



Redhill Aerodrome - Provision of PBN Instrument Approach and Departure Procedures

ACP-2023-077

ENGAGEMENT STRATEGY (CAP1616 STAGE 3 SUBMISSION)

VERSION 1 FINAL

7 FEBRUARY 2025

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1 Introduction

1.1 Background

The purpose of this Airspace Change Proposal (ACP) is to gain approval for the design and introduction of PBN (Performance Based Navigation) instrument procedures to and from Redhill Aerodrome for use by Helicopter Emergency Medical Services (HEMS) and National Police Air Service (NPAS) operators.

The PBN procedures will supplement the existing Visual Flight Rule (VFR) procedures, in which flight is possible solely by visual reference, which will remain the primary means of approach for HEMS and NPAS.

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

AACKSS serves a population of 4.8 million and its helicopter service is operated by Gama aviation. AACKSS' primary operating base for its operations is Redhill.

NPAS provides borderless air support to the police forces across England and Wales 24/7/365 from a national network of bases including Redhill.

This ACP is being conducted in accordance with CAP1616. The ACP was initialised under Part 1C of CAP1616 (Airspace Change Process for RNP Instrument Approach Procedures without an Approach Control Service), and changed to CAP1616h early 2024.

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

1.2 Scope and objectives

This is a targeted engagement aimed at aviation stakeholders, which is appropriate as the CAA has confirmed that the application meets the requirements of a pre-scaled airspace change proposal as described in CAP1616h¹.

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

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

¹ 'Guidance on Airspace Change Process for Level 3 and Pre-Scaled Airspace Change Proposals', CAP 1616h, November 2023.

1.3 Summary of engagement to date

Engagement to date has been with:

- Gatwick airport. This confirmed that the Redhill Instrument Flight Procedures (IFPs) would be feasible without disturbing Gatwick operations, but Gatwick emphasised the importance of remaining clear of the Gatwick control zone/control area (CTA/CTR) as much as possible.
- NATS (both Gatwick tower and London Terminal Control). Again, NATS confirmed the procedures would be feasible but emphasised the importance of remaining clear of the CTA/CTR as much as possible.
- Biggin Hill Airport. This was particularly with regard to ACP-2019-86 Area Navigation (RNAV) (Global Navigation Satellite System, GNSS) Runway 21 and ACP-2023-075 03 RNP Airspace Trial and confirmed that a local coordination procedure would be developed to allow the integration of these procedures with those for Redhill.
- Farnborough airport. This engagement confirmed that there is no impact on Farnborough's current or planned operations. In particular, this will not affect the potential low-level route between Farnborough and Biggin Hill airports as the intention is to keep that route inside controlled airspace.
- Farnborough LARS. It has been confirmed that these procedures do not have an adverse impact on the provision of this service. Copies of the final procedures will be forwarded to Farnborough once they have been approved.
- The Approved Procedure Design Organisation (APDO). This was to investigate the potential options, particularly with respect to keeping out of the Gatwick CTR/CTA, and to develop the draft procedures shown in the engagement material.

2 Engagement stakeholders

The engagement stakeholders were identified as organisations whose operations could be affected by the PinS Procedure:

- Identifying relevant aviation organisations as represented at NATMAC (National Air Traffic Management Advisory Committee). Many of the organisations will only be indirectly affected by the PinS procedure since they represent national organisations. Up to date representation on NATMAC was provided by the CAA. Some NATMAC organisations are not relevant and these have been excluded. This is explained in Annex A.
- Review of airspace and VFR maps to identify relevant airfields and airports in the local area. The location of the draft procedures was compared to the relevant VFR maps showing local sites and this was supplemented with internet searches. Operators from these airfields may be directly affected by traffic using the new PinS procedure.
- Discussions with the Sponsor to identify additional stakeholders in the region, including local airspace operators at Redhill.

The Redhill Aerodrome Traffic Zone (ATZ) sits mostly in uncontrolled airspace (Class G) Airspace but, to the south and southwest, the zone is directly adjacent to the Gatwick control zone (CTR), which is controlled airspace (Class D). The Gatwick CTA is also controlled airspace (Class D) and sits overhead the Aerodrome with a base of 1500ft.



Figure 1: Local airspace

The following local airspace users were identified:

- NATS (Gatwick tower and London Terminal control)
- Gatwick airport
- Biggin Hill airport
- Kenley Gliding site
- Kennel Farm Gliding Site
- Fair Oaks airport

In addition, the following operators based at Redhill were identified:

- EBG Helicopters
- Cubair Flight Training
- Redhill Aviation

Finally, the following blue light helicopter operators were identified for engagement as operating in the area:

- NPAS (National Police Air Service)
- Essex and Herts Air Ambulance
- London Air Ambulance
- The Children's Air Ambulance
- His Majesty's Coast Guard

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

3 Description of engagement

3.1 Introduction

This section describes the expected engagement.

3.2 Engagement dates

The following table shows the engagement dates.

| | |
|---------------------|-----------------|
| Engagement start | 7 February 2025 |
| Reminder email sent | 7 March 2025 |
| Engagement close | 4 April 2025 |

Table 2: Engagement dates

An engagement period of 8 weeks is proposed due to the targeted nature of the engagement. A reminder will be sent on the date shown in Table 2.

3.3 Notification of engagement

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

Email contact addresses are available for all the identified stakeholders.

3.4 Response to engagement

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

3.5 Changes to the engagement

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

3.6 Engagement material

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

- a description of the design options, and a qualitative assessment of the impacts of each design option,
- relevant operational procedures,
- a discussion of other options that were considered.

The PDF is designed for printing where preferred.

4 Post engagement process

4.1 Assessment and submission

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

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

4.2 Submission of the ACP

Once the design is finalised, the formal Airspace Change Proposal will be submitted to the CAA.

Annex A List of engagement stakeholders

Local stakeholders

| Organisation | Contact Name | Email |
|-------------------------------------|--------------|------------|
| NATS (Gatwick tower and TC) | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| London Gatwick Airport | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| Biggin Hill airport | [REDACTED] | [REDACTED] |
| Kenley Gliding Site | [REDACTED] | [REDACTED] |
| Fairoaks airport | | [REDACTED] |
| EBG Helicopters | | [REDACTED] |
| Cubair Flight Training | | [REDACTED] |
| Redhill Aviation | | [REDACTED] |
| Kennel Farm Gliding site | [REDACTED] | [REDACTED] |
| National Police Air Service (NPAS) | [REDACTED] | [REDACTED] |
| Essex and Herts AA | [REDACTED] | [REDACTED] |
| London Air Ambulance | [REDACTED] | [REDACTED] |
| The Children's Air Ambulance (TCAA) | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| His Majesty's Coastguard (HMCG) | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |

National Air Traffic Management Advisory Committee (NATMAC)

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

| Organisation | Representative/s | Email Contact |
|--|------------------|---------------|
| Airlines UK | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| AirportsUK | [REDACTED] | [REDACTED] |
| Airfield Operators Group (AOG) | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| Aircraft Owners and Pilots Association (AOPA) | [REDACTED] | [REDACTED] |
| Airspace Change Organising Group (ACOG) | [REDACTED] | [REDACTED] |
| Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK) | [REDACTED] | [REDACTED] |
| British Airways (BA) | [REDACTED] | [REDACTED] |

| | | |
|---|------------|------------|
| BAe Systems | [REDACTED] | [REDACTED] |
| British Airline Pilots Association (BALPA) | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| British Balloon and Airship Club | [REDACTED] | [REDACTED] |
| British Business and General Aviation Association (BBGA) | [REDACTED] | [REDACTED] |
| British Gliding Association (BGA) | [REDACTED] | [REDACTED] |
| British Helicopter Association (BHA) | [REDACTED] | [REDACTED] |
| British Hang Gliding & Paragliding Association | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| British Microlight Aircraft Association (BMAA) | [REDACTED] | [REDACTED] |
| | | [REDACTED] |
| British Skydiving | [REDACTED] | [REDACTED] |
| Drone Major | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| General Aviation Alliance (GAA) | [REDACTED] | [REDACTED] |
| Guild of Air Traffic Control Officers (GATCO) | [REDACTED] | [REDACTED] |
| Honourable Company of Air Pilots (HCAP) | [REDACTED] | [REDACTED] |
| Helicopter Club of Great Britain (HCGB) | [REDACTED] | [REDACTED] |
| | | [REDACTED] |
| Light Aircraft Association (LAA) | [REDACTED] | [REDACTED] |
| Low Fare Airlines | [REDACTED] | [REDACTED] |
| Military Aviation Authority (MAA) | [REDACTED] | [REDACTED] |
| Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM) | [REDACTED] | [REDACTED] |
| | | [REDACTED] |
| NATS | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| Navy Command HQ | [REDACTED] | [REDACTED] |
| | [REDACTED] | [REDACTED] |
| PPL/IR (Europe) | [REDACTED] | [REDACTED] |
| | | [REDACTED] |
| UK Airprox Board (UKAB) | [REDACTED] | [REDACTED] |
| | | [REDACTED] |
| UK Flight Safety Committee (UKFSC) | [REDACTED] | [REDACTED] |
| United States Visiting Forces (USVF), HQ United States Country Rep-UK | [REDACTED] | [REDACTED] |