



Stakeholder Engagement Plan

ACP-2020-29

22nd May 2020

1. INTRODUCTION

In 2019 Flylogix completed a UAS flight from Shetland to BP's Clair facility, 40 miles west of Shetland and conducted a methane survey. Following the successful flight and BP's aim to measure the methane emissions of all major production facilities by 2023, Flylogix have been contracted for up to 6 UAS flights to 3 facilities west of Shetland (Clair Phase 1, Clair Ridge and Glen Lyon) in August 2020.

The operations will be conducted in a Temporary Danger Area. Flylogix have begun an airspace change request (ACP-2020-29) to establish this TDA. The TDA has not been designed yet but it should be noted firstly that it will have a ceiling of 1,000ft AMSL so will directly impact only aircraft flying under this altitude and secondly that it is in a remote location and will mainly be over sea.

2. OBJECTIVES OF ENGAGEMENT AND THIS DOCUMENT

The objective of the process is to engage with aviation stakeholders (airspace users, air navigation service providers and aerodromes) on the safety and operational viability of the proposed change and to ensure minimum possible impact on other air users.

This strategy document aims to identify the relevant aviation stakeholders and anyone else who may be impacted by the proposed changes and then lay out how their views will be gathered and considered.

3. ENGAGEMENT TO DATE

Flylogix completed a flight from Shetland to Clair Phase 1 in 2019. This flight was conducted within a TDA and Flylogix engaged with other air users when planning and completing the operation. This engagement in 2019 provides a provisional audience list and means that procedures for working with ARCC and NATS Aberdeen have been developed and can be used as a starting point for this year.

Additionally in initial planning for operations in 2020 Flylogix have engaged with:

- Aberdeen ATC and confirmed their availability to provide a Danger Area Crossing Service.
- Shetland Council who own Scatsta Airport to agree use of the airfield.
- Highlands and Islands Airports Limited (HIAL) who operate Sumburgh Airport in Southern Shetland to make them aware of our intention to operate from Scatsta.
- BP Aviation team who run the helicopter contract that supports the offshore facilities. They are running the risk assessment process for BP and are closely involved in the planning.

4. AUDIENCE

4.1 Other air users

- **Bristow Helicopters** are the helicopter operator for BP. They fly from Sumburgh to the three facilities west of Shetland. The number of flights depends on the activities at the different facilities but there is typically a flight a day to each facility.
- **Other helicopter operators at Sumburgh.** To Flylogix's knowledge Bristow are the only helicopter operator in Shetland. But as contracts change and new offshore facilities may be built, this will be confirmed with HIAL, who operate Sumburgh airport, the helicopter base on Shetland. If another operator is identified at this stage they will be engaged.
- **Inter-Island aircraft (Airtask).** Airtask operate, on behalf of the Shetland Islands Council, a service from Tingwall airport near Lerwick, conducting flights to the islands of Fair Isle, Foula, Outer Skerries and Papa Stour.
- **General Aviation** There is little GA based on Shetland. During the summer months there are a small number of visitors who fly to the island. Aircraft operate from, or are likely to first land at, either Sumburgh or Tingwall as these are the airfields on the islands with any facilities.
- **Search and Rescue helicopters** – There is a SAR helicopter based at Sumburgh operated by Bristow. The helicopter is tasked by the Aeronautical Rescue Coordination Centre (ARCC).
- **MOD** aircraft may be operating in the area – there are no military danger areas in the vicinity.

4.2 Aerodromes

- **Scatsta** will not be an active airfield at the time of the operations. The current oil and gas helicopters will stop flying there in June 2020. The airfield is owned by Shetland Council and operated by Serco.
- **Sumburgh** is the largest airfield on Shetland and is on the southern tip of the islands over 60km from Scatsta. It is operated by HIAL.
- **Tingwall** is where the Inter Island flights go from. It is 27km south of Scatsta and owned by Shetland Council.
- **Papa Stour, Whalsey and Out Skerries** are gravel strips on the off-lying islands of Shetland. They are all over 20km from Scatsta and outside any possible TDA. They are used by the Inter- Island flights and are owned by Shetland Council.



Figure 1 - Map showing Scatsta and active airfields on Shetland

4.3 ANSPs

- **NATS Aberdeen** are the ANSP for the airspace the operations will be conducted within and also provide the radar and approach services to Sumburgh.

4.4 Others

- **BP aviation team** manage the contract with Bristow and schedule the flights to the offshore facilities. They are involved in the planning of the operation and are completing the BP risk assessment for the operations.
- **Residents in area of Scatsta.** The area surrounding Scatsta is sparsely populated. Shetland as a whole has a population density of 16 people/km² compared with 259 people/km² for the UK. The flight path has been selected to minimise flight over land and ensure that no buildings are overflown. Scatsta will be used for oil and gas helicopters and fixed wing until June 2020, therefore the local residents are accustomed to aviation.

- **Sullom Voe oil terminal** is 2km to the NE of Scatsta airfield. The UAS will not operate within 1km of Sullom Voe for safety.

5. APPROACH AND MATERIALS

There are a relatively small group of stakeholders, most of whom are companies and organisations, who may be impacted by the proposed TDA. The approach therefore is to engage directly with individuals at the organisations – mainly by email and telephone. Three different approaches will be taken for different groups of stakeholders.

5.1 Stakeholders where procedures will be agreed

There are a group of stakeholders who Flylogix will communicate with while the TDA is in place and the operation is ongoing. Procedures will need to be agreed in advance for this communication and the input of these stakeholders on the procedures and TDA design is vital for a safe operation. These stakeholders are:

- NATS Aberdeen who will be providing the Danger Area Crossing Service
- ARCC who may need to task a SAR helicopter into the TDA at short notice
- BP aviation team who plan the helicopter flights to the offshore facilities

The contacts in each organisation will be

NATS Aberdeen	ARCC	BP aviation team
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These individuals will be emailed draft procedures, based on the procedures used in 2019, along with two options for the TDA, and asked for feedback. We will offer to collect feedback via telephone or email.

5.2 Stakeholders where direct feedback is important

There are a group of stakeholders who may utilise the airspace in the TDA or have their operations impacted by the TDA. They are:

- Shetland council as owner of Scatsta, Tingwall, Papa Stour and Whalsey airfields.
- HIAL as the operator of Sumburgh.
- Airtask when operating the Inter Island Service.
- Bristow when flying to the BP facilities and other oil and gas facilities west of Shetland.

- DAATM
- Any other helicopter operators identified by HIAL who fly west of Shetland.
- Any GA group at Tingwall and Sumburgh identified by Shetland Council or HIAL.

The contacts in these organisations will be

Shetland council	HIAL	Airtask	Bristow	DAATM	Other helicopter operators	GA groups and Tingwall/ Sumburgh
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We will send an email to these contacts explaining the operation, outlining two options for the TDA and asking for their feedback. We will then collect feedback over email or telephone as the stakeholder prefers.

5.3 Stakeholders who will be informed of the operation but not engaged on airspace design

Sullom Voe Oil Terminal and Local Residents will not be engaged as part of the airspace change request. This is because:

- The airspace design does not impact the fact that the unmanned aircraft will operate from Scatsta and needs to cross the ~5km of farmland to the west of the airfield to get to the sea.
- The unmanned aircraft will not operate within 1km of the oil terminal.
- The route over land is relatively short (~5km), is over remote farmland and has been selected to avoid direct overflight of buildings.
- The unmanned aircraft will be at 800ft when operating over land. At this altitude it creates little noise and adds only ~8dBA to background noise (based on Flylogix testing). This is below the 10dBA considered a nuisance in noise regulation.

The Oil terminal will be made aware of the operation before the flights, and Flylogix will liaise with Shetland Council on the best way to notify local residents.

6. LENGTH

Stakeholders will be given up to two weeks to provide feedback. This period has been chosen as we are seeking feedback directly over email and phone from a small group of stakeholders, most of whom were involved in a similar operation last year. Flylogix shall chase as required to ensure feedback is collected.

Stakeholders will be contacted on or before 27th May and given until 10th June to respond.

7. POST ENGAGEMENT

Following the stakeholder engagement process detailed above, Flylogix will gather the feedback from different stakeholders and consider whether any modifications to the proposal are required prior to formally submitting a Proposed Change Request to the CAA for approval.

Once the details of the TDA are published in an AIC (or similar) Flylogix shall share the details with all stakeholders.

8. FEEDBACK WHILE TDA IS ACTIVE

It shall be the responsibility of [REDACTED], as Flylogix Operations Director, to gather all feedback received when the TDA is in place. All stakeholders in this document shall be notified of the contact details and there will be contact details for Flylogix in the AIC notifying the TDA and on the NOTAM.