



**EMERGENCY SERVICES COMMITTEE
HEMS PINS SUB-GROUP
MEETING**

Minutes of a meeting held online
on Thursday 11 November 2021

Present:

Paul Fraser-Bennison (PF-B)	Merlin Aerospace	Chairman
Alasdair Auchinloss (AA)	Specialist Aviation Services	
Mario Carretta (MC)	Dorser & Somerset AA	
Steve Day (SD)	Devon AA Trust	
Tim Fauchon (TF)	BHA	
Brett Hesketh (BH)	Gama Aviation	
Mark McLaren (MM)	CAA	
Joe Moore (JM)	Sloane Helicopters	
Matthew Temple-Smith (MT-S)	CAA	
Dan Vickers (DV)	Specialist Aviation Services	
Alan Ward (AW)	East Anglian Air Ambulance	

In Attendance:

Leigh Curtis (LC) Kent, Surrey & Sussex AA

Apologies:

Tim Cowin Royal Bahrain Helicopter Flight
Gary Spender Sloane Helicopters

1. Introduction and Apologies for Absence

The Chairman thanked everyone for attending and noted the Apologies. He went on to explain this was the first of hopefully a series of meetings aimed at progressing the introduction of PinS approaches for HEMS operators by means of collaborative trials. Current CAA policy which restricts such IAPs only to licensed site would be liberalised to encompass heli-bases, hospital pads and low level IFR routes.

2. Minutes of the Last Meeting

As this was the first meeting there were none to review.

3. Matters Arising (not as separate agenda items)

None for the above reason.

4. Brief history of the group so far

Chairman, for the benefit of those new to the group, gave a brief history of how the sub-group was formed from the Emergency Services Committee.

How a properly constituted set of Terms of Reference had been agreed and in a series of meetings three trial locations had been chosen.

5. Current CAA position

(MM) stated PinS were now a priority for the CAA. He acknowledged the next stage would be to progress from licensed aerodromes. He pointed to issues around ownership of the procedures and who would pay for upkeep (

6. Industry Needs

There was a general discussion about the sort of numbers involved. SAS have at least 10 machines in service with Sloanes a further 10. LC from KSSA commented that in their area he has at least 7 hospital sites that could benefit from IAPs.

It was felt that post trial there could be, nationally, 30+ approaches brought forward as a result

7. Blockers to Progress

MTS explained that there was a shortage of qualified procedure designers and the CAA had unfilled vacancies. Chair commented that his experience with other IFP applications was that the IFP Regulator examined in detail each new procedure which took time. This was not what he believed was the original intention after devolvement to industry whereby sample auditing would be the norm.

8. Ways Forward

MM suggested that an outline paper together with safety cases should be prepared for the CAA to consider.

9. Trial Locations

Chair invited sub-group members to speak about their suggested trial sites.

MC reported on a recent event which saw their helicopter stranded at a Hospital Helipad instead of recovering to Henstridge; it's a good example of why they needed an IAP. He went on to describe the availability of radar cover from Bristol, Bournemouth and Yeovilton and the fact their operation ran from 07.00 each morning to 02.00 the following with Captain's discretion to extend to 05.00.

SD explained that being based at Exeter Airport they had a full suite of approach aids, but it was at the Derriford Hospital where an IAP was needed. Being a Major Trauma Centre other Air Ambulance helicopters from Devon & Cornwall etc., plus Search & Rescue also make frequent use.

BH described how the freezing level and icing frequently causes problems which an IFR route from GLA out to Oban for instance would safeguard patient recovery to hospital.

10. Any other Business

AA supplied a link to a Eurocontrol document on HEMS Generic Safety Cases [<https://www.eurocontrol.int/publication/helicopter-point-space-operations-controlled-and-uncontrolled-airspace>]

He went on to remind the meeting that Europe was generally far more advanced in these types of operations and wondered why progress could not be faster.

Post Meeting Note: to further inform the group AA has kindly supplied this - "The other element that I would like captured alongside my comments is that it is my hope that other well documented developmental projects addressing Rotorcraft PBN and LLRs, such as PROuD (*PBN Rotorcraft Operations under Demonstration*) which dates back to 2014 and was co-funded by the EU and Eurocontrol, should be leveraged to accelerate the timeline of implementation within the UK. Significant proof of concept work has gone into the production of these documents, as well as their supporting safety cases, and we shouldn't be forced to re-prove these concepts given the highly credible documented output from Eurocontrol.

(In 2016 PROuD/SESAR published a 284 page detailed demonstration report, which has significantly shaped the implementation of PinS and LLRs in Europe. The regulatory/PANS-OPS references are now somewhat outdated as PANS-OPS has now moved on some way, almost certainly thanks to the output of this project - https://www.sesarju.eu/sites/default/files/documents/lsd/LSD.02.09-PBN%20Rotorcraft%20Procedures%20under%20Demonstration_PROuD_Demonstration%20Report.pdf – some may find it an interesting reference document).

AW mentioned Air Ambulances UK, the national representative body for 21 charities which it supports led by Ms Simmy Akhtar. He offered to brief her on this project and discuss wider issues including funding.

TF suggested that a way to the DfT might be through the GA For Business Forum of which he is a member.

11. Future Meetings

In view of the actions on CAA and the approaching Christmas holiday period no date for the next meeting has been set.

Thursday 11 November 2021 online.

Paul Fraser-Bennison
Merlin Aerospace Consulting Ltd