



## 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 ?

If known, please provide the ACP/PPR reference number (###-YYYY-NN)

ACP-2021-022

Please provide your rationale for submitting a revised Statement of Need below:- \*

Updated information post further consultation with University Hospitals Morecambe Bay NHS Trust

## 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

Registered Company Number

██████████ 12456999

Country of Company Registration

United Kingdom

Registered Office Address

██████████

Postcode

██████

E-mail

██████████████████

Trading name (if applicable)

Trading Address (primary site)

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

Country

UK

Postcode

LA61BL

Website address

www.electricaviation.aero

Primary Point of Contact Name \*

Chris Crockford

Requires Airspace Portal Access ?

Telephone \*

[REDACTED]

Mobile Number (for Airspace Portal) \*

01206209039

Email \*

chris@electric-airspace.com

### Additional Contacts

You can add up to 4 additional contacts

#### Contact 1

Contact Name \*

Keith Nugent

Requires Airspace Portal Access ?

Telephone \*

[REDACTED]

Mobile Number (for Airspace Portal) \*

01206209039

Email \*

keith@electric-airspace.com

## 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 \*

Electric Aviation Limited are undertaking a 12-week trial on behalf of University Hospitals Morecambe Bay NHS Trust to transport packages containing pathology samples, blood plasma, patient records and chemotherapy drugs between Lancaster Royal Infirmary, Furness General and Westmorland General Hospitals. COVID-19 is directly disrupting the ability of University Hospitals Morecambe Bay NHS Trust to exchange medical goods, samples and data between hospital sites. This is primarily due to the geographic locations of the main hospital sites and the effect of the different tiers that the hospital sites have found themselves placed within.

Currently the trust employ a number of different transport systems that provide round-robin, direct route and on-demand transport services. The round robin service routes Lancaster Royal Infirmary, Westmorland Hospital, Furness General Hospital, Westmoreland Hospital and back to Lancaster Royal Infirmary and it undertakes this routing three times a day Monday to Friday. This round robin route drives 321 miles a day with an estimated operational driving time of 7 hours 20 minutes.

The geographic location of Morecambe Bay is the cause of this extremely taxing driving schedule and the bay significantly impacts the trusts ability to perform with regards efficient chemotherapy drug supplies. Chemotherapy drugs have a short shelf-life (8-24 hours) and such drugs can only be manufactured once the patient is able to attend or receive the treatment. Dependent upon where the round robin transport service is at the time of manufacture it can take anything between 40 minutes and 17 hours to get the drugs transported to the right hospital for dispensing. Pathology samples moving between hospitals suffer a similar fate as do patient records.

COVID-19 has compounded the issues with drivers continually moving between hospitals located in different Tiers. This has led to confusion between drivers, a reduction in available driver numbers as well as an increased risk of COVID-19 transmission between sites. Considerable staff time is current lost arranging inter-hospital transport. This is during a pandemic when staff time has only become more valuable.

Cutting the round robin service time to 28 minutes from 1 hour, 21 minutes (LRI-WGH-FGH), by flying direct across the bay between sites yields obvious benefits, coupled with the ability for the service to be run constantly during the day. Moreover, using an unmanned aircraft can eliminate unnecessary patient and staff travel that would otherwise put vulnerable individuals and NHS staff at risk during the pandemic. As recent research has shown that the coronavirus can survive for up to 72 hours on common clothing, including three of the most commonly used textiles in healthcare, it is paramount that unnecessary travel is reduced.

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 states that the primary method for achieving this airspace is by application for a Temporary Danger Area (TDA). Electric Aviation Limited therefore requests the establishment of a TDA to segregate their operations accordingly.

Electric Aviation Limited. 23rd April 2021

## 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: **23 Apr 2021 5:59:18 PM**

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

Application Submission Number: **DAP1916V2-233**

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.