

From: [REDACTED]
To: [REDACTED]
Subject: ACP-2022-044: TDA for UAS Operations Around Shetland (Decision)
Date: 18 July 2023 16:14:00
Attachments: [image001.png](#)

Title: TDA for UAS Operations Around Shetland

Reference: ACP-2022-044

Date: 18 July 2023

I am writing to you today in relation to the Airspace Change Proposal (ACP) titled “*TDA for UAS Operations Around Shetland (ACP-2022-044)*”. Following the Assessment Meeting, you have conducted targeted stakeholder engagement and you have provided evidence of your engagement in a Summary Report. My colleagues and I have reviewed your engagement report, final proposal and all associated correspondence. We have determined that the level of engagement undertaken is proportionate for this airspace change proposal. The post engagement report meets the requirements set out in the process and the summary of feedback is a fair and accurate representation of stakeholders views. With that in mind, I can confirm that the decision has, noting the conditions and recommendations outlined below, been to **approve** the request for a Temporary Danger Area complex in relation to ACP-2022-044.

We note that through the prior notification, coordination and deconfliction of activity with key stakeholders, you have agreed a process with other airspace users to ensure their requirements are considered. This combined with a Danger Area Crossing Service (DACS) ensures a low impact to stakeholders, thus embracing core tenants of the Flexible Use of Airspace, including elements of Collaborative Decision Making. Any substantive change to the principles presented in these documents should be referred to the CAA to ensure this process remains in place.

You are approved to activate the TDA from 31 August 2023 for a period of 90-days in accordance with the details specified in your final proposal. When satisfied that you have met the criteria for project success before the end of the 90-day TDA applicability period, you are to withdraw the AIC for the TDA immediately.

The following **conditions** should be met prior to activation of the TDA:

- The Operational Safety Case for this activity must be approved and signed off prior to activation of the TDA;
- The Sponsor should continue to engage with local stakeholders affected by the proposal highlighting the approval and notifying them when implementation is anticipated and providing an update on operational dates;
- The Sponsor must record all approvals and denials to enter the TDA whilst it is active;
- The proposal has been assessed against provision of a DACS. The Sponsor should only operate with a DACS in place;
- Although the structure is over high-seas, it is noted that the TDA is located within Polaris FIR. Acceptance by the Authority in Norway that NOTAMS are raised by UK to activate a structure within Polaris FIR must be granted prior to activation of those structures;
- The Sponsor should inform all stakeholders (including their wider stakeholder audience) of the decision (when published), the likely impacts and what will happen next;
- The Sponsor is required to undertake regular engagement with stakeholders while the temporary change is in operation and to collate, monitor and report to the CAA on the level

and contents of complaints associated with the TDA once it has been implemented and throughout its period of operation (para 303 CAP1616). This information is expected on a two-weekly basis throughout the duration of the TDA.

The following environmental and engagement **recommendations** should be addressed prior to implementation:

- The Sponsor should clarify the noise parameters in the noise test data provided;
- Isavia ANS provided an initial response to indicate they are content if the RPAS did not enter their airspace (included in the Summary of Engagement report v1.1). This engagement should be concluded when possible to confirm Isavia are content with the Sponsor's last email sent on 04/07;
- There is a reference to the contact information for Avinor Offshore sector being available to the RPAS flight crew within the Summary of Stakeholder Engagement Report, para 5.22 regarding the feedback from Isavia and the Sponsor's response to this. This looks like a copy/paste issue from another section (5.16) - the Sponsor should rectify these errors within the text.

The next stage for this ACP is 'Implementation'. The CAA will submit an Aeronautical Information Circular (AIC) which will be published on 24 August 2023. You will be approved to activate the required TDA from 31 August 2023, when your 90-day notification period will commence.

In order to activate the required Temporary Danger Areas, please contact Airspace Regulation Operations on quoting the activity number and TDA reference, with the required activation timings. For example:

Activation Request

Activity Number: [REDACTED]

Date: 31 August 2023

Timings: 0800-1600L (it is important to specify local (L) or UTC (UTC or Z))

TDA: EG D6098(A-M)

Please ensure that at least 24 hours' notice is provided noting Airspace Regulations operating hours are Mon-Fri 0830-1630L. NOTAM promulgation is usually between 0900-1600L. Please provide as much lead in time as possible to ensure the required TDA is activated with sufficient notice for other airspace users.

Kind regards,

[REDACTED]
Airspace Regulator (Technical)

Airspace Regulation

UK Civil Aviation Authority

Tel: [REDACTED]

www.caa.co.uk

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