

MINUTES OF ACP-2020-064 ASSESSMENT MEETING HELD ONLINE ON 18th SEPTEMBER 2020

18th Sep 2020

Distribution: All meeting attendees

Present	Appointment	Representing
CAA1	Airspace Regulator (Utilisation)	CAA
CAA2	Principal Airspace Regulator	CAA
CAA3	Innovation Services Principal	CAA
CAA4	Airspace Regulator (Technical)	CAA
CAA5	UAS Sector Lead	CAA
SKYLIFT1	Managing Director	Skylift UAV Limited
FLYBY1	Managing Director	Flyby Technology
FLYBY2	Compliance Manager	Flyby Technology

CAA Assessment Meeting Opening Statement

The CAA has received the Statement of Need (SoN) and Agenda in advance of this Assessment Meeting and can confirm that the documents are required to be published together with the minutes of this meeting on the airspace change portal.

The purpose of the Assessment Meeting as set out CAP1616 is for the Change Sponsor to present and discuss their Statement of Need, provide information on how it intends to fulfil the requirements of the airspace change process and present its provisional timescales. Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the process.

	ACTION
<p>Item 1 – Introduction</p> <p>All meeting attendees introduced themselves.</p> <p>CAA1 opened the meeting at 1407 and read the CAA Assessment Meeting Opening Statement (see above).</p>	
<p>Item 2 – Statement of Need (discussion and review)</p> <p>SKYLIFT1 summarised the SoN: Skylift UAV Limited have been tasked by XXXX, National Clinical Lead for Innovation, NHS England, to look at moving COVID-19 samples on behalf of Mid and South Essex (MSE) NHS Foundation Trust between the IPP Pathology First laboratory in Basildon and both Basildon University Hospital and Broomfield Hospital, Chelmsford. These medical sites are on the edges of towns, adjacent to open countryside, and the routes between the sites are all over open countryside. Care has been taken to plan the routes avoiding all inhabited areas where possible. Any flight over urban areas is kept to the absolute minimum required to accomplish the task.</p> <p>CAA1 asked, for project prioritisation purposes, if the project is funded by UK Research and Innovation (UKRI) or the UK Space Agency (UKSA). SKYLIFT1</p>	CAA3 to confirm

<p>stated that funding is available for this project from both UKRI and UKSA. CAA1 asked CAA3 to confirm back to him which funding this project falls under so that it can be prioritised accordingly.</p> <p>CAA1 confirmed that the SoN had been assessed and that the proposal is in scope of the airspace change process. This will be a temporary airspace change.</p>	<p>project funding category (UKRI or UKSA)</p>
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>SKYLIFT1 summarised the issues and opportunities arising from the proposed change:</p> <ul style="list-style-type: none"> • MSE NHS Trust has a logistic problem as it can potentially take 45 hours to turn round COVID-19 tests using motor-bike courier, which only runs once a day. The trust is also short of testing reagent, so they need to fill trays before they move test samples and reagent. If the tray is not full, it misses the motor-bike courier and has to wait until the next day. In addition, there is a need to move other small items quickly to where they are needed, e.g. tracheostomy tubes, stroke kits and convalescent plasma. • In terms of safety and airspace congestion in the proposed operating area, the remotely piloted aircraft system capabilities were outlined, including its multiple redundant systems. Least risk routing has been utilised and informal engagement with several aviation stakeholders has already taken place. While the operation is close to Stansted, NATS have already impact assessed it and see no impact on their operations. Essex Police and the Helicopter Emergency Medical Service at Broomfield Hospital have also been engaged, as has the operator of Laindon airstrip. The route passes underneath Southend Airport Control Area and further engagement is being sought. • Skylift UAV suggest a Visual Flight Rules friendly Temporary Danger Area (TDA) to create minimum impact for other airspace users. For example, the remotely piloted aircraft (RPA) could be flown at 250' above ground level, meaning a 300' flight volume, 350' contingency buffer, and 400' emergency buffer; it can also fly to 3 m accuracy so a corridor 50 m either side of track is achievable. The flying operations will have a comprehensive communications system such that it is possible to text, for example, the estimated time of arrival and estimated time of departure to anyone that requires this information. It would also be possible to provide a TDA crossing service. The RPA has ADS-B on board and broadcasts its position to Altitude Angel. It is also fitted with external conspicuity lighting. • The economic point was made that, according to the Maritime and Coast Guard Agency, the estimated saving to UK PLC by saving just one life is up to £2 million. <p>CAA1 pointed out that the segregated airspace dimensions and relevant internal safety buffers sit with the UAS Unit so Skylift UAV will need to discuss the flight volume with them. CAA1 also pointed out that the upper limit of the final design of the TDA will need to be specified as above mean sea level.</p> <p>SKYLIFT1 asked if it is possible to split the TDA into lower areas and higher areas in line with the terrain. CAA1 advised that this is possible but that Skylift UAV would need to include such a proposal in its engagement with the stakeholders.</p>	
<p>Item 4 – Provisional indication of the scale level and process requirements</p>	

<p>CAA1 drew the meeting’s attention to 20200721 – CAA Policy for the Establishment of Permanent and Temporary Danger Areas and highlighted the key areas completed so far: the DAP 1916 SoN had been submitted, the Assessment Meeting had been arranged and the SoN had been uploaded to the CAA airspace change portal. Stage 4 is next and Skylift UAV should commence targeted stakeholder engagement (not consultation). After that, Stage 5 is the final submission where the airspace team will analyse the proposal and decide if the TDA can be approved. If so, Skylift UAV will submit a draft Aeronautical Information Circular and will also document how feedback will be collected. At the Implementation stage, Skylift UAV will monitor complaints and share this information with the CAA.</p> <p>CAA2 stated that, in accordance with section A3 of the policy statement referred to above, these types of proposals follow the temporary scaled process. Skylift UAV should contact aviation stakeholders only (unless there is an impact on communities), and CAA2 will send the National Air Traffic Management Advisory Committee (NATMAC) contact list to Skylift UAV to engage with relevant members. There is no requirement to send Skylift UAV’s intended engagement process to the CAA, but CAA2 is happy to review any such documentation. The associated policy statement states that the engagement window can be scaled to less than 6 weeks but the rationale for any reduction in this timescale must be provided. Skylift UAV must produce a report summarising the engagement responses from stakeholders; the report must also include the raw data responses. CAA2 reiterated Skylift UAV’s responsibility for complaint and feedback monitoring.</p> <p>CAA5 provided an update on the assessment of Skylift UAV’s Operating Safety Case (OSC), stating that detailed work on the OSC is due to start on 21/09/20.</p> <p>CAA1 enquired about the status of Skylift UAV’s Dangerous Goods approval. SKYLIFT1 replied that remote pilot training had been completed, some management training is still required and that SKYLIFT1 expects approval to be in place for the commencement of flying operations.</p>	<p>CAA2 to provide NATMAC contact list</p>
<p>Item 5 – Provisional process timescales</p> <p>Skylift UAV agreed to provide timescales with these minutes and they are as follows:</p> <ul style="list-style-type: none"> • Stakeholder engagement – to be completed by 9th October 2020 • Final submission – 15th October 2020 • CAA regulatory decision – 5th November 2020 • AIC Publishing Schedule – 6th November 2020 • Implementation – 17th December 2020 	
<p>Item 6 – Next steps</p> <p>The next steps are as follows:</p> <ul style="list-style-type: none"> • Skylift UAV are to provide meeting minutes • The CAA will review the meeting minutes • Skylift UAV will update the meeting minutes as necessary and upload a redacted version to the airspace change portal by 02/10/20 <p>CAA2 advised that engagement material can be added to the airspace change portal at Stage 1.</p>	<p>Skylift UAV to produce meeting minutes</p>

<p>Item 7 – Discuss methods to expedite the process of creating further TDAs, for BVLOS operations in support of the COVID-19 response, that are benign to other airspace users, especially the emergency services</p> <p>SKYLIFT1 explained that more TDAs are inevitable and would potentially need to be set up at short notice due to the ongoing pandemic. SKYLIFT1 asked what could be done for the aviation community to speed this process up. CAA1 and CAA2 explained that the CAA is directed by the Department for Transport (DfT) for the purposes of prioritisations and that it has already discussed that UKRI COVID-19 responses can be prioritised based on the ACPs own merit. CAA2 stated that the airspace change process must still be followed unless the CAA is directed otherwise by the DfT. SKYLIFT1 suggested pre-agreed TDAs that could be batch-implemented without repeating the same process. CAA2 pointed out that a change in location means that the impacted stakeholders change; however, the process will be more efficient each time as the sponsor becomes more familiar with process requirements. CAA1 suggested that the NHS could look at ground-based detect and avoid systems to move forward with unsegregated beyond visual line of sight operations. SKYLIFT1 emphasised that Skylift UAV is committed to the current process but explained that SKYLIFT1 would pursue the matter of speeding up this process separately.</p>	
<p>Item 8 – Any other business</p> <p>There being no further business, CAA1 closed the meeting at 1525.</p>	

ACTIONS ARISING FROM ACP-2020-064 ASSESSMENT MEETING

Subject	Name	Action	Deadline
Project funding category	CAA3	Confirm if project is UKRI or UKSA funded to CAA1	25/09/20
NATMAC contact list	CAA2	Provide NATMAC contact list to Skylift UAV	21/09/20
Meeting minutes	FLYBY2	Provide meeting minutes to CAA for review	25/09/20

Skylift UAV Limited
ACP Sponsor