

## Stakeholder engagement email

Dear Stakeholder,

### Action requested:

Please find below an Airspace Change Proposal for your review. We would appreciate it if you could review the proposed trial airspace, complete the attached feedback form and return it to [FTZAdmin@consortiq.com](mailto:FTZAdmin@consortiq.com) by **1700 hours on Monday 4th March 2024**.

### Background information and Planned Activity for 2024:

Skylift UAV Limited has been tasked by [Solent Transport](#) to support the Civil Aviation Authority's (CAA) ambitions to conduct safe Beyond Visual Line Of Site (BVLOS) operations outside of segregated airspace. An application to the CAA was submitted and approved by the CAA for a Temporary Danger Area (TDA) in 2022, In order to further the CAA's understanding of the operation of Uncrewed Airspace System's (UAS) in non segregated airspace, Skylift, on behalf of Solent Transport, intends to conduct further demonstration flights in 2024.

### Find out more:

This proposal is covered under an Airspace Change Proposal (ACP) reference ACP-2022-106. This application is similar to a previously approved TDA [ACP-2021-002](#) airspace, with the following minor amendments:

- Operating 2 aircraft simultaneously within the TDA using procedural separation.
- Increase in altitude from 400 ft to 600 ft to allow greater altitude-based separation.
- The addition of several locations to allow exit and entry to the TDA from designated points allowing for transition from Visual Line Of Site (VLOS) to Beyond Visual Line Of Site (BVLOS).
- Removal of 3-mile buffer from previous TDA surrounding St Mary's Hospital on the IOW to allow for complete End to End Medical BVLOS routing, removing the need for the final approach to be under VLOS rules.
- TDA space has been made wider to facilitate the VLOS entry and exit from STUB locations.
- Previous TDA was 2 months, current ACP is for 3 - 6 months. (Depending on CAA approval of TDA or trial)
- Agreement to remove section A of TDA because CAA were concerned of the over flight risk over a populated area.

The full Statement of Need for this project is available on the CAA's Airspace Change Portal (link provided below). Once all the relevant approvals are in place, we plan to conduct a BVLOS flying operation between the proposed sites. The CAA have determined that this project is in scope of the Airspace Change Process (ACP) and that a Trial airspace will be most suited to achieve the objectives set out in the application To that end, we are required to formally engage fellow airspace users who will potentially be affected by the proposed Trial.

The Airspace Change Proposal reference is [ACP-2022-106](#) and all documentation associated with this proposal is available via that link.

**Mitigation for other airspace users:**

We wish to create minimal impact to the operations of other airspace users while avoiding overflight of inhabited areas where possible. We have endeavoured to propose a Trial area split into three portions that are as small as possible to accommodate our flying operation and are "VFR-friendly". We will have a comprehensive communications system in place, which can automatically text, for example, ATDs and ETAs to anyone that requires that information, and we can also provide Pre-Flight Information for the TDA via a dedicated telephone number. In the event of the emergency services requiring access to the airspace within the trial airspace, they will be given priority over RPA traffic and we can collapse the airspace very quickly if necessary. Our RPA is equipped with ADS-B and a Mode S Transponder for electronic conspicuity. We will also GeoFence the RPA's Flight Volume (see CAP 1915 for more information regarding this term) so that the aircraft remains within the confines of the trial airspace. During the trial, the expected operating hours of the airspace will be five days per week, predominantly in daylight hours, and the airspace will be activated by NOTAM with at least 24 hours' notice. We anticipate 4 return flights per day during the week but not every week - we will publish a schedule to stakeholders once confirmed as this will change due to weather and other events.

For reasons of transparency, we must upload all feedback and comments to the CAA Airspace Change Portal. We will share feedback with the CAA in its original form, but published feedback will be redacted to remove personal details. We really do appreciate your feedback on this proposal, and we would like to thank you in advance for taking the time to respond. However, if you do not feel that your organisation is affected by the proposed trial then there is no need to respond. If we do not receive a response from you, we will assume that you have no objection to the Airspace Change Proposal as published.

Best regards,

Skylift UAV Limited