



Stakeholder Engagement Plan

ACP-2020-063

December 2020

1. INTRODUCTION

Flylogix are an unmanned aircraft service provider, focused on the offshore energy sector. Flylogix have been contracted for up to three UAS flights to conduct methane surveys on assets East of Shetland for Equinor and Taqa in March 2021.

The operations will be conducted in a Temporary Danger Area. Flylogix have begun an airspace change request (ACP-2020-063) to establish this TDA. The TDA is currently being designed 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 6 UA flights to the West of Shetland in 2019 and 2020 and engaged with other air users when planning and completing these operations. This engagement provides a provisional audience list and means that procedures for working with ARCC and NATS Aberdeen have already been developed and can be used as a starting point for these operations.

Additionally in initial planning for operations in 2021 Flylogix have engaged with:

- Aberdeen ATC and confirmed their availability to provide a Danger Area Crossing Service.
- Equinor and Taqa Aviation teams who manage the helicopters that support their offshore facilities. They are closely involved in the planning of these operations.
- Shetland Council who own Scatsta Airport to agree use of the airfield.

4. AUDIENCE

4.1 Other air users

- **Oil and Gas Helicopter operators.** Four helicopter operators (Bristow, CHC, Babcock and NHV) operate from Sumburgh airport flying helicopters to the offshore platforms to the East

and 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, during the week and fewer at the weekend.

- **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.
- **Fisheries protection and NCAS** - Airtask also operate the Fisheries Protection aircraft and an environmental monitoring aircraft for NCAS (National Centre for Atmospheric Science). There aircraft operate at low altitude over the sea, including in the Northern North Sea.
- **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). Bristow SAR shall also be contacted.
- **MOD** aircraft may be operating in the area – there are no military danger areas in the vicinity.
- **Other operators** - Babcock Mission Critical Services Onshore are operators of air ambulance and police aviation units, Gama Aviation are an air ambulance provider, and PDG Helicopters are an aviation service provider.

4.2 Aerodromes

- **Scatsta** is no longer an active airfield, the oil and gas helicopters stopped operating there in June 2020. The airfield is owned by Shetland Council.
- **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 (Highlands and Islands Airport).
- **Tingwall** is where the Inter Island flights operate 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. 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

- **Equinor and Taqa aviation teams** manage the contract with their contracted helicopter operators (CHA and Babcock) and schedule the flights to the offshore facilities. They are involved in the planning of the operation and are completing the 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 will be selected to minimise flight over land where possible and ensure that no buildings are overflown. Scatsta was previously 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

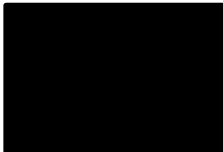
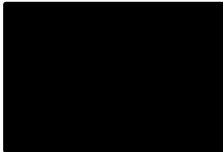
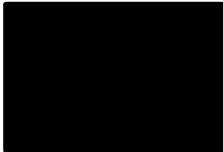
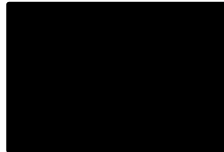
There are a relatively small group of stakeholders, most of whom are companies and organisations, who may be impacted by the proposed TDA. The approach therefore is to engage directly with individuals at the organisations – mainly by email and telephone. Three different approaches will be taken for different 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
- Equinor aviation team who plan the helicopter flights to their offshore facilities
- Taqa aviation team who plan the helicopter flights to their offshore facilities

The contacts in each organisation will be:

NATS Aberdeen	ARCC	Equinor aviation team	Taqa aviation team
			

These individuals will be emailed a proposal for the TDA, along with draft procedures, based on the procedures used in previous operations, and asked for feedback. We will offer to collect feedback via telephone or email.


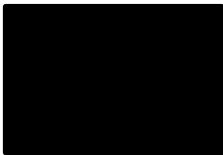
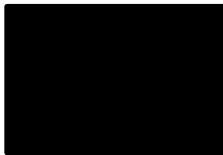
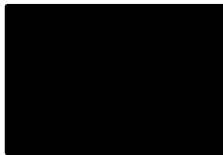

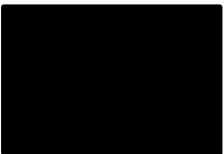
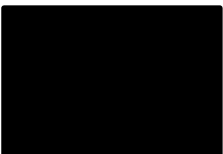
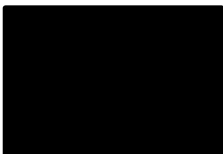
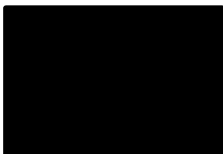
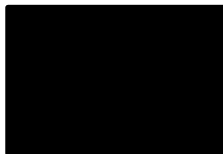
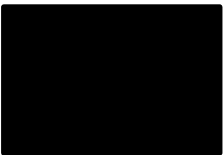
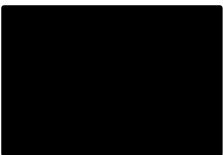
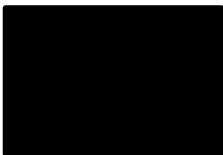
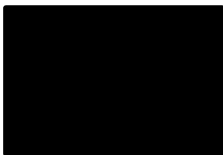
5.2 Stakeholders where direct feedback is important

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

- All helicopter operators in the region
- 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.
- DAATM
- There are no GA clubs or organisations in Shetland. Instead we will contact Airspace4All and the GA Alliance

The contacts in these organisations will be:

Shetland Council	HIAL	Airtask	Bristow	CHC
				
Babcock	NHV	DAATM	General Aviation Alliance	Airspace 4 all
				
Bristow SAR	Babcock Mission Critical Services Onshore	Gama Aviation	PDG Helicopters	
				

We will send an email to these contacts explaining the operation, and the proposed 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 over land to the East or South East 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 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 ask Shetland Council if any local residents should be notified.

6. LENGTH

Stakeholders will be given 5 weeks to provide feedback. The duration is appropriate 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 by 22nd December 2020 and given until 26th January 2021 to respond. This end date has been chosen to maximise the time given to stakeholders for feedback before information must be sent to AIS/NATS.

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.