

Stakeholder Engagement Plan

ACP-2022-044

May 2023

CONFIDENTIAL

1. INTRODUCTION

Flylogix are a Remotely Piloted Aircraft System (RPAS) service provider, focused on the offshore energy sector. Flylogix have been contracted 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.

Operations will be conducted between 24th August and 24th November 2023

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-2022-044) 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 2022. 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) with regards to provision of a Danger Area Crossing Service (DACCS) for the operations.
- Through other similar flights, Flylogix have developed procedures with Joint Rescue Coordination Centre (JRCC) to cover a Search and Rescue (SAR) aircraft needing to enter the TDA
- The aviation teams who manage the helicopters that support their offshore facilities 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 Offshore Helicopter Services UK Ltd). 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, Airspace 4 All, British Microlight Aircraft Association (BMAA) and Light Aircraft Association (LAA) 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 Joint Rescue Coordination Centre (JRCC). 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.
- **Avinor** operates most of the civil airports in Norway. As the proposed TDA falls nearby the median line between airspace operated by Aberdeen offshore and Stavanger offshore, Flylogix shall seek engagement from them.

4.4 Others

- BP, TotalEnergies, TAQA, 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

4.5 NATMAC

All other organisations on the NATMAC list that have not been mentioned in the above sections shall also be contacted.



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 –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
- JRCC who may need to task a SAR helicopter into the TDA at short notice
- The contacts in each organisation will be:

NATS Aberdeen	JRCC
	




















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 (Offshore Helicopter Services UK Ltd, 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, BMAA, LAA)
- Other operators (Gama Aviation, 2Excel Aviation, PDG Helicopters, Babcock Mission Critical Services Onshore)
- Avinor
- All other NATMAC organisations

The contacts in these organisations will be:

Offshore Helicopter Services UK Ltd	NHV	Bristow	CHC	Airtask
				
Babcock Mission Critical Services Onshore	Gama Aviation	PDG Helicopters	Bristow SAR	DAATM
				
2Excel Aviation	General Aviation Alliance	Airspace 4 all	AOPA	HIAL
				
British Microlight Aircraft Association (BMAA)	Light Aircraft Association (LAA)	Shetland Council	Avinor	
				

All remaining NATMAC organisations not included in the table above shall be contacted via the listed representative and email contact included on the NATMAC list.

Flylogix 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 farmland and has been selected to avoid direct overflight of buildings.
- The unmanned aircraft will be at 800ft when operating over land. Flylogix testing shows that with the aircraft operating at 400ft AGL and at a distance of 1km away, the noise produced is ≤ 45 dB. This combined with the fact that the aircraft only transits over land and does not hold (other than at the airfield), the noise impact of the RPA will be minimal and for short periods of time.
- 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 the 24th of August 2023, 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 14th July 2023.

Considering the above and the need to provide the CAA with sufficient time to assess the temporary airspace change application, stakeholders are being given 6 weeks to provide in line with CAA recommendation. Flylogix's rationale to support effective engagement within this engagement period is as follows:

- The groups being engaged are mainly operators and organisations based in the region – so input is only required from one or a small group of people. This means it is possible for stakeholders to provide feedback in less time.
- Flylogix is proactive in engaging directly with stakeholders via email followed up by telephone calls
- 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 the 5th of May 2023 and given until the 16th of June 2023 to respond. Should any stakeholders request an extension to the feedback window, Flylogix will address and respond accordingly.

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  as Flylogix Design Engineer, 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.