


Early Engagement

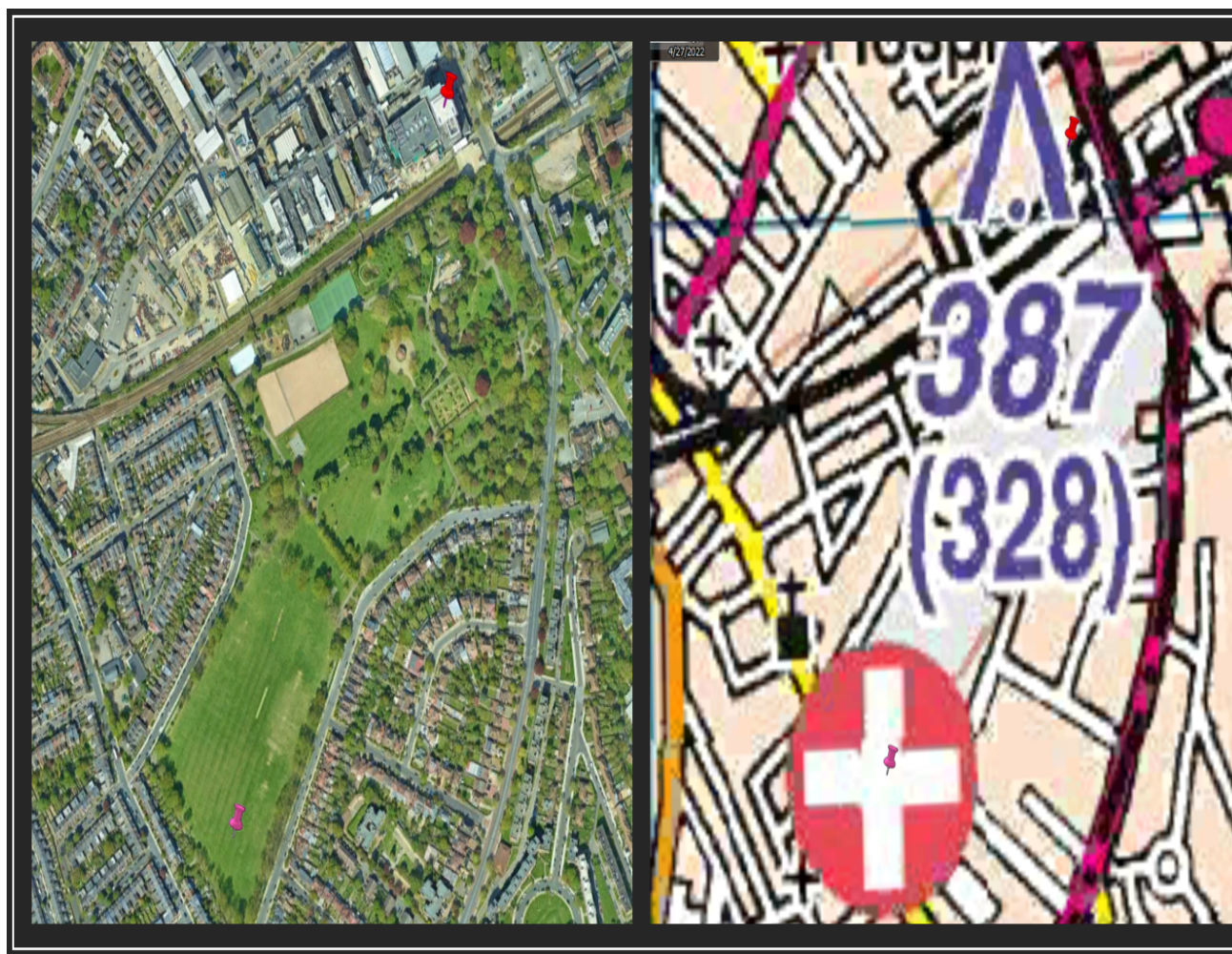
From: [REDACTED] 
Subject: RE: Air Ambulance Kent Surrey Sussex - Hospital PinS approach
Date: 6 May 2022 at 14:27
To: [REDACTED]
Cc: [REDACTED]



Good afternoon [REDACTED]

Following on from our meeting I have had the opportunity to discuss the concept with London city Tower. I can confirm that in principle both TC and LCY would be supportive of introduction of a PinS approach for Kings College Hospital based on the information given on the 22nd April. This is caveated based on the fact we do not yet have a proposed design to make an assessment on but will obviously be open to further engagement as you move through the CAP1616 process.

On a separate note I just wanted to check that the coordinates for the landing pad at Kings College Hospital are correct, based on the comparison below there appears to be a difference (700m) between the landing pad and the location depicted on Heli Chart. I am assuming prior to the roof top pad being constructed the field was used and the reference hasn't been updated since.



Kind regards



NATS



M: Use MS Teams in the first instance
M: [REDACTED]
E: [REDACTED]
Swanwick Centre
Swanwick, Hants SO31 7AY



From: [REDACTED]
Sent: 22 April 2022 14:55
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL] RE: Air Ambulance Kent Surrey Sussex - Hospital PinS approach

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Dear [REDACTED]

Many thanks for your time today in discussing PinS operations within the London CTR. We really do appreciate it.

My brief summary points from our discussion were as follows:

- [REDACTED] recapped the concept and scope of what Air Ambulance Charity Kent Surrey Sussex (AAKSS) and Specialist Aviation Services (SAS) aspire to achieve in this project, and the aims of the introductory meeting.
- [REDACTED] briefly recapped the operational advantages to AAKSS/SAS for permitting operations in IMC, and the perceived safety advantages of a viable IFR option in marginal VMC.
- [REDACTED] also reiterated that these aspirations are well-aligned with a number of recent AAIB recommendations following CFIT incidents/accidents in marginal VMC to off-airfield locations.
- [REDACTED] outlined the PinS application process, and re-iterated that at this time no formal application has been made, this is an informal pre-application engagement discussion to get a sense of overall project viability for a PinS approach to Kings College Hospital, situated within the southern portion of the London CTR.
- [REDACTED] asked for clarification on what would be our ideal solution(s). [REDACTED] clarified that no formal IFP design has been contracted at this stage, but presented a very simplistic possible first concept of a standard PinS approach format, joining from the south, with an east-to-west final approach to the vicinity of Kings College Hospital, with a turning missed approach to the south.
- The initial feedback from [REDACTED] and [REDACTED] was that from an approach control and airspace use perspective the project looks to be viable when taking into account the perceived advantage to blue light services, the low utilisation, and the relatively fortuitous location within the southern sector of the CTR. [REDACTED] and [REDACTED] noted that the majority of LCY traffic is north of the Thames except when on Rwy09, and Heathrow should not be a significant problem due to vertical separation provided the IFP can remain 2000ft or beneath within the CTR.
- [REDACTED] went on to say that our discussion actually aligns well with other future airspace strategy discussions within the rotary/eVTOL sector working groups of which he is a member, and that on first impressions any feedback to other members of those groups would be supportive.
- [REDACTED] highlighted that from our initial discussions with the CAA, the most significant CAA barrier to accepting a PinS approach application to Kings College Hospital would be the opposition of other key stakeholders such as NATS and LCY, so the initial feedback is very welcome to [REDACTED].
- When asked what, if any, their primary concerns would be, [REDACTED] stated that one concern could be if this led to more widespread requests to other hospitals within the London CTR. [REDACTED] briefly described why of the 3 major trauma hospitals equipped with helipads situated within the London CTR there is no other hospital which is likely to follow suit in the medium term within the current HEMS operating models and hospital infrastructure. [REDACTED] gave the reasons why in his opinion London Air Ambulance are unlikely to pursue a PinS approach to the Royal London Hospital, and highlighted that the key stakeholder for St Georges hospital is AAKSS, who at this time only intend to focus on Kings College. [REDACTED] confirmed this.
- [REDACTED] stated that it would be advantageous if the instrument approach design used the minimum permitted distances for the initial, intermediate and final approach sectors, and therefore minimised time spent in IMC within the CTR. [REDACTED] stated that this feedback would be incorporated within the ACP design principles.

Agreed actions:

- [REDACTED] agreed to discuss internally with other departments at NATS, with LCY, and with LHR, and to revert within approximately 1 week with initial feedback. It is anticipated (but cannot be guaranteed) that the likely feedback is that NATS would support the application in principle, subject to the sensible caveats which protect the ongoing operations of other stakeholders.
- [REDACTED] to incorporate [REDACTED] initial feedback into the IFP DPs.
- [REDACTED] to review the draft statement of need, and be in a position to be submission ready on receipt of [REDACTED]'s feedback, provided this feedback remains positive.
- [REDACTED] to update [REDACTED] (CAA GNSS development team) on the progress of our discussions on receipt of [REDACTED]'s response, and to prepare them to expect for the formal DAP1916 process to be triggered.

Hopefully this accurately captures the key discussion points. Please feel free to feedback if you feel anything notable has been omitted, or is inaccurately represented.

[REDACTED], I'm afraid I don't have [REDACTED] contact information, but perhaps you can share this with him?

Once again, many thanks to you both for offering your time, and for your support with this project at this initial stage.

Best regards

[REDACTED]

KCH PINS procedure

Engagement with NATS, 5 July 2023

Minutes

Attendance



SAS
SAS
NATS
NATS
NATS
Future Airspace
PildoLabs

Westerly approach concept

■ explained the concept for the westerly approach procedure into KCH as previously discussed.

■ asked how traffic on the procedure would be separated from LCY (especially 09 arrivals). He explained the radar separation requirements from the CAA were 3NM although it may be less in some situations. It was agreed that ■ will contact CAA to get clarification on the 3NM separation requirement, and any potential alleviation in the case of published procedures.

It was agreed it is likely the procedure would stop LCY arrivals on 09 due to the final approach track being directly under the path of the ODLEG transition. However, it may be possible to continue unaffected 27 arrivals depending on final geometry of the procedure. ■ offered to investigate using shorter legs, as allowed by PANS OPS, to minimise the impact on LCY 27 arrivals by reducing track miles within CAS where possible.

■ said that the procedure would need to be separated from LHR arrivals which drop to 3000ft around the London Eye. This means the 2100ft waypoint would need to be checked. SW thought it would be OK as long as the arrivals are below 2000ft by the London Eye.

■ asked to what extent it may be possible to extend the MAP to further to the west initially. ■ thought it better to turn south quickly and stay below 2000ft passing the Crystal Palace towers.

■ thought that the approach will definitely interact with Biggin traffic. However, radar is available from Thames Radar except overnight (2230 – 0600) during which time Biggin are not operational, so it will not usually be necessary to procedurally separate from Biggin. Outside the operational times of Thames Radar, traffic inbound to Kings will be able to receive a radar service within CAS from Heathrow. [Post meeting note – LCY AD operating](#)

hours (local) are weekdays 0630-2230, Sat 0630-1230, Sun 1230-2200 during which time LCY have no operational movements to disrupt.

■ said that the procedure had to avoid impacting LHR even if it could not avoid impacting LCY.

Hold

■ asked if it would be beneficial to have a hold available ■ said it was useful as it would reduce controller workload, and that the capacity for delaying vectors outside CAS should not be assumed. It was agreed that the ALKIN hold might be used for this. It would also be possible to join the PINS procedure from ALKIN.

There is no requirement to go via the IAFs, so the procedure can be joined direct to the IF from permitted directions.

Easterly approach

The additional option for an easterly arrival procedure was discussed. ■ thought this would have a much larger impact to LHR as it would enter the Battersea LFA and London CTR. He suggested it would be best to come from the south with a short west-to-east final approach and MAP to avoid the Battersea LFA and to prevent encroaching on LCY FAT/MAP. He clarified that, regardless of east or west approach direction, when LCY are operating to 09 either approach concept would stop operations via the ODLEG transition so there is no notable gain from a LCY perspective to have a more than one approach to Kings.

■ explained that the second approach option is conceptualised for future proofing to enable a direct visual segment in an easterly wind (as opposed to visual manoeuvring from a downwind westerly approach). ■ clarified that if approaching from the south to remain clear of the London CTR the final approach and initial missed approach segments would need to also be on an approximately northerly heading due to limitations on turning at the IF and MAPt. SAS/Pildo will take this away to see what might be achievable whilst minimising impact to LHR & LCY, and weigh pros/cons of a second approach direction.

Deconfliction service

■ asked if a deconfliction service could be provided in class G. ■ said there was no guarantee as it depends on workload, and the separation requirements from unknown traffic may be very difficult to maintain, but a traffic service should be possible.

The following services were discussed:

- TC Thames radar operate from 0600 to 2230. Outside of that there is no service outside of CAS.
- LHR will provide a limited service inside CAS.
- Farnborough may provide a deconfliction service subject to workload.
- A Gatwick crossing would likely be very difficult.
- Southend have a LARS when open.

■ suggested a joint NERL and LCY LOA would be appropriate.

Flight planning requirements

It was agreed that an abbreviated flight plan filed by R/T or phone would be acceptable but that as much notice as possible should be given. ■ said in most cases a minimum of at least 20-30 mins notice should be achievable within the constraints of a typical HEMS tasking for an approximate ETA, and proposed that direct points of phone contact would be established for early notification purposes.

Departures

Departures south towards Redhill are the fastest to clear CAS so these have the lowest impact on other IFR airspace users within CAS. However, ■ stated that for a number of reasons they may not be the operational preference, as most IFR departures will be to the east and will still need to cross Biggin. It may therefore be preferable to do so on a prescribed tracking eastbound initially and remaining north of Biggin. Departing south outside CAS also puts us at increased MAC conflict with Kenley and Battersea traffic.

It was discussed that perhaps a good compromise would involve an easterly track in CAS, remaining >3nm south of LCY 27 traffic, and as low as available (perhaps even 1500ft within CAS if achievable to give potential vertical separation from LCY 09 traffic offered a delayed descent), and then to the ALKIN hold. This would minimise disruption to LCY, and would offer some protections from being inside CAS, avoiding conflict with Battersea and Kenley traffic. [Post meeting note – it is quite likely that eventually the procedures may be used to a greater extent at night than by day due to increased VFR minima requirements and CFIT risks at night, during which time LCY and Biggin operations are ceased.](#)

Next steps in the ACP

■ explained that wider engagement will be undertaken in Stage 3 of the ACP. LM offered to forward contact details for Biggin Hill for later engagement.

■ explained that updates to ExCDS FDPS will be required for the procedure and that these happen 4 times a year, so the change will need to be coordinated with this process.

NATS will need to provide their safety argument and MATS part 2 changes with the ACP submission. ■ asked that they are provided with information early so that they can prepare these in time.

Main Engagement

First Name	Last Name	Organisation you represent:	Organisation type:	Your contact details (email) for any follow up:	Your view of the proposal:	Reasons for your view:	Any specific safety concerns you feel are not addressed in the proposal or you wish to highlight:	Any other comments on the proposal, including any feedback on missed approach alternative options on page 6:	Approx. how many movements per year do you operate, or operate from your base? (if applicable)	What weather conditions do you typically operate in?	How often do you operate in marginal VMC conditions?	Do the operating aircraft have Electronic Conspicuity? (if known/applicable)	What airborne surveillance and/or EC solution do you/they use? (pick all that apply)
		British Helicopter Association	National body		Support - you are in favour of the proposal	This will benefit the population of UK by providing faster access to critical hospital care	This will rely on close coordination with other airfields, Battersea Heliport, and the London TMA controllers. The mentioned Letters of Agreement will set the conditions and requirements and therefore there are no safety concerns	The BHA fully supports this application					
		NPAS	National body		Support - you are in favour of the proposal	The use of PINs will reduce the number of aircraft operating low level in poor weather and enables full use of the IFR capabilities of modern helicopters							
		Biggin Hill Airport	Local airport/strip		Support - you are in favour of the proposal	Biggin Hill Airport supports this proposal. Biggin Hill Airport ATC continues to work with KSS to ensure the following: 1. All KSS aircraft intending to use the PinS to/from King's College Hospital will communicate with Biggin Hill Airport, during the airports operating hours, as the PinS Approach is in direct conflict with the Biggin Hill Airport Instrument Approach. 2. As the 21 ILS Approach to Biggin Hill is the only available instrument Approach to the airfield, only Category A aircraft will be given priority over Biggin Hill air traffic. 3. Any KSS aircraft conducting training, using the PinS Approach, will not impede or delay aircraft inbound to Biggin Hill Airport. Training should be conducted at a mutually convenient time, during the Airports operating hours, or outside of these hours. 4. The use of the ALKIN Hold, as indicated in the engagement material, will be co-ordinated with Biggin Hill ATC, during the hours of operation of the airport. 5. As indicated in this engagement material (Impact on other Airspace Users), it is agreed that there will be a robust Letter of Agreement between the Biggin Hill Airport and KSS, with regards to interactions between present and future Approaches to/from Biggin Hill Airport (EGKB ACP-2019-86 & ACP-2023-75).			50000	VMC & IMC	Often	Most (70% or more)	Mode A, C or S Transponder
		NATS	National body		Support - you are in favour of the proposal								
		London City Airport	Local airport/strip		Object – not in favour. Please add your reasoning so we are able to group all objections for analytical purpose	Please see attached uploaded file.	Please see attached uploaded file.	Please see attached uploaded file					
		NATS NERL plc	ANSP		Support - you are in favour of the proposal	Specialist Aviation Services have engaged with NERL from an early stage of their process to deliver PINS approaches to support HEMS activity within the London area. They have reacted positively to feedback provided, ensuring that the impact to other airspace users is minimised as practicably as possible. Due to the separation requirements, as detailed in CAP493, there will be an unavoidable impact to operations at London city, Biggin Hill and London Heliport. However, during the conditions that the PINS approach can be expected to be used, primarily poor weather, these CAT A priority flights would in all likelihood be operating SVFR where the same separation requirements are applied. By having a published procedure, the NERL (LTC) Operation, primarily Thames Radar, will be better placed to provide the services required as it will bring consistency and predictability to how these flights will be managed and therefore there can be an expected workload benefit due to the simplification of coordination between multiple agencies. Whilst we have some quires detailed below, subject to a satisfactory response and continuation of the positive engagement between all parties then NERL is supportive of this ACP.	Slide 2 SAS have indicated that the PINS approach will be used for approximately 100 additional flights per year, averaging 2-3 per week, which from our initial assessment will limit the impact to other airspace users and can be accommodated within the existing management of the airspace. There is some expectation that training flights may be required and NERL request that these are pre-notified to ensure appropriate staffing within the operation is in place to accommodate these non-priority activities. Slide 5 NATS welcomes the addition of the second holding point at KC440. This will provide additional flexibility to Thames Radar, who are responsible for the safe integration of both London City and Biggin Hill IFR inbounds, in addition to the integration of low level VFR and SVFR operations. Slide 6 NATS is in agreement that Option A, holding at KCM02, should be the preferred option as it provides greater deconfliction with operations at Biggin Hill. Both option A and B will have an impact to London City RWY09 operations, however this would be no different to today in poor weather where their category A flights would be operating SVFR and the same separation criteria would apply. What is the expected altitude at KCM01? This is needed to understand the impact, if any, to IFR arrivals London Heathrow. Slide 7 What is the expected altitude at KC810 and coordinates for the furthest west point of the departure? This is needed to understand the impact, if any, to IFR RWY27 arrivals and RWY 09 departures at London Heathrow. Slide 11 Nil comment.						Nil comment.
		Ministry of Defence	Government Department		No objection – neither supporting or not	The proposed ACP has no significant impact upon military operations or freedom of manoeuvre.							

From: [REDACTED]
Subject: Kings College Hospital, London - Airspace Change Proposal - Reply Requested
Date: 15 January 2024 at 12:44
To: ACP-KCH ACP-KCH@specialist-aviation.com

AA

Dear Sir/Madam

I am writing to invite your views on an Airspace Change Proposal (ACP-2023-027) that we are progressing on behalf of Air Ambulance Charity Kent Surrey and Sussex.

We are seeking to introduce Instrument Approach and Departure procedures to Kings College Hospital, London, to be used for HEMS (Helicopter Emergency Medical Services).

You will find enclosed a description of the proposal and details of a survey to capture your views.

We invite you to complete the survey to give us your feedback before the end of the engagement on 26 February 2024. Alternatively, please contact us by email if you would like to discuss it.

Please note - You may also have received a similar request recently regarding an Airspace Change Proposal at Brighton Royal Sussex County Hospital RSCH (ACP-2023-028) or William Harvey Hospital (ACP-2023-059). Please respond to each request separately as they are different proposals.

Yours

[REDACTED]

Specialist Aviation Services

Tel: +44 (0) 1452 857 999 Ext: 2004
Mob: +44 (0) 7595 701 172

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From: ACP-KCH ACP-KCH@specialist-aviation.com 
Subject: Re: Kings College Hospital, London - Airspace Change Proposal - Reply Requested
Date: 7 February 2024 at 16:06
To: [REDACTED]

A

Dear Sir/Madam

If you have not replied to the Airspace Change engagement request below, then this is a reminder that it remains open until 26 February.

Yours

[REDACTED]
Specialist Aviation Services

BE GREEN, READ FROM THE SCREEN



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From: [REDACTED]
Sent: 15 January 2024 12:43
To: ACP-KCH
Subject: Kings College Hospital, London - Airspace Change Proposal - Reply Requested

Dear Sir/Madam

I am writing to invite your views on an Airspace Change Proposal (ACP-2023-027) that we are progressing on behalf of Air Ambulance Charity Kent Surrey and Sussex.

We are seeking to introduce Instrument Approach and Departure procedures to Kings College Hospital, London, to be used for HEMS (Helicopter Emergency Medical Services).

You will find enclosed a description of the proposal and details of a survey to capture your views.

We invite you to complete the survey to give us your feedback before the end of the engagement on 26 February 2024. Alternatively, please contact us by email if you would like to discuss it.

Please note - You may also have received a similar request recently regarding an Airspace Change Proposal at Brighton Royal Sussex County Hospital RSCH (ACP-2023-028) or William Harvey Hospital (ACP-2023-059). Please respond to each request separately as they are different proposals.

Yours

RE: ACP-2023-027 Kings College Hospital (KCH) –
Provision of PinS Instrument Approach and Departure Procedures

Thank you for the opportunity to comment on the proposed PinS helicopter instrument approach procedure to Kings College Hospital. London City Airport (LCY) appreciates the social importance for this initiative and will endeavour to engage with your ACP work throughout the process. We do have concerns that while the instrument procedures are being used that in some circumstances it will have a significant impact on LCY operations. We feel there needs to be more engagement in the following areas:

Stated use of procedure

Your initiative aims to allow for an additional 100 patient transfers a year. We would like a little more detail on this. We think this could mean an extra 200 flights as most will be a one way drop off? We also wonder if some flights that can be made today will make use of the procedure once it is introduced if the weather is poor but still Visual Flight Rules (VFR). This would be a sensible safety decision. So, the number of times the procedures (arrival and departure) are used could be greater than 200? We assume if the weather conditions require the use of the instrument approach that the instrument departure is likely to be used too, although there may be occasional exceptions to this.

Impact on LCY Runway 09 arrivals

Our initial assessment is that arriving aircraft to LCY Runway 09 will need to be delayed somehow while the KCH procedures are in use. It is estimated that a helicopter would take approximately 15 minutes to fly the KCH procedure including the missed approach and that a space in the LCY arrival sequence would need to be made to accommodate this. This is a severe operational restriction.

Impact on LCY future operations (LCY ACP CAA ref ACP-2018-89) for Runway 27 departures

LCY is proposing as part of the LTMA coordinated future airspace initiatives to introduce departures from Runway 27 that turn right after take-off and then head southeast. These would appear to be in conflict with the KCH procedures and it may not be possible to use them when the KCH procedures are in use. This would be a significant operational restriction.

Design restriction to have the entire KCH approach in controlled airspace

We understand that NATS advised that the entire KCH approach should be inside the LCY CTR/CTA. We feel that the decision to follow this advice may have overly constrained the design options and that there may have been options that reduced the impact on LCY operations but still achieved the KCH ambitions.


Design restriction to future proof the KCH approach for 'proceed visual' PinS

By designing the approach to allow for future 'proceed visual' PinS operations we think that this has also limited the design options, again possibly missing an opportunity to minimise the impact on LCY. The 'proceed VFR' criteria gives far greater flexibility in the placement of the final approach to the landing site, or an adjacent approach point, as it is not tied to a specific geometry to the landing site.

We appreciate that a 'proceed visual' PinS approach may allow for flights in poorer weather conditions. However, this is not currently allowed in the UK and given the densely populated urban landing site at KCH we wonder if this would be appropriate, and therefore approved if there were a change of CAA policy.

Conclusion

In conclusion, LCY appreciates the desire to have these instrument approach procedures but we object to this particular proposal on the basis that the design options could be explored further and that the proposed procedures result in a significant operational impact on LCY flights.

From: [REDACTED] 
Subject: RE: [EXTERNAL] Re: Kings PinS Procedure Meeting
Date: 3 March 2024 at 12:42
To: [REDACTED]
Cc: [REDACTED]

MR

Hi [REDACTED],

Agreed – I always prefer a face to face meeting, where possible, too.

Your extra thoughts make perfect sense – and I’m hoping to get our data off HEMS base tomorrow.

With regard to your question on departures. When operating VFR to Kings we normally speak to Heathrow Special 125.625, both on our way in and out. On departure, we would normally call shortly before lifting and routinely we only remain in the City zone for a short period as we head south back to Redhill.

I’m anticipating this might change to Thames, when IFR, so they can co-ordinate our movements with City, and also Biggin, as we would predominantly be departing through ALKIN to route for the procedure into R25 at Redhill. We will, however, also have a PinS approach into Redhill joining from the north west which may help with reducing the effect of our departures when LCY are on 09 – and we’ll have a look at how that might work as a “post engagement” activity.

In terms of timings, we couldn’t sit in the aircraft listening to the radio on batteries only for any length of time. We could start one engine in APU mode which would facilitate a listening watch, and the fuel burn for that is small. However, from a “you have a slot phone call” to actually lifting should be less than 10 minutes - so that ought to be relatively straight forward to manage. The team, as you might imagine, would be looking to return to Redhill to refuel and restock as soon as possible to become available for further taskings.

I’ll get in touch with Biggin again this week and, through [REDACTED], we will aim to get a “co-ordination meeting” arranged with NATS so we can start pulling these various strands together.

Will keep you posted.

Speak soon.

Very best wishes,

[REDACTED]

[REDACTED]

Sent from [Mail](#) for Windows

From: [REDACTED]
Sent: Friday, March 1, 2024 12:09:07 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL] Re: Kings PinS Procedure Meeting

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi [REDACTED]

Good to meet face to face, I'm too old for this modern Teams/Zoom working!

I've just added some extra thoughts in the body of your email below.

I've already put in a request for some of the data on movements.

One quick question, if you are waiting for a gap in the LCY arrival sequence to depart KCH would that be engines off? If so what sort of time to start up and be ready for lift? Can you get Thames on the R/T on the KCH pad and have the battery life to keep the radio on if engines not running or do you see it as a telephone call to agree a start time then confirmation for lift over the R/T? The question will make sense when you read my comments below.

Best wishes,



External Consultant on Airspace Change



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From: [REDACTED]
Sent: 01 March 2024 01:25
To: [REDACTED]
Cc: [REDACTED]
Subject: Kings PinS Procedure Meeting

Hi [REDACTED],

Lovely to meet you earlier. Thanks for very kindly hosting our get together.

Just thought I would bullet point a little summary, please feel free to add or change as required.

I think it's fair to say that we've,

- Pretty much agreed that departures won't be an issue – as we can hold on the pad until there is a suitable departure slot. With some potential for a very rare Alpha departure. [REDACTED] - ***The only thing I didn't think of yesterday is that there needs to be a natural gap in the LCY arrival sequence for this to work and a coordination/anticipation process for you to get airborne in this gap, if the Runway 09 arrivals are all streaming in with minimum spacing it might not work, we might need to figure out how big a gap is needed to fly your departure and look if these crop up during peak hours. I appreciate you are willing to sit and wait on the ground but if it was for an hour and you are about to go out of duty hours then I can see it could***

cause you problems. I'm hoping there will be plenty of gaps but I think we just need to ask the question.

- Accepted that regardless of the route or design, it is not currently possible to avoid the requirement to co-ordinate with 09 approaches.
- Recognised that 27 approaches are not affected at all. [REDACTED] - **With the proviso that you had a discussion with NATS that a missed approaches would have to be vectored off the published missed approach procedure and this of course would need to go into the MATS Part 2 and the usual safety processes Haz Id etc? I suspect they may routinely do this already but this would need to be confirmed.**
- Agreed that I will arrange to interrogate HEMSBase to get more detailed data on our likely use of the procedure, times (day/night) and frequency to help you more accurately quantify the potential impact. [REDACTED] - **We will do the same for the RWY 09/27 split in operations and peak periods.**

For future LCY operations,

- I'll arrange to review the missed approach procedure with regard to potential LCY 27 departures turning south.
- You will try and determine the likely aircraft altitude when crossing our intended approach and missed approach tracks. [REDACTED] - **I think this needs to be done based on minimum desired climb gradients not what an aircraft can achieve as you have to think of the worst case.**
- I will discuss with PILDO the minimum altitude we could use on the missed approach until clear of departing traffic.
- It would be useful to add an additional non-standard missed approach procedure, if possible, for use in the event of a potential conflict with departing traffic.
- It is possible that if LCY are successful with some airspace changes, allowing them to operate at higher altitudes, the potential procedural conflicts could actually reduce. HEMS requirements might help strengthen the LCY case. [REDACTED] - **Definitely, although this is mainly in the hands of LHR as they need to vacate the levels above.**

Hope that all makes sense. I'll push on with collecting the data and getting it to you.

Do shout if you think of anything else.

Have a lovely weekend.

Very best wishes,

[REDACTED]

[REDACTED]

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**KSS** AIR AMBULANCE CHARITY
KENT SURREY SUSSEX

Last year our service was needed more than ever


Without you, we can't save lives

We responded to
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From: [REDACTED] 
Subject: RE: [EXTERNAL] Re: Kings PinS Revised Missed Approach Procedure - Option
Date: 22 March 2024 at 16:30
To: [REDACTED]
Cc: [REDACTED]

MR

Hi [REDACTED],

Thanks loads for getting back to us with your thoughts - and the feedback from LCY. [REDACTED]
[REDACTED]

It's absolutely fair of you to say that some of the flights in marginal weather would elect to go IFR, but I'd also quoted our worst case – and it is quite unrealistic of us to expect that every patient that went by road could have been flown. In total, there were 53 patient transfers by road into Kings when the aircraft didn't fly and LCY were open, in the whole of 2023. Once you split that into 09 arrivals and 27 left turn departures.....

On a broader point, if we're looking at anticipated levels of disruption, LCY might also like to consider our VFR transits through CAS en route to Kings. As you know, KCH is the Major Trauma Centre for Kent and, as such, receives the majority of our sickest patients. Whatever LCY might be doing these flights will be Cat A and treated with the appropriate priority.

As you might imagine, the balance of our emergency medical flights will always favour VFR because of the efficiency for the patient – and as you can see, in proportion, the number of IFR flights using the procedure will be small in comparison.

Taking all of that into account, and in consideration of the “optics” for LCY's future ambitions, I wonder if it might be wiser for them not to persist with this objection. As you rightly point out, NATS will be driving a means of co-ordinating all of our interactions – London City, Biggin, Redhill and KCH. I'm sure that piece will be less than straight forward but most organisations have demonstrated a clear understanding of the service that we're trying to provide and responded accordingly.

Food for thought, perhaps.

Sorry for the late hour but wanted to catch you before your break. Have a lovely holiday. Look forward to catching up again soon.

Very best wishes [REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 20 March 2024 11:09
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: [EXTERNAL] Re: Kings PinS Revised Missed Approach Procedure - Option

Dear [REDACTED],

Thank you this and the other email from 13th March. [REDACTED]
[REDACTED]

I've not got hold of all the movement data in terms of timings throughout the day and will try and find this but it's unlikely to be before the end of the month as I am away all of next week on holiday. However, it might not be as big a factor as I had thought because looking

week on holiday. However, it might not be as big a factor as I had thought because looking at the number of movements and opening hours comes up with a movement rate which means that the use of the KCH procedure is likely to cause a disruption over a significant portion of the opening hours, not just the peak morning and afternoon periods, in fact there are peaks at other points of the day too. Clearly in the less busy spells there is a chance of less disruption if the KCH flight aligns with a natural gap in the traffic sequence, with the data I could look at this probability and weight the disruption amount. However, the long-term plans for the airport are to grow capacity and so these gaps may disappear.

In terms of the amount of time that needs to be built into the LCY traffic sequence, I think the change of the missed approach is helpful as I do think the missed approach needs to be allowed for even if it is rarely flown because of proximity of the LCY traffic and LHR traffic above. The exact impact will probably fall out of the work you mention you are requesting with NATS, it may be that NATS will need to run a few scenarios through their air traffic simulator. It could be that there are some ways to mitigate that we don't understand right now.

I've looked more closely at the LCY proposed left turn out from RWY 27. I don't think there are any options that work other than not using it when the KCH procedure is in use. I've had some feedback from the ATS team and they think it would be used perhaps as much as 50% of the time if it were successfully introduced, so up to a third of all departures so a similar disruption to RWY 09 arrivals.

In terms of the number of flights that will use the KCH procedure I do think you should factor in some additional movements as I suspect some flights that are flown in 'marginal' VFR will sensibly opt to fly the procedure. It's the safe thing to do and makes a flight less stressful for the crew.

In the meantime, LCY do not want to withdraw the objection as the worst case it is a fairly significant cost and disruption to the airline customers. However, I think we have two things we can refine to better understand this, the busy periods for LCY and how they align with your flights, and the disruption time to LCY which I now think should fall out of the work you are requesting of NATS.

Best wishes,




External Consultant on Airspace Change





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From: [REDACTED]
Sent: 16 March 2024 00:43
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [EXTERNAL] Re: Kings PinS Revised Missed Approach Procedure - Option

Hi [REDACTED]

Good to hear from you.

Given the feedback we've also had from Biggin, it would make sense to change the missed approach procedure to the revised option as described.

This would at least reduce some of the impact on the existing 09 operations. Given the usage split, we're looking at a likely maximum of 9 interruptions (of c.10 minutes) in peak periods over a 12 month period.

As you know, we're operating to quite a tight timetable with our Stage 4 submission – it is due to be in with the CAA before the end of this month. Included in the documentation will be the post Stage 3 Engagement Report where we will detail the London City response and our corresponding actions to date.

In terms of future considerations, what you've outlined in terms of the difficulty of separation by design makes perfect sense. As you suggest, I agree that it would seem to be a good idea to continue to explore potential options for 27 departures to the south - not least the likelihood of a reallocation of airspace to LCY, which could of course change things significantly for all of us.

In the meantime, [REDACTED] has contacted [REDACTED] from NATS and hopefully we will have a meeting fairly soon, with all of the appropriate stakeholders, to discuss how all of our movements might be co-ordinated.

I'll keep you posted.

Speak soon.

Enjoy your weekend.

[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 15 March 2024 10:54
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL] Re: Kings PinS Revised Missed Approach Procedure - Option

Dear [REDACTED],

Thank you for your two emails. I've put in a request for the raw movement data to look at

Thank you for your two emails. I've put in a request for the raw movement data to look at busy periods and runway used.

In our ACP material published on the CAA website it is stated:

Averaged over four years from 2016-2019 pre-pandemic, the westerly Runway 27 is used 2/3 of the time, twice as frequently as easterly Runway 09(2)

I think the use of Runway 09 is higher than I would have guessed but makes sense as you can't take any amount of tailwind because of the steep approach and short landing distance.

I've been having a think about the LCY new proposed departure with a left turn out from RWY 27. Just doing some rough eyeballing I can't see how it can be designed on the current swathes as part of the LCY ACP and be separated from the KCH procedure. The procedure would be in the climb to probably 3000ft (LHR traffic descending to 4000ft above for 27L) to a waypoint south of the KCH Intermediate approach path, and given the requirement to have waypoints at certain spacing you can't put an extra waypoint in before to say ensure 2500ft before crossing, and even if that were possible the KCH traffic would have to ensure that a missed approach to 2000ft is not flown until the MAPt. I think we discussed how an initially descending missed approach followed by climb (Le Bourget!) is not good. For now, I think the conclusion is that they are not separated but I will push for all options to be explored when the detailed procedure design work is started on this option. It's not an easy task with Canary Wharf where it is!

Hopefully I will get some of the data I've requested soon to refine the impact to LCY operations.

Best wishes,




External Consultant on Airspace Change





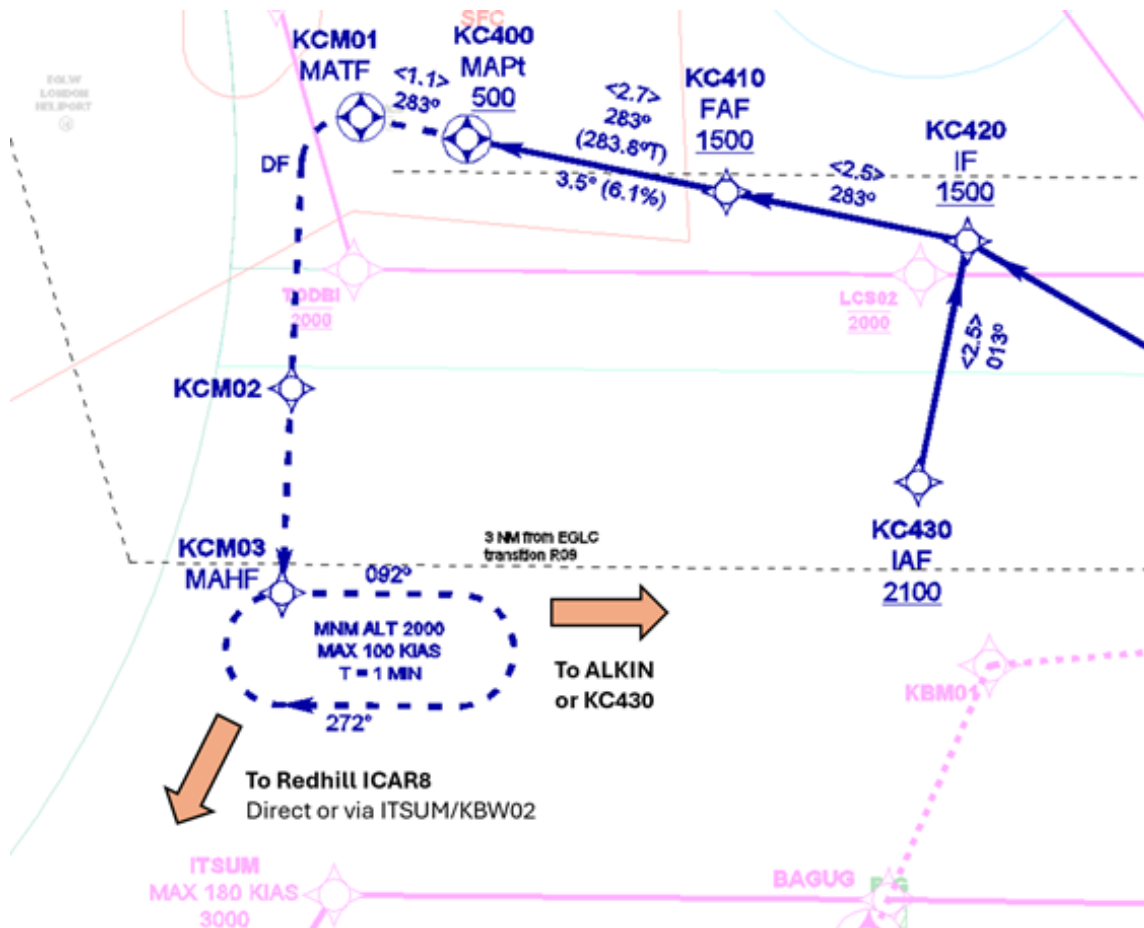
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From: [REDACTED]
Sent: 14 March 2024 19:34
To: [REDACTED]
Cc: [REDACTED]
Subject: Kings PinS Revised Missed Approach Procedure - Option



Hi [REDACTED],

Further traffic – following my email yesterday.

Now, I know I said it would be very unlikely that we would need to use the missed approach procedure, I imagine that there may still be a requirement for it to be taken into account – which, as you pointed out, would require a bigger window for one of our approaches into Kings.

Have a look at the above, and see what you think.

This alternative gets us further south, more quickly than the previous preferred option, we can hold clear of the 09 inbound and below Biggin's RNP03 traffic. When cleared, we could route in for another approach into Kings via KC430, easily divert east for ALKIN and Rochester or head southwest for a 07 join into Redhill. This looks like a very elegant set of options to me.

I've also passed this to the team looking after the Biggin RNP03 trial to canvass their thoughts.

For completeness, when reviewing the other missed approach procedure we talked about, it became

apparent that we couldn't hold the aircraft at a low enough altitude to deconflict with the 09 inbounds due to the Crystal Palace masts – which is exactly as you thought, I just wanted to confirm that this option was examined too.

Do shout if you have any questions.

Very best wishes,

[REDACTED]

[REDACTED]



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[illegible]

LCY appreciates the importance of Cat A Hospital flights and will continue to work with AAKSS and KCH on this proposal. We accept that the proposed number of flights at introduction is small, however, without a greater understanding of how each flight impacts the LCY operation in terms of delay minutes, ATS workarounds/procedures, and knock on operational impacts, we do not know how big an impact this new procedure will make. We believe there is further work needed to determine how and if these flights can be integrated safely into the airspace and this should determine the likely delay/CO2/Noise impacts for LCY aircraft if the application were successful. We suggest that this work is done now before the next stage of the ACP, and may need to involve the use of ATS simulations/analysis by the ATS provider NATS. Each KCH flight during LCY operational hours will probably delay one third of present arrivals and also potentially one third of future departures based the airports proposals as part of the coordinated future airspace work for all London airports.

Best wishes and have a great weekend,

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