



# DAP1916 - Statement of Need

Tracking Code: **USA66C**

## 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): \*

UAS BVLOS in Segregated Airspace

☐ 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) \*

Skyports Limited

Registered Company Number

10755230

Country of Company Registration

United Kingdom

Registered Office Address

Kingfisher House, Radford Way, Billericay, Essex

Postcode

CM12 0EQ

E-mail

[REDACTED]

Trading name (if applicable)

Skyports

Trading Address (primary site)

Edinburgh House, LG06, 170 Kennington Lane, London

Country

United Kingdom

Postcode

SE11 5DP

Website address

www.skyports.net

Primary Point of Contact Name \*

[REDACTED]

☐ Requires Airspace Portal Access ?

Telephone \*

Email \*

Additional Contacts

You can add up to 4 additional contacts

Contact 1

Contact Name \*

☐ Requires Airspace Portal Access ?

Telephone \*

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 \*

1. Summary

Skyports Limited (hereby known as Skyports), the airspace change sponsor, is seeking a volume of airspace for a 12 week period between February and April 2022 to conduct UAS BVLOS delivery operations in the Angus Council region of Scotland. The aims are two-fold:

a) To provide NHS Tayside with an on-demand medical drone delivery network to assist with their ongoing COVID-19 response.  
b) To provide Clarksons Port Services with an on-demand offshore medical drone delivery service to assist with their ongoing COVID-19 response.

DTLX Ltd (hereby known as DTLX) shall co-sponsor the ACP in its role as the provider of the future accountable manager for the planned Mercury Drone Ports Programme.

DronePrep Ltd (hereby known as DronePrep) shall co-sponsor the ACP and contribute to stakeholder engagement, public relations and co-ordinating strategic partnerships with the embedded third party logistics providers that serve NHS Tayside and Clarksons Port Services.

A successful project will:

a) Improve health care for patients in rural areas of Angus through faster and more frequent pathology sample transport (incl. urgent COVID-19 tests). Thus, contributing to improved turnaround times for patient diagnostic tests and quicker time-to-treatment. The project will also provide NHS Tayside with a benchmark with which to evaluate the effectiveness of drone deliveries in NHS medical supply chains for rural areas.  
b) Pave the way for drones to be used in rapidly proliferating offshore wind operations in the North Sea. Current offshore supply chains require vessels to return to port (costing time and fuel) for COVID-19 testing and re-supplies. Drone deliveries to offshore wind areas could reduce vessel movements (with significant emissions reduction) and facilitate increased ‘time on station’ and, therefore, reduce downtime during construction and maintenance of offshore turbines.

2. Issues to be addressed

NHS:

NHS Tayside supply chains face significant issues in rural areas:

- Wide geographical coverage results in in-frequent pathology sample collections and deliveries – patient samples can take hours or days to reach the testing lab, resulting in extreme delays to diagnosis and treatment times.
- Pathology samples tend to arrive at the testing lab en-masse in the late afternoon, causing high evening workload and overtime for NHS staff.
- Urgent COVID-19 pathology samples currently require costly one-off taxi transport to get them to the testing lab in time.

Offshore wind:

- Current offshore supply chains require vessels to return to port for COVID-19 testing and to collect one-off spare/replacement parts and supplies. This comes at significant environmental cost (through fuel burn and ensuing emissions) and reduces ‘time on station’ for vessels, delaying construction and maintenance tasks for offshore wind assets.

3. Objectives

Skyports will deploy two unique drone delivery networks to address the aforementioned challenges faced by the NHS and offshore wind industry in Angus:

a) Onshore drone delivery network linking rural medical practices to the main pathology testing lab in Dundee. Items to be transported include (but are not limited to): COVID-19 tests, pathology samples, medicines, medical re-supply items, medical equipment (e.g. cardiac monitors).  
b) Ship-to-shore drone delivery network between Montrose Drone Port and offshore wind vessels in the Montrose Anchorage area. Items to be transported include (but are not limited to): COVID-19 tests, re-supply items, spare/replacement parts, tools and medical goods.

4. How has the issue or opportunity arisen?

The issues faced by NHS Tayside and the offshore wind industry have been around for some time. The unique opportunity to address these issues using BVLOS UAS operations has arisen as a result of the development of the Mercury Drone Ports Programme, a sanctioned project within Angus Council’s Mercury Programme under the Tay Cities Deal.

5. Why is action required?

Rural healthcare facilities across NHS Tayside require faster logistics services for transporting COVID-19 tests and routine pathology samples. Such a service would serve to reduce testing times and speed up diagnoses for patients, all at reduced cost to the NHS through reduced reliance on expensive taxi transport. Equitable healthcare for all can only be realised through increased connectivity with rural facilities.

The increasing proliferation of offshore wind developments in the Angus region necessitates a step-change in the way we move goods to/from these areas. The requirement for ongoing COVID-19 testing has accelerated the need for a fast and frequent transport service to move tests to mainland pathology labs. Reducing vessel movements to deliver and collect medical tests and one-off parts and tools will contribute towards a significant reduction in carbon emissions, as the UK seeks to meet its Net Zero goal by 2050.

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

## Submission

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

Date and Time: 03 Sep 2021 9:59:36 AM

Application Submission Number: DAP1916V2-276

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.