

## 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): \*

Morecambe Bay UAS Transit Route

- 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) \*

Electric Aviation Limited

Registered Company Number

12456999

Country of Company Registration

England

Registered Office Address

[REDACTED]

Postcode

[REDACTED]

E-mail

[REDACTED] chris@electric-airspace.com

Trading name (if applicable)

[REDACTED]

Trading Address (primary site)

Unit 2, The Stables Block, Dalton Hall Business Centre, Dalton Lane, Burton in Kendal

Country

Cumbria

Postcode

LA61BL

Website address

www.electricaviation.aero

Primary Point of Contact Name \*

Dr Chris Crockford

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 \*

In support of the NHS response to COVID-19, we wish to apply under CAP1915 for and on behalf of University Hospitals of Morecambe Bay NHS Foundation Trust to fly Unmanned Aerials Systems (drones) across Morecambe Bay between Hest Bank (LA2 6EQ) and Newbiggin (LA12 0RJ).

The current airspace within which we wish to establish the Temporary Danger Area is 100% Class G and our proposed routing is 100% over water with the exception of the operating base at Cark Civil Aerodrome at the northern edge of Morecambe Bay.

We are unaware of any airspace design changes in this area.

The current prevailing air traffic situation is utilisation predominantly by General Aviation with some commercial rotary traffic and some military fixed wing.

Typically GA aircraft transit the Morecambe Bay Area normally to the west if using the coastal route down around the Cumbria peninsula, or, in good weather conditions down the M6 route to the east, occasionally through the central lakes routes.

Commercial rotary traffic operate from the central lake district area over the Morecambe Bay Area down to Blackpool and beyond with approximately 4 sorties a week.

Predominantly GA aircraft operate out of Blackpool and use the Morecambe Bay area for General Handling or Flight training.

Skydiving activities also take place at Cark and at Cockerham Sands and there are some limited microlight flying out of Piling Sands.

Some paragliding activity also takes place around the Morecambe Bay coast.

Occasional the military utilise the north of Morecambe Bay for night C130 flight operations and occasionally fast jet traffic transits the Morecambe Bay area to the east and west with sorties out of RAF Valley being the most prevalent.

We do not anticipate a particular growth in any of the classifications of operations listed above, as the infrastructure of the Morecambe Bay Area is extremely limited.

The local geography of the area that we wish to establish a Temporary Danger Area in is coastal/tidal sands, with no overflight of urban population, roads, railway infrastructure to affect operations.

The opportunity has arisen as a by-product of COVID-19, with the Hospitals trust contacting Electric Aviation and asking if we can help provide a drone "direct flight" solution between the Lancaster Royal Infirmary and the Furness General Hospital in Barrow.

Currently to drive between the two locations (39.9 miles) takes 1 hour 9 minutes in clear traffic. To fly via UAS between the two locations across the water takes 12 minutes. Our aim is to establish a daily flight service between the two locations for 30 days within a 90 day TDA window.

Action is required to establish and fly a months' worth of COVID related supplies and tests between the two locations to effect a faster response to testing and the roll out of COVID-19 vaccines.

Safety wise - we are looking to fly direct line from a loading point on the east side of the bay to the loading point at the west side of the bay using the quadrantal rule for flight separation.

Operational wise - we are looking to fly only across water and to house our operations at Cark Airfield at the northern tip of Morecambe Bay.

Technical wise - we are looking to operate a C2 system from Cark with repeaters at both end points to ensure C2 performance.

Environmental wise - we are looking to operate across the waters of Morecambe Bay, keeping associated noise pollution to a minimum.

Economic wise - we are looking to establish the full economic business case with University Hospitals Morecambe Bay Trust during the period of flights within the Temporary Danger Area we are applying for.

This proposal supports part of the plan for delivering the Airspace Modernisation Strategy with reference to CAP 1711, Page 62, paragraph 2.

## 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):

This proposal is submitted in line with CAP1915 and is a partnership project between Electric Aviation Limited and NHS University Hospitals Morecambe Bay Trust. It is designed to fly a freight service in support of the NHS' continued response to the COVID19 pandemic.

# SUBMISSION INSTRUCTIONS

## Submission

Date and Time: 09 Mar 2021 1:38:02 PM

Your form has been successfully submitted. Please keep a copy of

this acknowledgement for your records.

Application  
Submission  
Number:

DAP1916V2-208

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.