



Stakeholder Engagement Plan

ACP-2020-106

January 2021

CONFIDENTIAL

1. INTRODUCTION

Flylogix are an unmanned aircraft service provider, focused on the offshore energy sector. Flylogix have been contracted for up to five UAS flights to conduct methane surveys on assets in the Central North Sea area for [REDACTED] between April and May 2021.

The operations will be conducted in a Temporary Danger Area. Flylogix have begun an airspace change request (ACP-2020-106) 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, secondly that it will mainly be over sea and thirdly that the UAS will operate from Hatton Airstrip.

2. OBJECTIVES OF 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. PREVIOUS ENGAGEMENT

Flylogix completed BVLOS UAS flights, within a TDA, from Longside in 2019 and 2020. As a result, there has been previous engagement with relevant stakeholders prior to this ACP process in addition to further engagement during the planning for this operation. Specifically:

- NATS (Aberdeen Radar) have agreed to provide a Danger Area Crossing Service (DACS) for the operations.
- Through other similar flights, Flylogix have developed procedures with Aeronautical Rescue Coordination Centre (ARCC) to cover a Search and Rescue (SAR) aircraft needing to enter the TDA

4. AUDIENCE

4.1 Other air users

- **Oil and Gas helicopter operators.** There are four helicopter companies that fly from Aberdeen servicing the North Sea Oil and Gas industry (Bristow, CHC, NHV and Babcock). They all operate from Aberdeen flying out to the rigs typically at an altitude of 3,000ft or lower.
- **Fishery protection and environmental monitoring.** Airtask operate a Fishery Protection aircraft and environmental monitoring aircraft that on occasion need to operate at low altitudes over the North Sea.
- **General aviation.** Once out over the North Sea there is relatively little GA, particularly at low altitude. The section of the proposed TDA over land is relatively small (extends 6 miles inshore) and from surface to 1,000ft. Longside Airfield is 3miles from the TDA edge and so will be engaged for feedback. The General Aviation Alliance and Airspace 4 All shall also be contacted to cover the majority of GA traffic in the area.
- **SAR** – There is a SAR helicopter based at Aberdeen operated by Bristow. In the event of a shout, the SAR helicopter will need to access the airspace quickly. 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. Particularly offshore where there are military danger areas at higher altitudes. DAATM shall be contacted.
- **Other operators** - Babcock Mission Critical Services Onshore are operators of air ambulance and police aviation units, Gama Aviation are an air ambulance provider, PDG Helicopters are an aviation service provider, and 2Excel Aviation are an aviation service provider including SAR and oil spill response.

4.2 Aerodromes

- **Longside** is a former WW2 airfield where a small section of the runway is used by North East Aviators for GA flying. There are no other aerodromes within 10 miles of the proposed TDA
- **Aberdeen airport** is 15 miles to the South of Hatton Airstrip, NATS Aberdeen operate the tower.

4.3 ANSP

- **NATS Aberdeen** are the ANSP for the airspace the operations will be conducted within. They provide a service for all oil and gas helicopters in the area and have procedures in place to work with military aircraft operating nearby.

4.4 Others

- [REDACTED] aviation teams manage the contract with their helicopter operators 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 of Hatton.** Hatton Airstrip is 1.5 miles from the coast and the area surrounding the airstrip is sparsely populated, rural land. The flight path will be selected to minimise flight over land where possible and ensure that no buildings are overflown.

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

The contacts in each organisation will be:

NATS Aberdeen	ARCC
[REDACTED] Manager ATC	Duty controller [REDACTED]

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.






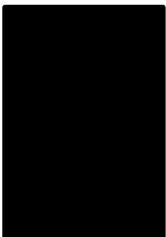
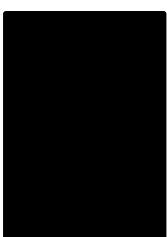
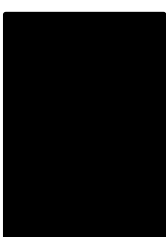








5.2 Stakeholders where direct feedback is important

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 (Babcock, CHC, NHV, Bristow)

- Airtask when operating their fishery protection and environmental monitoring services
- MOD (DAATM)
- SAR (Bristow SAR)
- GA (General Aviation Alliance, Airspace 4 All, North East Aviators)
- Other operators (Gama Aviation, PDG Helicopters, Babcock Mission Critical Services Onshore)

The contacts in these organisations will be:

Babcock	NHV	Bristow	CHC	Airtask
 Head of Flight Operations	 UK Flight Operations Manager	 Offshore Flight Operations Manager	 Manager Flight Operations	 Flight Operations Manager
Babcock Mission Critical Services Onshore	Gama Aviation	PDG Helicopters	Bristow SAR	DAATM
			 Flight Operations Manager 	
General Aviation Alliance	Airspace 4 all	2Excel Aviation	North East Aviators	
 Programme Manager	Programme Coordinator 		 Operations Manager 	

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

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 a site inland and needs to cross over land to get to the sea.
- The route over land will be over remote farmland and will be 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.

6. LENGTH

Stakeholders will be given 4.5 weeks to provide feedback. Flylogix's rationale for a reduced engagement period is as follows:

- The methane sensing work is part of critical infrastructure work supported by BEIS. Due to customer requirements, including shutdowns the operation has been planned to start in April.
- To achieve the above, Flylogix intends to meet the 26th of Feb deadline for an 8th of April publication date as presented in the AIC publishing schedule.
- Pre-assessment meeting engagement began on 21st January to maximise the engagement period.
- 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. The majority of these stakeholders have also been engaged this month (Jan 2021) regarding ACP-2020-063, so a dialogue has already been established. Flylogix shall chase as required to ensure feedback is collected.

Stakeholders will be contacted by 21st January 2021 and given until 22nd February 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 for review.

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.