



## 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): \*

BVLOS UAS Operations - Portsmouth to Isle of Wight

- 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) \*

Skylift UAV Limited

Registered Company Number

11676707

Country of Company Registration

United Kingdom

Registered Office Address

Unit 38, The Manor, Tur Langton, Leicestershire

Postcode

LE8 0PJ

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

www.skyliftuav.co.uk

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

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### 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 \**

Skylift UAV Limited are undertaking a 4-week trial on behalf of Portsmouth Hospitals University NHS Trust and Isle of Wight NHS Trust to transport packages containing chemotherapy drugs between Queen Alexandra Hospital in Portsmouth and St Mary's Hospital in Newport, Isle of Wight, using unmanned aircraft. Isle of Wight NHS Trust does not have a Pharmacy Manufacturing Unit and is therefore entirely reliant on Portsmouth Hospitals University NHS Trust for the supply of chemotherapy drugs. Chemotherapy drugs must be manufactured in advance and generally have a short shelf-life (8-24 hours). Due to the usual (pre-COVID-19) 3-hour travel time by road and ferry between the hospitals, the drugs must often be made up before it can be confirmed if the patient is able to receive chemotherapy. Travel disruption caused by the COVID-19 pandemic exacerbates this problem. Reducing the delivery time to a 32 minute direct flight between the two hospitals would be transformative, as the chemotherapy drugs could be manufactured once it has been confirmed that the patient is able to receive treatment, and the drugs can be delivered on demand. Using an unmanned aircraft also eliminates associated staff travel that would otherwise put NHS and contracted personnel at risk during the pandemic, and should reduce delivery costs. Furthermore, a comparison will be made between the delivery methods to establish the difference in environmental impact.

Faster, on-demand delivery of chemotherapy drugs to St Mary's Hospital would achieve the project's goals of improving the reliability of healthcare delivery, reducing patient turnaround time, and reducing waste. In addition, there are several other COVID-19 related, time sensitive items, such as tracheostomy tubes, testing reagent, stroke kits and convalescent plasma, that could be transported between the two hospitals via unmanned aircraft. To these ends, beyond visual line of sight unmanned aircraft operations will be required and, in accordance with CAP 1915, such operations must be conducted within segregated airspace. CAP 1915 also states that the primary method for achieving this airspace is by application for a Temporary Danger Area (TDA). Skylift UAV Limited therefore require the establishment of a TDA to segregate their operations accordingly.

### 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):

# SUBMISSION INSTRUCTIONS

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## Submission

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

Date and Time: **08 Jan 2021 5:06:03 PM**

Application Submission Number: **DAP1916V2-173**

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.