As Required):		

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	**Agree** *	**Disagree** *
Additional Comments (As Required):		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?

Your Comments (As Required):

Bristol Airport are fully supportive of this airspace change proposal and would like to thank the applicant for the opportunity to respond. We support the change and the positive impact this will have to the people of Dorset and Somerset.

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?

Your Response:

Nil.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?

Your Response:

N/A

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.

Your Comments (As Required):

N/A

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed

INITIALS AND SURNAME

Role/Position

Organisation

Email Address

Telephone No

Date

13. NPAS.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: National Police Air Service
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.

Your Response	Agree *	~~Disagree *~~

Additional Comments (As Required):

Fully supported, PINS approaches allow modern SPIFR helicopters tp make full use of their advanced avionics, reducing teh need for low level, poor weather ops. Low level poor wether ops have been a factor in many accidents and the ability to recover IFR offers a chanve to improve safety.

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.

Your Response	Agree *	~~Disagree *~~

Additional Comments (As Required):

* Delete as appropriate

3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.

Your Response	Agree *	~~Disagree *~~

Additional Comments (As Required):

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.

Your Response	Agree *	~~Disagree *~~

Additional Comments (As Required):

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	**Agree ***	~~**Disagree ***~~
Additional Comments (As Required):		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?
Your Comments (As Required): Fully supportd; PINS approached enhance safety for emergency service operations.

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?
Your Response: May offer teh chance to share facilities and give additional IFR option for police air ops.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?
Your Response: Have a publishd means for any concerns to be raised with the operator.

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.
Your Comments (As Required):

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed	
INITIALS AND SURNAME	
Role/Position	
Organisation	
Email Address	
Telephone No	
Date	

14. Wiltshire AA.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: Wiltshire Air Ambulance
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	**Agree ***	[redacted]
Additional Comments (As Required):		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	**Agree ***	[redacted]
Additional Comments (As Required):		

* Delete as appropriate

3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.		
Your Response	**Agree ***	[redacted]
Additional Comments (As Required):		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.		
Your Response	**Agree ***	[redacted]
Additional Comments (As Required):		

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	**Agree ***	[redacted]
Additional Comments (As Required):		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?
Your Comments (As Required): Wiltshire Air Ambulance Charitable Trust fully supports the ACP-2022-033 proposal. There is a clear need for the PINs

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?
Your Response: There will be a positive contribution directly and indirectly to our operation. As an Air Ambulance in the same geographical region, the PINs approach will enable DSAA to be 'on-line' more due to the ability to recover to base in bad weather. This will result in WAACT not having to back-fill into the DSAA area to support emergencies if DSAA are grounded on scene or at hospital due to weather.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?
Your Response: Nil

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.
Your Comments (As Required): Nil

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed	[redacted]
INITIALS AND SURNAME	
Role/Position	
Organisation	
Email Address	
Telephone No	
Date	

15. HIOWAA and GWAA - Babcock Mission Critical Services (Onshore).

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: Babcock Mission Critical Services (Onshore) - HIOWAA and GWAA
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	**Agree ***	**Disagree***
Additional Comments (As Required): As the aviation provider for both Hampshire Isle of Wight Air ambulance and Great Western Air Ambulance Babcock MCS Onshore have no objection to proposed IFP design.		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	**Agree ***	**Disagree***
Additional Comments (As Required):		

* Delete as appropriate

Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.		
Your Response	**Agree ***	**Disagree***
Additional Comments (As Required): As the aviation provider for both Hampshire Isle of Wight Air ambulance and Great Western Air Ambulance Babcock MCS Onshore have no objection to proposed IFP design.		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.		
Your Response	**Agree ***	**Disagree***
Additional Comments (As Required):		

* Delete as appropriate

5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	**Agree ***	**~~Disagree~~ ***
Additional Comments (As Required):		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?
Your Comments (As Required):

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?
Your Response: Babcock Onshore on behalf of HIOWAA and GWAA fully support this IFP and fully recognise the advances in safe flight operations that this will produce.

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?
Your Response: It is not envisaged that this IFP will have any negative impact on operations conducted by Babcock Onshore and will only improve operational effectiveness.

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.
Your Comments (As Required): Nil

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed	
INITIALS AND SURNAME	
Role/Position	
Organisation	
Email Address	
Telephone No	
Date	

16. Gutchpool Airfield.

Airspace change ID: ACP-2022-033

PROVISION OF GNSS INSTRUMENT FLIGHT PROCEDURES TO HENSTRIDGE TO SUPPORT DORSET & SOMERSET AIR AMBULANCE CAP1616 (PART 1C) STAGE 3 STAKEHOLDER ENGAGEMENT RESPONSE PROFORMA

Stakeholder Organisation: Gutchpool Airfield
(Please insert your organisation name)

Introduction

Helicopter Emergency Medical Services (HEMS) are the mainstay of air ambulance operations in the UK and allow specialist medical teams to be despatched rapidly to an incident, or critically ill patient, facilitating the delivery of essential prehospital treatment. Delays in this critical medical intervention before a patient's arrival at hospital could adversely impact patient survival and post-recovery quality of life.

Dorset and Somerset Air Ambulance (DSAA) is a key part of the emergency services network in the south-west and, since 2008, has been based at Henstridge Aerodrome, situated on the Dorset/Somerset border in Class G airspace and has no approach control services. Currently, the DSAA helicopter operates between the hours of 0700 and 0200, and recoveries to the airfield can only be undertaken in visual meteorological conditions (VMC) and under visual flight rules (VFR).

DSAA seeks to introduce Global Navigation Satellite System (GNSS) instrument flight procedures (IFPs) to enhance its HEMS operational capability at Henstridge during DSAA's existing operating hours and, in turn, its delivery of critical patient care.

DSAA is, therefore, seeking stakeholders' opinions and comments to inform its instrument procedure design activities and, in turn, the corresponding ACP application. DSAA's application for this airspace change can be viewed on the Civil Aviation Authority (CAA)'s ACP portal at the following link: ACP-2022-033.

Responding to the Survey

A set of engagement materials pertinent to this application has been uploaded to the CAA's ACP portal (at the link above) to inform stakeholders about the application and its proposed design. Stakeholders are requested to review these materials before completing this brief survey questionnaire.

This proforma features questions and statements pertinent to the application and targeted at aviation stakeholders. Please reply to all questions and statements that you feel are relevant to your organisation. Should any stakeholders have questions relating to either the CAP1616 Stage 3 process, the application and/or the information contained within these materials, please do not hesitate in contacting DSAA at the email address below.

Completed questionnaires should be returned to the following email address airspace@avigation.co.uk.

To enable DSAA to collate and review as many stakeholder responses as possible, stakeholders' responses are requested by no later than Tuesday 30 January 2024.

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Response Proforma

1. The proposed design of the instrument flight procedure (IFP) is appropriate to the application's Statement of Need.

Your Response	Agree *	~~Disagree *~~
Additional Comments (As Required):		

2. Design Principle 1 (DP1) states that the "[t]he proposed design must maintain a high level of safety"; the proposed IFP design meets DP1.

Your Response	Agree *	~~Disagree *~~
Additional Comments (As Required):		

* Delete as appropriate

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3. DP2 states that the "[t]he proposed design should avoid overflight of densely-populated areas, where possible"; the proposed IFP design meets DP2.

Your Response	Agree *	~~Disagree *~~
Additional Comments (As Required):		

4. DP3 states that the "[t]he proposed design should avoid unnecessary complexity"; the proposed IFP design meets DP3.

Your Response	Agree *	~~Disagree *~~
Additional Comments (As Required):		

* Delete as appropriate

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5. DP4 states that the "[t]he proposed design should have minimal impact on other airspace users"; the proposed IFP design meets DP4.		
Your Response	Agree *	~~Disagree~~ *
Additional Comments (As Required):		

6. In general terms, to what extent do you/does your organisation support the ACP-2022-033 proposal?
Your Comments (As Required): NO OBJECTION

* Delete as appropriate

7. What impact(s) do you perceive that DSAA's operation of the proposed IFP design might have on your/your organisation's operations?
Your Response: CARE NEEDED AT GUTCH POOL AIRSTRIP

8. DSAA is keen to mitigate the impact(s) of its operation on its local and wider stakeholders. What mitigations would you suggest that could ameliorate any concern(s) that you/your organisation might have?
Your Response: USERS OF APPROACH TO CALL/MONITOR KNOWN FREQUENCY

9. Please comment on any other issues or constraints you feel the Sponsor should consider incorporating into the IFP design.
Your Comments (As Required):

* Delete as appropriate

Thank you for your engagement. Your response will provide valuable input to aid the development of the Application.

All completed forms must be retained as evidence of the Applicant's engagement with stakeholders and other interested parties. Personal Data supplied by respondents will be retained confidentially and managed under the principles of the UK Data Protection Act (DPA) (2018) and the UK General Data Protection Regulation (GDPR).

Signed	
INITIALS AND SURNAME	
Role/Position	
Organisation	
Email Address	
Telephone No	
Date	

Intentionally Blank