



DAP1916 - Statement of Need

Tracking Code: RHCXZT5

BEFORE YOU BEGIN

Please ensure the contents of CAP 1616 Appendix A are referred to prior to completing this form. *

TYPE OF 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

Have you previously submitted a Statement of Need?

Please enter a title for this intended change, (max 80 characters): *

Solent Transport Airspace Trial

2. Title of proposal

Which of the following categories is the proposal being progressed under? *

Permanent Temporary Trial

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

ACP-2022-106

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

Following on from the initial CAA decision meeting, the category for ACP-2022-106 was agreed to be under the Trial category when following the airspace change process. Originally this was submitted as temporary airspace change.

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

Trading Address (primary site)

Trading name (if applicable)

E-mail

Postcode


Registered Office Address

Country of Company Registration


Country

Postcode


Mobile Number (for Airspace Portal) *



Email *



Confirm Email *



Telephone *



Requires Airspace Portal Access ?

Primary Point of Contact Name *

Website address

Additional Contacts

You can add up to 4 additional contacts

Contact 1

Contact Name *

Requires Airspace Portal Access ?

Telephone *

Email *

Confirm Email *

- DELETE CONTACT

+ Add Contact

STATEMENT OF NEED

Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what the current/existing situation is **and** what issue or opportunity this proposal is seeking to address.

Summary

Skylift UAV, the airspace sponsor, is seeking to conduct an Airspace Trial by introducing a Temporary Danger Area (TDA) to facilitate Uncrewed Air Systems (UAS) BVLOS operations in the solent area. The TDA would be in operation for a 180 day flying period commencing towards the end of quarter 1 2024.

The TDA is required to support the CAAs ambition to migrate BVLOS operations from segregated airspace to non-segregated airspace in a controllable and safe manner and is in support of the Airspace Modernisation Strategy. The TDA is an enabler to facilitate the CAAs ambitions for future airspace change by providing segregated airspace to support BVLOS operations without approved Detect and Avoid (DAA) capability. The TDA will be used as an opportunity to test available DAA solutions to support the route to approval with the CAA.

The Opportunity

This statement of need supports a 4 year programme of work led by Solent Transport as part of the Department for Transport funded Future Transport Zone (FTZ), Solent Transport is a partnership between Hampshire County Council, Isle of Wight Council, Southampton City Council, and Portsmouth City Council, and is working with the Universities of Southampton and Portsmouth. This TDA will support the gathering of operational experience incrementally in order to support the CAAs future airspace roadmap and convince the general public of the safety and viability of logistics applications for drones in the solent region.

To help achieve this, the project will use the learnings from this TDA to design and deliver a new type of air space (called 'Project Lima'), which is intended for non-segregated drone and crewed aircraft operations. This inclusive approach is designed to limit the operation of drones to a defined number, but in contrast to a Temporary Danger Area, allow the entry of crewed aircraft with the appropriate de-confliction equipment on-board. This approach is aimed at supporting the CAA to develop its future airspace policy for UAS and drones.

The wider project will also examine the logistics systems and human factors involved in integrating drones into existing logistics fleets. This includes examination of route optimisation and designing air/land logistics reception and handling facilities for compliant, safe and efficient drone cargo management.

Objectives of the TDA

To support the CAAs ambitions to conduct safe BVLOS operations outside of segregated airspace.

The TDA will be used to allow development and testing of multi sensor networks to support UAS operations in non-segregated airspace. The Solent area has a wide variety of air traffic and presents a very representative air environment to capture reliable data for both cooperative and uncooperative traffic (Manned or Unmanned)

The TDA will be designed to support the delivery of an operational Uncrewed Traffic Management (UTM) system for drone flights across the Solent area and surrounding region.

The TDA will be designed for multi operator usage largely based on ACP-2021-002 with some minor changes. These changes allow multiple routes to be flown from a number of different locations across the solent region. This airspace is well known and understood and will allow previous relationships with stakeholders to be strengthened, for example General Aviation (GA) operators, HEMS and HM coastguard.

In support of the TDA a number of VLOS UAS operations and air traffic data collection and monitoring will be undertaken across the solent area. This work will provide operational experience in an incremental way beginning with operations that are low risk, targeting areas with low population and crewed air traffic densities whilst capturing the data and knowledge to support future operations and supporting future airspace change strategy.

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?

Secretary of State for Transport's priorities

Is the proposal being progressed under any of the priorities set by the Secretary of State for Transport or any other CAA priority such as safety or national security?

Airspace Modernisation Strategy *

Is the proposal supporting the delivery of the Airspace Modernisation Strategy? If not, please use the text box below to explain how the proposal is not inconsistent with the Airspace Modernisation Strategy

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, proposed operating date(s) and/or funding deadlines)

Skylift UAV sponsored a previous ACP (ACP-2021-002) which was implemented successfully in the Solent region, this will form the basis of the new TDA design.

This project supports part of a wider future transport zone programme in the solent and builds on the successes of ACP-2021-002.

SUBMISSION INSTRUCTIONS

Submission

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

Date and Time:

13 May 2023 10:31:11 AM

Application Submission Number:

DAP1916V2-755

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** (<https://airspacechange.caa.co.uk/>). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

Given the high number of new airspace change proposals (ACP), together with those proposals which are already in the system, it is possible that the proposal may not be assigned to a Technical Regulator/Account Manager immediately following submission of the Statment of Need. New proposal are allocated on a first come first served basis, unless the proposal is directly related to safety or national security matters, or as directed by the Secretary of State for Transport's priorities.

Once your submission has been assigned to an Account Manager/Case Officer, 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 PPR. For Permanent changes, 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's airspace change portal** (<https://airspacechange.caa.co.uk/about-airspace-change/>).

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 Regulation (EU) No. 73/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and **CAP 1054: Aeronautical Information Management** (<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808>) guidance material for further information. These requirements will be discussed in greater details during the course of your intial 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.