

Dear Stakeholder

Skylift UAV Limited have been tasked by NHS England to look at moving COVID-19 samples on behalf of Mid and South Essex NHS Foundation Trust (MSEFT) between the IPP Pathology First laboratory in Basildon and both Basildon University Hospital and Broomfield Hospital, Chelmsford using remotely piloted aircraft (RPA). This is in direct support of the NHS and UK Government response to the COVID-19 pandemic. Once all the relevant approvals are in place, we will therefore be conducting a 3-month proof of concept, beyond visual line of sight, flying operation between the above-mentioned sites. The CAA have determined that this project is in scope of the airspace change process and that a Temporary Danger Area (TDA) will be required for each route to segregate our operations. To that end, we are required to formally engage fellow airspace users who will potentially be affected by the proposed TDAs. Details of the proposed TDAs, subject to approval by the CAA, are attached, as is a feedback form. The Airspace Change Proposal reference is [ACP-2020-064](#) and all documentation associated with this proposal is available via that link.

We wish to create minimal impact to the operations of other airspace users. We have endeavoured to propose TDAs that are as small as possible to accommodate our flying operation and are “VFR-friendly”. We will have a comprehensive communications system in place, which can automatically text, for example, ATDs and ETAs to anyone that requires that information, and we can also provide a Danger Area Crossing Service via the same comms system. In the event of the emergency services requiring access to the airspace within a TDA, they will be given priority over UAV traffic and we can collapse the TDA very quickly if necessary. Our RPA is equipped with ADS-B and it will publish live position data via the Altitude Angel Unmanned Traffic Management system. We will also GeoFence the RPA’s Operational Volume and Emergency Buffer (see CAP 1915 for more information regarding these terms) so that the aircraft remains within the confines of the TDA. During the proof of concept, the expected operating hours of the TDA will be one or two days each week in daylight hours. We anticipate 6-8 flights per day, as required by MSEFT.

We would appreciate it therefore if you could review the proposed TDAs, complete the attached feedback form and return it to XXXX by 1700 hours on Friday 9<sup>th</sup> October 2020. We apologise in advance for the short period of engagement, but we are sure that you will understand that, given the importance and urgency of testing during this national pandemic, we need to move as quickly as safety will allow. If necessary, we are also happy to discuss our plans over the phone with you and minute the conversation. If you do wish to speak on the phone, please e-mail first so that we can arrange a mutually convenient date and time. For reasons of transparency, we must upload all feedback to the CAA Airspace Change Portal. We will share feedback with the CAA in its original form but published feedback will be redacted to remove personal details.

We really do appreciate your feedback on this proposal, and we would like to thank you in advance for taking the time to respond. However, if you do not feel that your organisation is affected by the proposed TDAs then there is no need to respond.

Best regards

Skylift UAV Limited