



## CHANGE

1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? \*

- ☒ Changes to Notified Airspace Design
- ☐ Planned and Permanent Redistribution of Air Traffic

2. Title of proposal

Please enter a title for this intended change, (max 80 characters): \*

TDA connecting the UK with continental Europe for UAS cargo operations

- ☐ Have you previously submitted a Statement of Need ?

## SPONSOR

3. Change Sponsor Details

Please select the appropriate category and complete. \*

- ☒ A Company
- ☐ An Unincorporated Association or other body
- ☐ Individual (including sole traders and partnerships)

3a. A Company

Registered Company name (in full) \*

Windracers Limited

Registered Company Number

Country of Company Registration

United Kingdom

Registered Office Address

Postcode

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

United Kingdom

Postcode

Website address

www.windracers.org

Primary Point of Contact Name \*

☒ Requires Airspace Portal Access ?

Telephone \*

Mobile Number (for Airspace Portal) \*

Email \*

### Additional Contacts

You can add up to 4 additional contacts

#### Contact 1

Contact Name \*

☒ Requires Airspace Portal Access ?

Telephone \*

Mobile Number (for Airspace Portal) \*

Email \*

## STATEMENT OF NEED

### 4. Independent Aviation/Airspace Consultancy

☐ Is an Independent Aviation/Airspace Consultancy involved in this proposal?

### 5. Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what issue or opportunity this proposal is seeking to address.

*Further information can be found in CAP1616 \**

The UK Government is currently highly pre-occupied with the arrangements for Brexit and there is a great concern that normal transport links to the continent will be over-loaded when the transition ends on the 1st of January and Britain officially leaves the EU.

Due to this, Windracers have kickstarted a project to trial a cargo delivery service using the ULTRA Unmanned Aircraft System (UAS) between an airfield on the Essex coast and Woensdrecht in the Netherlands, effectively linking London directly with Antwerp and Rotterdam.

Due to the current regulatory and technical conditions, this trial would require the use of a segregated volume of airspace between the selected airfield in Essex and the Flight Information Region (FIR) boundary between the UK and the Netherlands. Upon entering Dutch airspace, the UAS operators would utilise the North Sea Area Amsterdam Transponder Mandatory Zone (TMZ) to safely navigate the remainder of the journey.

The project is self-funded by Windracers, a not-for profit organisation focused on developing the technology to make autonomous air cargo delivery systems a reality. The project aims to demonstrate the regulatory, economic, and operational viability of a realistic UAS cargo delivery service between the UK and continental Europe by creating an 'airbridge' service carrying critical supplies regularly over a sustained period.

Ultimately, the provision of freight transport services between the UK and continental Europe using UAS would have the following benefits:

- Deliver more affordable, wider options of freight services between the UK and the EU, benefiting organisations and individuals on both sides.
- Generate real data to deepen our understanding of the regulatory, economic and operational challenges of cargo operations using UAS.
- Provide the opportunity to ease the extra strain on the transport network caused by the end of the Brexit transition by carrying critical medical supplies between the two countries.

### 6. Administrative Changes

☐ Does your proposal represent an administrative change to the Aeronautical Information Publication (Proposed Level 0 change)?

### 7. Instrument Flight Procedures

☐ Does your proposal have the potential to include a change to and/or new IFPs?

### 8. Five-Letter Name Codes (5LNC)

☐ Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

### 9. Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals and/or funding deadlines):

An exemption from the CAA authorising the UAV operations within the proposed TDA will be necessary to complete the intended flight operations.

# SUBMISSION INSTRUCTIONS

## Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time: 24 Nov 2020 4:35:29 PM

Application Submission Number: DAP1916V2-158

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the [CAA's Airspace Change Portal](#). Please refer to CAP 1706: CAA Airspace Change Portal – Sponsor Training Manual provides for further information/guidance on how to use the Airspace Change Portal.

Once your submission has been assigned, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed airspace change. To enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the [CAA website](#).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.