

Stakeholder Engagement Plan

ACP-2021-094

January 2022

CONFIDENTIAL

1. INTRODUCTION

Flylogix are a Remotely Piloted Aircraft System (RPAS) service provider, focused on the offshore energy sector. Flylogix have been contracted for up to thirty RPAS flights to conduct methane surveys on assets in the Central North Sea. This methane measurement is an important part of reducing the greenhouse gas emissions of the North Sea oil and gas industry and is supported by both the UK government, through BEIS, and the oil and gas operators.

Thirty BVLOS flights will be conducted between 5th May until 5th August.

The RPA will operate from Scatsta Airport and the operations will be conducted in a Temporary Danger Area (TDA). Flylogix have begun an airspace change request (ACP-2021-094) to establish this TDA.

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 from Shetland within a TDA, from Scatsta Airport in 2021. 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
- BP, Taqa, Equinor, Total and Shell Aviation teams who manage the helicopters that support their offshore facilities. They are closely involved in the planning of these operations.
- Flylogix has a commercial agreement with Shetland Council for the use of Scatsta Airport.

4. AUDIENCE

The audience for engagement on this temporary airspace change has been compiled through discussions with the CAA, consideration of the NATMAC list of organisations/stakeholders, and through Flylogix's experience and previous engagement with other air users relating to previous TDAs in this operating area.

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). Operating from Aberdeen flying out to the platforms typically at an altitude of 3,000ft or lower, 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 with less activity over the weekend.
- **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.** 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 that can accommodate GA aircraft. 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 and from surface to 1,300ft. The General Aviation Alliance, Aircraft Owners and Pilots Association and Airspace 4 All shall also be contacted to cover the majority of GA traffic in the area. Flylogix has investigated and found no evidence of full size or model flying clubs on the island.
- **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, 2Excel Aviation provide services to windfarms in the North Sea and PDG Helicopters are another aviation service provider.

4.2 Aerodromes

- **Scatsta Airport** was previously a commercial airport and has been closed since 2019. It is in a remote area with rural surroundings and owned by Shetland Council. There are no other aerodromes within 10 miles of the proposed TDA.
- **Lerwick/ Tingwall airport** is 15Nm South of Scatsta from which the Inter-island flights operate from. It is operated by Shetland Council.

- **Sumburgh airport** is 33Nm South of Scatsta and is the largest airfield on Shetland located on the southern-most tip of the islands.
- **Whalsey & Out Skerries Aerodromes** are owned and operated by Shetland council for inter-island flights.

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

- BP, Taqa, Equinor, Total and Shell 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. Engagement is made with the companies that provide the helicopter services.
- **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 the terminal 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

The contacts in each organisation will be:

NATS Aberdeen	ARCC
 Manager ATC	 Aviation Policy Lead






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, AOPA)
- Other operators (Gama Aviation, 2Excel Aviation, PDG Helicopters, Babcock Mission Critical Services Onshore)

The contacts in these organisations will be:

Shetland Council	HIAL	Airtask	Bristow	CHC
 Executive Manager, Corporate Services	 General Manager, Sumburgh airport	 Flight Operations Manager	 Director UK & Turkmenistan, Oil & Gas	 Manager Flight Operations
Babcock	NHV	DAATM	General Aviation Alliance	Airspace 4 all

 Head of Flight Operations	 UK Flight Operations Manager	DAATM-AirspaceConsultation@mod.gov.uk	 Programme Manager	Programme Coordinator 
Bristow SAR	Babcock Mission Critical Services Onshore	Gama Aviation	PDG Helicopters	AOPA
 Flight Operations Manager 				 
2Excel Aviation				
				

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 and the Sullom Voe Oil Terminal 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.

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. ENGAGEMENT PERIOD

The methane measurement work being carried out is a vital part of reducing the greenhouse gas emissions of the North Sea oil and gas industry. This is supported by both the UK government, through BEIS, and the oil and gas operators.

The target AIC publication date is May 5th 2022 to fit in with client oil and gas platform production and operation schedules. To achieve this target publication date, this ACP must have passed the CAA's decision gateway by 25th March 2022.

Considering the above and the need to provide the CAA with sufficient time to assess the temporary airspace change application, stakeholders are being given 3 weeks to provide feedback which is less than the CAA's recommended engagement period of 6 weeks. Flylogix's rationale to support effective engagement within a shortened engagement period is as follows:

- Flylogix is proactive in engaging directly with stakeholders via email followed up by telephone calls
- Flylogix has previously engaged with all listed stakeholders for other TDAs from Shetland for methane survey flights. Therefore, the stakeholders are familiar with the type of operation.
- Due to Flylogix's experience in operating in this area and the limited number of air users around Shetland, we are able to engage directly with the relevant individuals.

Stakeholders will be contacted on 17th February 2022 and given until 11th March 2022 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 Simon, as Flylogix Flight Operations Manager, 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.