

Dear Stakeholder,

Follow-up email to request for support to [ACP-2022-031](#) Northumbria Healthcare NHS Foundation Trust feasibility flights within a Temporary Danger Area.

Following on from my previous email (on 9th September) regarding the request for your support to [ACP-2022-031](#). I am pleased to be able to provide you with further information on the UAS platform we will be using for the feasibility flights, as well as offer additional support and information on the project to enable you to support our proposal.

Firstly, we are pleased to confirm that the UAS operator we have tendered for this trial will be Skyports.

Skyports are a drone services provider who specialises in Beyond Visual Line of Sight delivery, survey & surveillance in complex environments. Their knowledge and experience of operating in the UK and overseas make them the perfect partner for us to conduct these flights. You can read more about Skyports on their website [here](#), and below is a summary of the UAS platform we will be using for your information. Skyports will be responsible for UAS operations, Apian will remain the TDA sponsors.

I also would like to take this opportunity to remind you that the stakeholder feedback for our proposal is currently open, and we kindly request you to return feedback to us before the 4th November 2022 which will be shared with the CAA. Full proposal details can be found on the CAA Airspace Change Portal through this [link](#).

These feasibility flights remain extremely important to the Northumbria Healthcare NHS Foundation Trust, allowing Apian to research, validate and provide vital data to establish whether the use of UAS in these clinical settings will lead to improved patient care.

If you would like to discuss in more detail any questions or concerns you have, please do not hesitate to contact me and I will be happy to arrange a video call with you to discuss in more detail.

Kind regards,  
Louisa  
Head of Aviation



Type	Swoop Kookaburra Mk III. Hybrid – Powered Lift transitional platform (VTOL)
Max speed	68kt
Cruise speed	60kt
Max endurance	68 mins (forward flight limit at MTOW)
Max payload	3kg
MTOM/MTOW	17kg
Lighting	Navigational lights and a white strobe
Max. wind	27 kts (14 m/s) from any direction
Min. visibility	Min. 1500m at Take-off and Landing Points. Flights will comply with visual meteorological conditions (VMC).
Precipitation	Moderate rainfall (2mm – 10mm per hour)
Cloud ceiling	No limitation
Min. / Max. Operating Temperature	0°C / +45°C
Electronic Conspicuity	The UA is fitted with ADS-B IN and OUT, which can process uncertified ADS-B signals, namely SIL/SID=0.  <b>Note:</b> This is only for RP's situational awareness and is not used as a tactical means of deconfliction.