



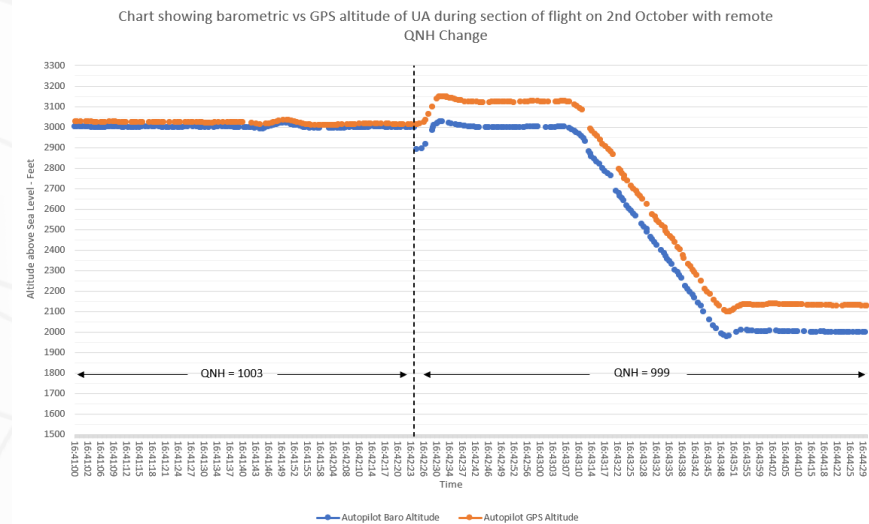
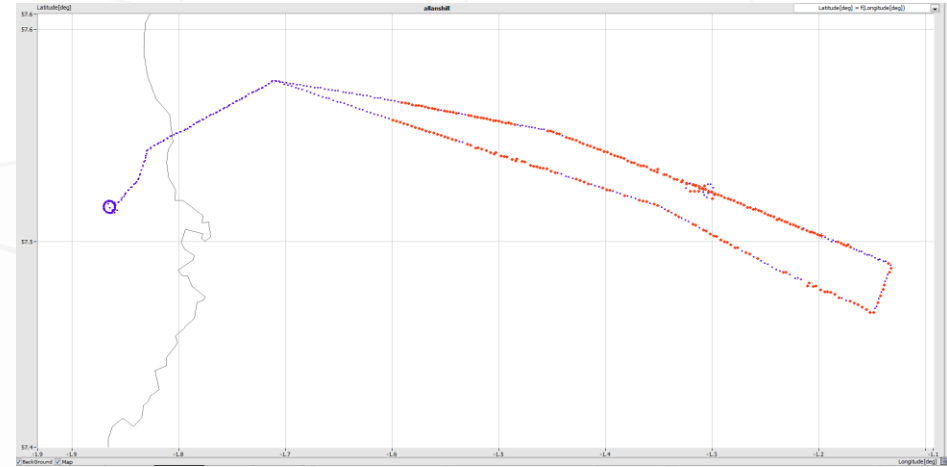
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Background to need

In 2020 supported by the CAA Innovation Team as part of the Innovation Sandbox, Flylogix and NATS completed Test flights for the equipment and procedures for flying a UAS within a TMZ

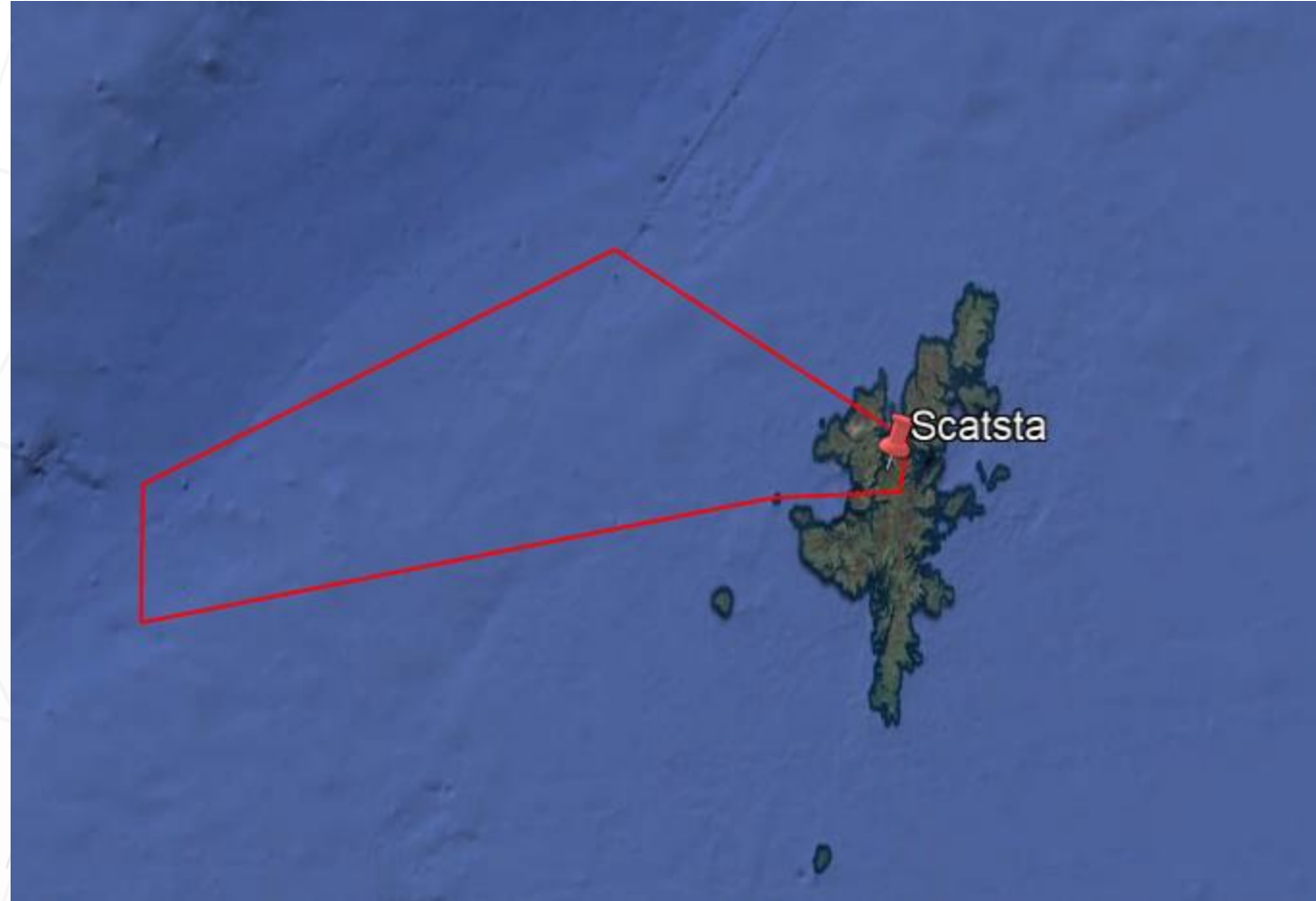
Following on from this work, and given customer demand for offshore methane surveys, Flylogix and NATS are planning to move to the Trial Phase outlined in CAP1861 and conduct flights West of Shetland.



The location

The Trial TMZ is proposed for West of Shetland. This is chosen for

- Relatively low traffic
- Limited number of oil and gas sites
- Remote
- Operating site clear of other airfields



Flights will be conducted from Scatsta – a disused airfield

Need

- An area of airspace, running West from Shetland over the sea, to trial operating a UAS in a TMZ and conduct methane surveys
 - ADS-B TMZ
 - Surface to 1,000ft ASL
 - Covers up to 6 offshore oil and gas facilities
- Temporary in nature (~2 months for a campaign)
 - Being able to activate the airspace for a period, then deactivate while lessons are learnt and changes made, before reactivating a number of months later would be advantageous
- Airspace is Class-G

Other air users

- Relatively remote airspace over sea
- Oil and Gas helicopters are majority of traffic
 - Operate from Sumburgh on Southern tip of islands
 - All taking service from Aberdeen ATC who are part of the project
 - Operated by 4 helicopter operators (Bristow, Babcock, CHC, NHV) with only some flying West of Shetland
- Other helicopters
 - Babcock Mission Critical Onshore
 - PDG Helicopters
 - Gamma Aviation
- Inter islander aircraft
 - Flying between islands
 - Operated by AirTask (also do Fishery Protection)
- Military
- SAR
- GA – minimal. Go through GA Alliance

Proposed timing

- What is the process for Trial TMZ?
- Customer demand from May 2021
- Previously engaged with stakeholders on this (ACP-2020-105) and working on submitting OSC



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