

Summary of Stakeholder Engagement

ACP-2022-044

23rd June 2023

CONFIDENTIAL

1. INTRODUCTION

Flylogix are an unmanned aircraft service provider, focused on the offshore energy sector. Flylogix have been contracted to complete methane emission surveys of oil and gas platforms from Shetland in 2023. These surveys will be achieved by using an unmanned aircraft with a methane sensor fitted to it. The operations will be conducted in a Temporary Danger Area (TDA).

Flylogix have submitted an airspace change request (ACP-2022-044) to establish this TDA. This document is a summary of the stakeholder engagement carried out by Flylogix in relation to this ACP.

2. OBJECTIVES OF ENGAGEMENT AND THIS DOCUMENT

Flylogix engaged with aviation stakeholders (airspace users, air navigation service providers and aerodromes) on the safety and operational viability of the proposed TDA with the aim of informing stakeholders and addressing any issues or impact that may arise from the TDA being established.

This document provides a summary of the process, results and any subsequent changes to the proposed TDA.

The supporting document sent to all stakeholders can be found in Appendix 1. Copies of communications between Flylogix and stakeholders can be found in Appendix 2.

3. LIST OF STAKEHOLDERS

The table below is a list of the stakeholders contacted and reason for their engagement.

Table 1 - List of stakeholders

Line Number	Organisation	Name and role	Reason for engagement
1	DAATM	[REDACTED]	Co-ordinate MoD response
2	JRCC	[REDACTED]	Task SAR helicopter
3	Airtask	[REDACTED]	Operate fishery protection aircraft and NCAS Research aircraft

4	NATS Aberdeen	[REDACTED]	ANSP for area and provider of Danger Area Crossing Service
5	Highlands and Islands Airports Limited	[REDACTED]	Regional airport management and operation.
6	Bristow	[REDACTED]	Operate helicopters from Aberdeen to offshore oil and gas facilities
7	CHC	[REDACTED]	Operate helicopters from Aberdeen to offshore oil and gas facilities
8	NHV	[REDACTED]	Operate helicopters from Aberdeen to offshore oil and gas facilities
9	Offshore Helicopter Services UK Ltd (formerly Babcock)	[REDACTED]	Operate helicopters from Aberdeen to offshore oil and gas facilities
10	Bristow SAR	[REDACTED]	Bristow SAR are tasked by ARCC for SAROPs
11	Babcock Mission Critical Services Onshore	[REDACTED]	Operate air ambulance, police and offshore windfarm helicopters
12	Gama Aviation	[REDACTED]	Operate air ambulance services
13	PDG Helicopters	[REDACTED]	Air services provider for customers in the area
14	2Excel Aviation	[REDACTED]	Air services provider for customers in the area
15	Airspace 4 All	[REDACTED]	A joint undertaking between Sports and Recreational

			Aviation, Military Aviation and Other Aviation stakeholders
16	Aircraft Owners and Pilots Association	[REDACTED]	Non-profit political organization that advocates for general aviation
17	General Aviation Alliance	[REDACTED]	An independent group and partnership of organisations representing UK General Aviation
18	British Microlight Aircraft Association	[REDACTED]	An organisation that governs microlight aircraft in the UK
19	Light Aircraft Association	[REDACTED]	An organisation that governs recreational aviation with light aircraft
20	Shetland Council /Tingwall	[REDACTED]	Responsible for the operation of Tingwall Airport
21	AVINOR	[REDACTED]	A state-owned limited company that operates most of the civil airports in Norway
22	N/A	[REDACTED]	Private aviator that requested to be a stakeholder
23	Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	[REDACTED]	NATMAC list organisation
24	British Business and General Aviation Association (BBGA)	[REDACTED]	NATMAC list organisation
25	British Gliding Association (BGA)	[REDACTED]	NATMAC list organisation

26	UK Flight Safety Committee (UKFSC)	[REDACTED]	NATMAC list organisation
27	Isavia ANS	[REDACTED]	Icelandic ANSP raised by CAA
28	Airlines UK	[REDACTED]	NATMAC list organisation
29	Airport Operators Association (AOA)	[REDACTED]	NATMAC list organisation
30	Airfield Operators Group (AOG)	[REDACTED]	NATMAC list organisation
31	Airspace Change Organising Group (ACOG)	[REDACTED]	NATMAC list organisation
32	Aviation Environment Federation (AEF)	[REDACTED]	NATMAC list organisation
33	British Airways (BA)	[REDACTED]	NATMAC list organisation
34	BAe Systems	[REDACTED]	NATMAC list organisation
35	British Airline Pilots Association (BALPA)	[REDACTED]	NATMAC list organisation
36	British Airline Pilots Association (BALPA)	[REDACTED]	NATMAC list organisation
37	British Balloon and Airship Club	[REDACTED]	NATMAC list organisation
38	British Helicopter Association (BHA)	[REDACTED]	NATMAC list organisation

39	British Hang Gliding and Paragliding Association (BHPA)	[REDACTED]	NATMAC list organisation
40	British Model Flying Association (BMFA)	[REDACTED]	NATMAC list organisation
41	British Skydiving	[REDACTED]	NATMAC list organisation
42	Drone Major	[REDACTED]	NATMAC list organisation
43	Guild of Air Traffic Control Officers (GATCO)	[REDACTED]	NATMAC list organisation
44	Honourable Company of Air Pilots (HCAP)	[REDACTED]	NATMAC list organisation
45	Helicopter Club of Great Britain (HCGB)	[REDACTED]	NATMAC list organisation
46	Heavy Airlines	[REDACTED]	NATMAC list organisation
47	Iprosurv	[REDACTED]	NATMAC list organisation
48	Isle of Man CAA	[REDACTED]	NATMAC list organisation
49	Low Fare Airlines	[REDACTED]	NATMAC list organisation
50	Military Aviation Authority (MAA)	[REDACTED]	NATMAC list organisation
51	Navy Command HQ	[REDACTED]	NATMAC list organisation
52	PPL/IR (Europe)	[REDACTED]	NATMAC list organisation
53	PPL/IR (Europe)	[REDACTED]	NATMAC list organisation

54	UK Airprox Board (UKAB)	[REDACTED]	NATMAC list organisation
55	United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK).	[REDACTED]	NATMAC list organisation

4. SUMMARY OF ENGAGEMENT METHODOLOGY AND TIMELINE

The strategy of this engagement is outlined in *Stakeholder engagement strategy ACP-2022-044* which was submitted to the CAA and uploaded to the Airspace Change Portal. This document along with other materials related to the ACP can be found via searching for ACP-2022-044 at the following web address <https://airspacechange.caa.co.uk/>

4.1 Engagement Methodology

Flylogix has completed several BVLOS UA flights to the East of Aberdeen between 2019-2022 and engaged with other air users when planning and completing these operations. This prior engagement provided a provisional audience list and meant that procedures for working with JRCC and NATS Aberdeen had already been developed. This was used as a starting point for the engagement and additional stakeholders were identified through discussion with the CAA and consideration of the NATMAC list of organisations/stakeholders.

Once a list of stakeholders was compiled, the approach was to engage directly with individuals at the organisations by email and telephone. Three different approaches were taken for different groups of stakeholders:

1. Stakeholders where procedures were agreed
 - a. These included stakeholders who Flylogix would communicate with while the TDA is active and operation ongoing and procedures were agreed to facilitate this
 - b. Included NATS Aberdeen who have their own procedures for provision of DACS and JRCC who have agreed procedures with Flylogix in the event SAROps is tasked within the TDA
 - c. Flylogix asked for feedback on the TDA proposal and agreed procedures
2. Stakeholders where direct feedback was collected
 - a. These included stakeholders who may utilise the airspace within the TDA or potentially have their operations impacted by the TDA
 - b. Included all stakeholders listed in Section 3
 - c. Flylogix asked for feedback on the TDA proposal
3. Stakeholders who will be informed of operations but not engaged
 - a. Local Residents were not engaged for the following reasons

- b. The airspace design does not impact the fact that the unmanned aircraft will operate from Scatsta and needs to cross over land to get to the sea.
- c. The route over land is over remote farmland and has been selected to avoid direct overflight of buildings.
- d. 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 $\leq 45\text{dB}$. 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.

4.2 Engagement Timeline

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 were contacted on the 5th of May 2023 and given until the 16th of June 2023 to respond.

5. SUMMARY OF FEEDBACK

5.1 DAATM

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not requested	None

DAATM had no objections to the proposed TDA design saying “There is deemed to be negligible impact on MOD operations with your proposal.”.

The full correspondence is included in Appendix 2.1.

5.2 JRCC

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Pre-notification email	None

JRCC had no objection to the proposal and asked for pre-notification via email. JRCC had no specific feedback on the TDA proposal.

Flylogix will continue with previous arrangements to pre-notify JRCC via email ([REDACTED]) for each planned flight, listing the relevant details and contact numbers for the flight crew.

The full correspondence is included in Appendix 2.2

5.3 Airtask

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Yes. Liaison between Airtask teams and Flylogix requested for flight planning. Requested precedence for manned aviation over RPAS ops if required, the DACS will enable them to task within the TDA if necessary.	Notified Flylogix of proposed aviation operations by government agencies during the TDA published period

Airtask did not have any specific proposed changes to the TDA. However, they did request the following to reduce impact on their operations:

- The ability to liaise with Flylogix for flight planning purposes as we have in the past. To address this, Flylogix will continue previous arrangements to notify Airtask teams by email ([REDACTED], [REDACTED], [REDACTED], [REDACTED]) before activating the TDA by NOTAM to ensure we are not impacting their.

Airtask also had two comments:

- Notified Flylogix of proposed aviation operations by government agencies during the TDA published period.
- Suggested some corrections to the engagement document

The full correspondence is included in Appendix 2.3

5.4 NATS Aberdeen

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
Further segment TDA I & E to allow for better flexibility in operations/DACS	Continue previous arrangement of pre-notification	See below

NATS Aberdeen, who operate Aberdeen Radar, have provided a Danger Area Crossing Service for Flylogix’s previous operations from Scotland. The procedures for communicating with ATC were agreed in advance of the ACP process and included in the OSC for the operation.

NATS supports the proposed TDA and agreed to provide DACS. NATS also had the following requests:

- That TDA I & E are further segmented with a small segment encompassing the target platform. This would allow better flexibility for operations/DACS around those segments in the event of icing conditions necessitating low level flying by commercial operators.
- That some time is given between AIC publication of the TDA and the first activation. This would provide ANSPs and affected stakeholders enough time to plan for

The full correspondence is included in Appendix 2.4

5.5 HIAL

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not requested	Advised that NATS Aberdeen would need to be engaged with in case they haven’t already

HIAL had no specific feedback on the TDA or objections. They advised that NATS Aberdeen would need to be engaged with in case they haven’t already.

The full correspondence is included in Appendix 2.5

5.6 Bristow

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not requested	None

Bristow stated “The information has been reviewed and we have no issues with proceeding as per other FlyLogix operations over the past few years”. Flylogix will continue previous agreement for pre-notification of Bristow Ops team (**[REDACTED]**).

The full correspondence is included in Appendix 2.6

5.7 NHV

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	Questioned how deconfliction would be handled and were satisfied with DACS and flight crew contact numbers being published on NOTAM

NHV queried how deconfliction would be handled. Flylogix responded with the following mitigations for deconfliction of flight ops:

- The TDA complex has a segmented design, Flylogix will only activate the required segments for transit to and from a specific platform so as not to impact other air users.
- Two contact telephone numbers for the flight crew will be displayed on the relevant NOTAM
- DACS will be provided by NATS Aberdeen

NHV were satisfied with this and had no comments on the TDA design.

The full correspondence is included in Appendix 2.7

5.8 Offshore Helicopter Services UK Ltd (formerly Babcock)

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	Requested that the DACS frequency be published

Babcock had no feedback on the TDA but requested that the frequency for DACS be published. Flylogix responded by saying details regarding DACS frequency would be included in the AIC publication of the TDA.

The full correspondence is included in Appendix 2.8

5.9 Bristow SAR

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	None	None

Bristow SAR are the division of Bristow tasked by JRCC for SAROPs operating out of Sumburgh Airport. They stated that they understood and agreed with the proposal.

The full correspondence is included in Appendix 2.9

5.10 Babcock Mission Critical Services Onshore

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	None required	None

Babcock Mission Critical Services Onshore operate air ambulance, police and offshore windfarm helicopters. They had no specific feedback regarding the proposed TDA.

The full correspondence is included in Appendix 2.10

5.11 Gama Aviation

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	None

Gama Aviation provide air ambulance services. They had no specific feedback or objections relating to the proposed TDA stating that “It’s extremely rare we find ourselves that far north so the proposed TDA will have very little, if any, impact to us as a rotary operation”.

The full correspondence is included in Appendix 2.11

5.12 PDG Helicopters

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not Required	See below

PDG Helicopters are an aviation service provider. They stated that they “PDG have no objection to the proposed ACP-2022-044, provided that there is a facility for emergency access to the TDA for GLA (Lighthouse Support) operations if required”. Flylogix responded that DACS provided by NATS Aberdeen would be the facility.

The full correspondence is included in Appendix 2.12

5.13 Aircraft Owners and Pilots Association

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not Required	None

AOPA is a non-profit political organization that advocates for general aviation. AOPA had no objection to the proposal as long as the notified hours of operation would be available for other airspace users which would be provided via NOTAM.

The full correspondence is included in Appendix 2.13

5.14 Light Aircraft Association

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not Required	None

The LAA had no objections to the proposal.

The full correspondence is included in Appendix 2.14.

5.15 Shetland Council

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	If operations to the west were to fall further south towards Foula then that may well impact their our operations

Shetland Council had no comments or objections to the proposed TDA. They did however state “If operations to the west were to fall further south towards Foula then that may well impact on our operations”

The full correspondence is included in Appendix 2.15.

5.16 Avinor

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	As long as the RPAS remains within the TDA there is no need to provide AVINOR with flight information. However, if the RPAS leaves the TDA into Stavanger Offshore airspace, then would require Flylogix to contact their Offshore Sector immediately.

Due to the TDA falling wholly within airspace operated by Aberdeen Offshore, they had no specific comments or objections on the TDA. They raised the point that if the RPAS were to leave the TDA and enter Stavanger Offshore airspace, then would require Flylogix to contact their Offshore Sector immediately.

Flylogix shall ensure that the contact information for AVINOR Offshore Sector is available to the RPAS flight crew.

The full correspondence is included in Appendix 2.16

5.17 [REDACTED]

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	Queried why a TDA was necessary

[REDACTED] is a private GA pilot who requested to be a stakeholder for Flylogix ACPs. Rob queried why Flylogix's operation required a TDA when he had seen NOTAMS be sufficient for BVLOS activities in the past with examples given.

It was explained that the examples provided were for different type of unmanned flight, namely EVLOS RPAS operations within 1.7 nautical mile radius. This would therefore not be appropriate for Flylogix's operations that potentially span distances greater than 100 nautical miles. This answer was satisfactory and no comments were made on the TDA design.

The full correspondence is included in Appendix 2.17.

5.18 ARPAS UK

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	None

ARPAS UK was in full support of the proposal and made no comments on the TDA design.

The full correspondence is included in Appendix 2.18.

5.19 British Business and General Aviation Association

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	None

BBGA had no objection to the proposal.

The full correspondence is included in Appendix 2.19.

5.20 British Gliding Association

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	None

BGA had no comments on the proposal as “There are no gliding operations in this area that would be impacted”. An updated proposal including two new TDA segments (J & K) and request for feedback was sent on the 1st of June however no response to this was received. It is assumed that as no gliding operations would be effected from the original proposal, that the new proposal similarly would not impact the BBGA

The full correspondence is included in Appendix 2.20.

5.21 UK Flight Safety Committee

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Not required	None

UKFSC stated “I have reviewed the ACP and agree your proposals, which are in my view proportionate and minimise the impact on other airspace users” and had no comments on the TDA design.

The full correspondence is included in Appendix 2.21.

5.22 Isavia ANS

Proposed changes to TDA design	Notification of flight required, or additional procedures requested	Other feedback
None	Provided a contact number in the event of a flyaway resulting in incursion of Reykjavik FIR.	If TDA lies within Reykjavik FIR, this must be coordinated with Isavia ANS.

Isavia ANS is the ANSP for Reykjavik FIR which was brought to Flylogix’s attention by the CAA. Isavia ANS agreed with the proposed approach, provided a contact number for the Shift Manager of Reykjavik OACC in the event of incursion into Reykjavik FIR, and stated that if the TDA were to fall within the Reykjavik FIR that this would need to be coordinated with them.

The TDA design was reviewed and it was discovered that a small section of TDA J fell a couple of hundred meters within the Reykjavik FIR border. The TDA design was updated to add an additional point to prevent this from being the case. This TDA design change has been communicated to Isavia ANS but unfortunately the point of contact within the organisation went on leave so no response to this has yet been received.

Flylogix shall ensure that the contact information for Isavia ANS is available to the RPAS flight crew.

The full correspondence is included in Appendix 2.22.

5.23 Organisations that did not respond

Unfortunately, not all stakeholders responded during the 6-week engagement period despite multiple reminder emails (sent on the 1st June, 9th June, 16th June, 19th June), telephone calls (in some cases where a contact number was known or could be found), and a 5-day extension to the engagement period.

These organisations correspond with the following line numbers in Table 1 - List of stakeholders:

- 7 (CHC)
- 14 (2Excel Aviation)
- 15 (Airspace 4 All)
- 17 (General Aviation Alliance)
- 18 (British Microlight Aircraft Association)
- 28-55 (see Table 1 - List of stakeholders)

Copies of emails sent requesting feedback are included in Appendix 2.18Appendix 2.22.

6. CONCLUSION AND ACTIONS

6.1 TDA proposal and planned operation

During the Engagement Period, Flylogix had an additional offshore asset added to the operation's requirements. As a result, Flylogix updated the engagement document titled "Details for Stakeholder - ACP-2022-044 v1.3" to include two additional TDA segments, J & K, which covered the added offshore asset. On the 1st of June 2023 the updated TDA design was sent to all stakeholders.

At the time, 6 stakeholders had already responded to the request for engagement including: Bristow SAR, DAATM, HIAL, Babcock Mission Critical Services Onshore, Avinor, and the British Gliding Association. All of whom were sent the updated TDA design (engagement evidence included in Appendix) and all but the British Gliding Association responded to say that the changes to the TDA did not affect their feedback.

Below is a summary of the feedback received during the Engagement Period which affected the TDA design and/or the operational procedures related to its use:

Feedback	Action
<p>NATS requested that, to allow operators and organisations time to prepare after official promulgation of the TDA, that some time is given between the TDA publication date and the start of activity</p>	<p>Flylogix, due to client scheduling requirements, plans to begin activity for this TDA in September. The TDA period has therefore been changed to August 31st to November 28th giving operators one working week to familiarise themselves with the published TDA prior to first activation</p>
<p>NATS requested that two segments of the TDA be further segmented to increase flexibility of operations and provision of DACS</p>	<p>Flylogix has modified the TDA design by splitting segments I & E into two segments each with a smaller segment (new segments L & M approximately 5 nautical miles long) encapsulating the target offshore asset.</p> <p>As the area/volume of airspace covered by the TDA design has not changed (only further segmented) nor has the purpose, Flylogix does not believe this requires further engagement with other stakeholders.</p>
<p>Isavia ANS highlighted that if the TDA were to fall within Reykjavik FIR, this would need to be coordinated with them.</p>	<p>Flylogix reviewed the TDA boundaries and discovered a small section cut approximately 200m into Reykjavik FIR. As a result, an additional coordinate has been added to TDA J to prevent this.</p> <p>As the area/volume of airspace covered by TDA J has actually reduced as a result of this minor change nor has the purpose</p>

	changed, Flylogix does not believe this requires further engagement with other stakeholders.
Multiple stakeholders requested DACS and that contact details of the RPAS flight team be provided so that deconfliction can take place.	<p>It is standard operating procedure for Flylogix to organise DACS for RPAS operations. If DACS cannot be provided by NATS then RPAS operations shall be cancelled.</p> <p>It is also standard procedure to include contact information for the RPAS flight crew on the NOTAM activating the TDA.</p>

6.2 Notification and procedures

Some air users asked for notification, in addition to the NOTAM, or formal procedures to allow access to the airspace if required.

Actions to consult on timing of flights

- Airtask- Flylogix will email Airtask to ensure that there is no conflict with planned operations by NCAS or Fisheries Protection before activating the TDA through NOTAM.
- Aberdeen ATC – Flylogix will contact Aberdeen ATC by telephone or email to confirm they can provide a Danger Area Crossing Service before issuing a NOTAM to activate the TDA.

Actions to notify the TDA is active

- JRCC & Bristow – Flylogix will email these stakeholders to notify them of the activation of the TDA and exchange relevant contact details for use during the operation.

ANSP emergency contacts

- In the event of a flyaway and incursion within another country’s airspace, we have been provided the following contact information:
 - Iceland - Shift Manager of Reykjavik OACC - [REDACTED]
 - Norway - Supervisor Polaris ACC Stavanger - [REDACTED]

6.3 Impact on flight paths below 7000ft and over inhabited areas

There will be little to no impact on the flight path or volume of air traffic flying below 7000ft over inhabited areas. This is due to the following reasons:

1. The TDA onshore is established from surface to 1,300ft. Therefore, it will be only low-level traffic that needs to change flight paths and the majority of aircraft below 7,000ft can fly over the TDA. The volume of traffic in the operating area is mostly comprised of commercial traffic from Aberdeen Airport and Oil and Gas helicopters flying offshore, with some GA:
 - a. As Scatsta Airport is situated 15 miles from Lerwick Airport, commercial traffic should be unaffected and be able to fly over the TDA during take-off and approach to land

- b. Oil and Gas helicopter operators are known to operate between 1500-3000ft and therefore will likely be unaffected by the TDA. Additionally, this traffic is predominantly offshore and is highly unlikely to be within the onshore segments of the TDA
2. The inshore segment of the TDA only extends over a small section of land, the majority of which is sparsely populated and therefore minimises impact on inhabited areas.
3. 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.

6.4 Collection and monitoring of feedback and complaints while the TDA is active

It shall be the responsibility of Christian Harris, as Flylogix Design Engineer, to gather all feedback received when the TDA is in place. All stakeholders in this document have the contact details for Flylogix operations staff and there will be contact details for Flylogix in the AIC notifying the TDA and on the NOTAM.

Once the operation is complete and the TDA ended, any feedback collected during this period shall be compiled into a summary report and forwarded to the CAA for review.

APPENDIX 1 STAKEHOLDER DETAILS DOCUMENT

Stakeholder engagement for “TDA for UAS operations around Shetland” ACP-2022-044

May 2023

7. INTRODUCTION

Flylogix are an Unmanned Aircraft (UA) service provider, focused on the offshore energy sector. Flylogix have been contracted for UAS flights to the East and West of Shetland from September to November 2023.

The UA 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.

8. OBJECTIVES OF ENGAGEMENT AND THIS DOCUMENT

In line with the CAP1616, Flylogix are engaging with aviation stakeholders to get feedback on the safety and operational impact of the proposed TDA. This engagement will occur over a 6-week period between the 5th of May 2023 and the 16th of June 2023. All feedback will be shared with the CAA as part of the final TDA submission.

This document has been sent to the following stakeholders for feedback. More stakeholders may be contacted as Flylogix becomes aware of them:

- Oil and Gas helicopter operators – CHC, NHV, Bristow, Offshore Helicopter Services UK Ltd
- Commercial operators working in North Sea – Airtask, 2Excel Aviation, Gama Aviation, PDG Helicopters
- General Aviation – Airspace4All, General Aviation Alliance, AOPA, BMAA, LAA
- SAR – JRCC, Bristow SAR
- MOD – DAATM
- Aerodromes – HIAL (Sumburgh Airport), Shetland Council (Tingwall/Lerwick Airport, Whalsey & Out Skerries aerodromes)
- Other Operators – Babcock Mission Critical Services Onshore
- ANSP – NATS (Aberdeen Radar), Avinor
- All other organisations present on the CAA's NATMAC list

9. TYPE OF OPERATION

The operations are unmanned BVLOS flights conducted within a TDA. The purpose of the flights is to conduct methane surveys of critical offshore energy infrastructure in the North Sea East and West of Shetland.

The UA will transit up to an altitude of 800ft AMSL (see Sections 11.3.2 to 5.3.4 for more details). While conducting methane surveys around an asset, the UA will operate between 150ft and 600ft AMSL.

10. UNMANNED AIRCRAFT CHARACTERISTICS



Figure 1 - The FX2 type UAS

The UA is a single propeller, fixed wing aircraft with a tail dragger undercarriage configuration and single rudder. The characteristics of the UA are summarised below:

Physical Characteristic	Description
Empty mass	[REDACTED]
Maximum Take-Off Mass (MTOM)	[REDACTED]
Payload mass	[REDACTED]
Aircraft type	[REDACTED]
Wingspan	[REDACTED]
Propellor configuration	[REDACTED]
Propulsion type	[REDACTED]
Cruise airspeed	[REDACTED]
Noise power level	When operating at 400ft AGL at a distance of 1km away, the aircraft produces ≤ 45 dB of noise

Flylogix is in the process of securing exemptions from the CAA for these operations. As part of the Operational Safety Case (OSC) submitted to the CAA, the following operating limitations will apply:

FX 2 Series Operational Limitations	
Visibility	
Cloud base	
Weather	
Temperature	
Windspeed ToL Site	
Windspeed at Asset	
Rain/Snow	

It should also be noted that the UA will be fitted with ADS-B in and a Mode-S & ADS-B transponder. If the transponder is non-functioning, the mission will be cancelled/aborted.

11. TDA

11.1 Design Principals

To limit the impact of the TDA on other air users, Flylogix applies the following design principals:

- Minimise the volume of airspace, including both footprint and altitude
- Segment the TDA so that only the sections required for a specific flight are activated and to simplify the Danger Area Crossing Service
- Where possible avoid areas where other aircraft operate below 1,500ft – for example airfields and HTZs

11.2 Proposed Design

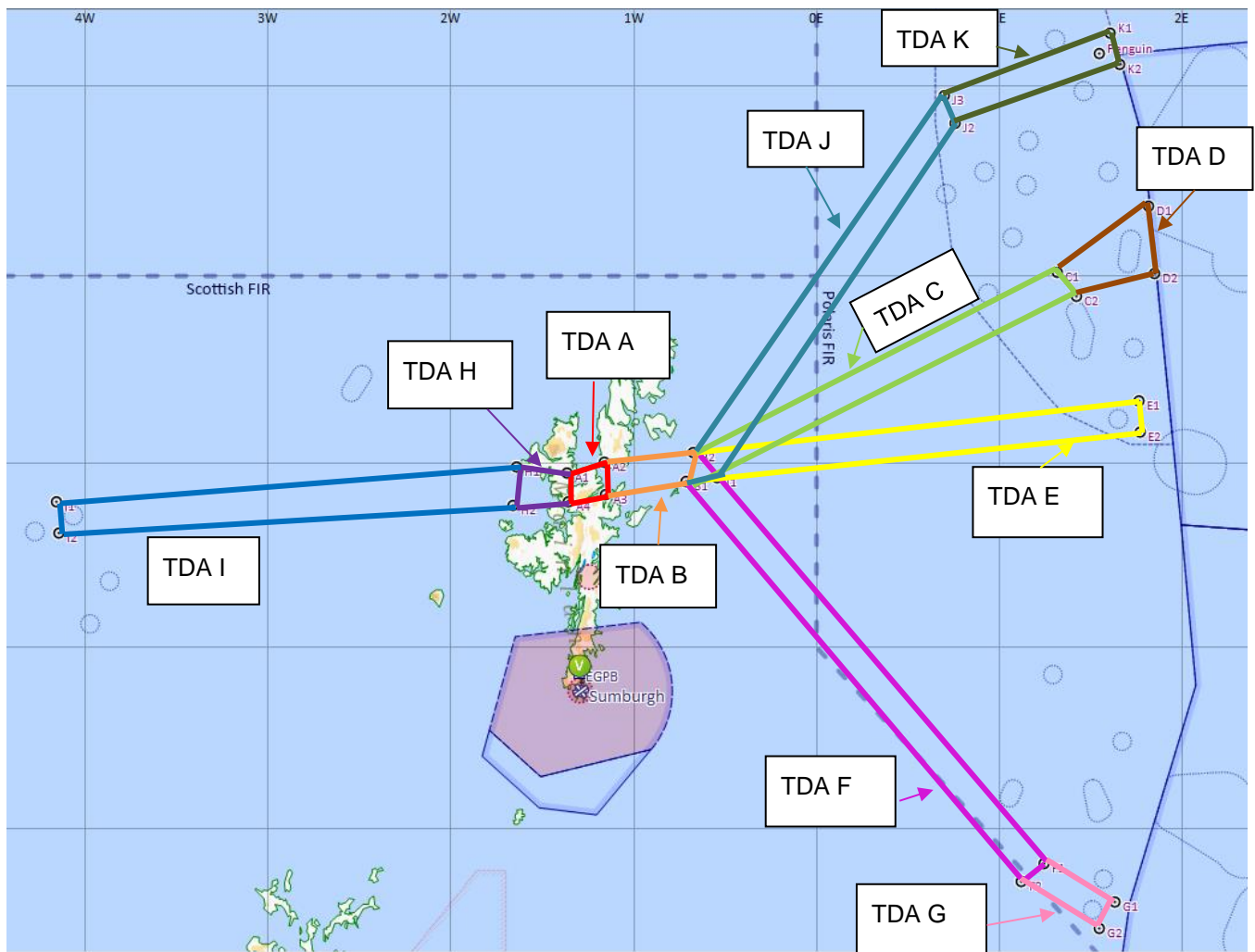


Figure 2 - Map of TDA Proposal (segments bounded by separate colours)

The proposed TDA is broken into 11 segments. Segment A covers Scatsta Airport and onshore. Segments, B and H have minimal land coverage, C - G and I - K are all offshore.

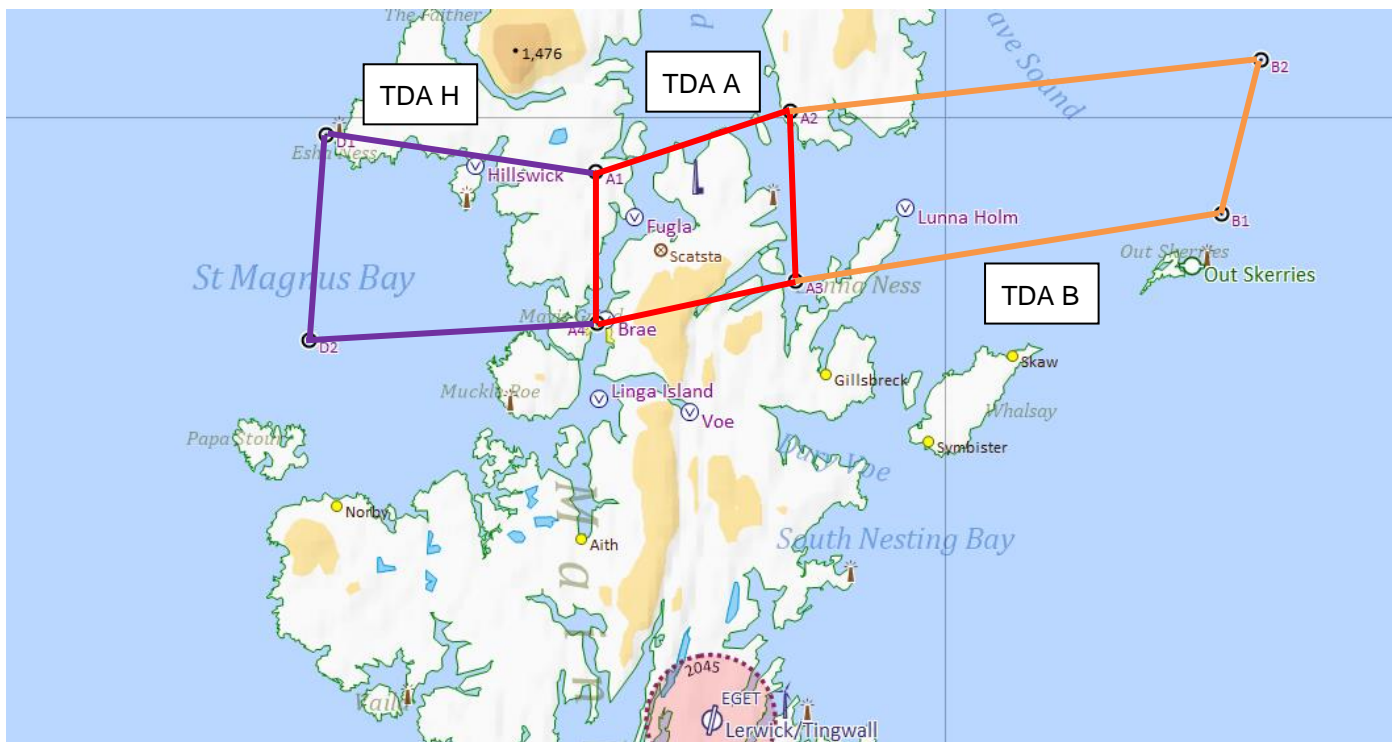


Figure 3 - Map of overland TDA Segments A, B, and H

- Full coordinates for the proposed TDA are in the Appendix
- All TDA segments are established between SFC – 1300ft AMSL.
- The TDA will be in place from 24th August until 24th November 2023 (notification will be given if this changes in the final submission) and will be cancelled before this date if all operations are completed.
- Flylogix will engage with Aberdeen Radar (NATS) to provide a Danger Area Crossing Service during the periods the TDA is active. The frequency for the service will be published on the NOTAM and in the AIC – along with Flylogix contact details.
- Flylogix will be available for direct contact by telephone before and during operations if additional information is required

11.3 TDA Design Rationale

It is Flylogix’s intent to minimise the impact the TDA has on other air users. The following is a summary of the considerations made when designing the proposed TDA and rationale for its features.

11.3.1 Airfield

Scatsta was selected due to the following characteristics:

- Scatsta is clear of nearby existing Danger Areas, Transponder Mandatory Zones and other notified airspace such as noise sensitive areas and bird sanctuaries

- Scatsta is situated next to bodies of water, therefore the travel of the UA over land is minimal reducing risk to those on the ground
- Scatsta is a disused airfield with no manned aviation on site
- Scatsta is free of significant ground-based obstacles such as power lines
- Scatsta is 15Nm from the closest airfield (Lerwick/ Tingwall) and therefore should pose little impact to existing operations

11.3.2 Segments A, B & H

Segments A, B & H have been designed to ensure they do not cover any other airfields and make it as easy as possible for other aircraft, for example when coast following, to fly over the TDA. The rationale for their features is as follows:

- Established from SFC – 1300ft AMSL. The UA will operate at up to 800ft in this segment and a 1300ft ceiling allows for 500ft separation.
- In order to comply with the operating conditions agreed by the CAA a 1-mile buffer zone between the edge of the TDA and the area where the UA will operate has been included. This applies to all segments.

11.3.3 Segments C - G and I

Segments C - G and I are airspace corridors for transit to offshore assets East and West of Shetland. The rationale for their features is as follows:

- Established from SFC – 1300ft AMSL. The UA will operate at up to 800ft in this segment and a 1300ft ceiling allows for 500ft separation.
- Due to the wider dispersal of assets West of Shetland, these TDA segments were designed as direct corridors to simplify the TDA complex and the subsequent provision of DACS
- The shape of these segments is such that when active, any activity at 3rd party offshore structures/assets, their HTZs or helicopter operations in the Shetland area of the North Sea are not impacted.

12. PLANNING AND NOTIFICATION

Flights will be between 3 hours and 4.5 hours long. The TDA will be activated 30 minutes before take-off and end up to 3 hours after the last scheduled landing time. This contingency will be determined by weather forecast and, in the case of flights to oil and gas facilities, by the uncertainty in helicopter flights and other operations at these facilities. If the UA lands before the end of the TDA activation, Flylogix will inform ATC and request of the CAA that the NOTAM is cancelled.

Flylogix may conduct multiple flights in a single day. During the 90 day period in which the TDA will be published, Flylogix plans to carry out up to a total of 8 flights.

To activate the TDA, a NOTAM will be published at least 24 hours in advance of planned flights detailing activations times. If UA activity is cancelled for whatever reason, we will request the NOTAM is cancelled.

If direct notification is required in addition to the NOTAM publication, please make note of this in your feedback.

13. 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 the 15th of July 2023.

Considering the above, public holidays 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 feedback in line with CAA recommendation. Flylogix's rationale to support effective engagement within a 6-week 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 5th of May 2023 and will be given until the 16th of June 2023 to respond.

14. YOUR FEEDBACK

The CAA require evidence of engagement with other air users as part of the airspace change request process. We would therefore value your feedback by Friday the 16th of June so that we can include this in our submission to the CAA. This feedback can be submitted in the following ways:

1. An email to [REDACTED] detailing any recommended changes to the TDA to improve safety or reduce impact on you.
2. An email to [REDACTED] saying that you understand and agree with the proposed approach.
3. Setting up a call with us to give your feedback. We will take minutes of the call and get your approval of these minutes before submitting them to the CAA. Email [REDACTED] or call [REDACTED] during office hours (08:30-17:30, Monday-Friday) to do this.

Where possible, if feedback could be sent in advance of the end of the engagement period this would be greatly appreciated. This affords Flylogix more time to work with you on any recommended changes to the TDA and collate your responses into a summary report for the CAA. Flylogix will send periodic reminders during engagement if no response has been received.

TDA coordinates

Identification and Lateral Limits	Upper Limit/Lower Limit
<p>TDA XXXA</p> <p>Straight lines joining successively the following points:</p> <p>N602341 W0012139</p> <p>N602821 W0012144</p> <p>N603012 W0010939</p> <p>N602459 W0010920</p> <p>N602341 W0012139</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300FT AMSL</p>
<p>TDA XXXB</p> <p>Straight lines joining successively the following points:</p> <p>N602459 W0010920</p> <p>N603012 W0010939</p> <p>N603145 W0004026</p> <p>N602703 W0004253</p> <p>N602459 W0010920</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>
<p>TDA XXXC</p> <p>Straight lines joining successively the following points:</p> <p>N602703 W0004253</p> <p>N603145 W0004026</p> <p>N610030 E0011850</p> <p>N605650 E0012526</p> <p>N602703 W0004253</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>

<p>TDA XXXD</p> <p>Straight lines joining successively the following points:</p> <p>N605650 E0012526</p> <p>N610030 E0011850</p> <p>N611102 E0014850</p> <p>N610029 E0015056</p> <p>N605650 E0012526</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>
<p>TDA XXXE</p> <p>Straight lines joining successively the following points:</p> <p>N602703 W0004253</p> <p>N603145 W0004026</p> <p>N603956 E0014542</p> <p>N603454 E0014624</p> <p>N602703 W0004253</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>
<p>TDA XXXF</p> <p>Straight lines joining successively the following points:</p> <p>N602703 W0004253</p> <p>N603145 W0004026</p> <p>N592408 E0011433</p> <p>N592109 E0010701</p> <p>N602703 W0004253</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>
<p>TDA XXXG</p> <p>Straight lines joining successively the following points:</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>

<p>N592109 E0010701</p> <p>N592408 E0011433</p> <p>N591741 E0013749</p> <p>N591319 E0013242</p> <p>N592109 E0010701</p>	
<p>TDA XXXH</p> <p>Straight lines joining successively the following points:</p> <p>N602310 W0013932</p> <p>N602928 W0013831</p> <p>N602821 W0012144</p> <p>N602341 W0012139</p> <p>N602310 W0013932</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>
<p>TDA XXXI</p> <p>Straight lines joining successively the following points:</p> <p>N601842 W0040837</p> <p>N602344 W0040934</p> <p>N602928 W0013831</p> <p>N602310 W0013932</p> <p>N601842 W0040837</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>
<p>TDA XXXJ</p> <p>Straight lines joining successively the following points:</p> <p>N602703 W0004253</p> <p>N603145 W0004026</p> <p>N612831 E0004148</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>

<p>N612409 E0004533</p> <p>N602740 W0003246</p> <p>N602703 W0004253</p>	
<p>TDA XXXK</p> <p>Straight lines joining successively the following points:</p> <p>N612409 E0004533</p> <p>N612831 E0004148</p> <p>N613818 E0013611</p> <p>N613325 E0013924</p> <p>N612409 E0004533</p>	<p>Lower Limit: SFC</p> <p>Upper Limit: 1300ft AMSL</p>

APPENDIX 2 COMMUNICATION WITH STAKEHOLDERS

Appendix 2.1 DAATM

05/06/2023, 08:44

[REDACTED]

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]

Mon 6/5/2023 8:44 AM

[REDACTED]

Hi [REDACTED]

Thank you very much for the confirmation. A copy of our correspondence will be included in our submission to the CAA.

Best,

[REDACTED]

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[REDACTED]

Sent: Monday, June 5, 2023 6:12 AM

[REDACTED]

Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [REDACTED]

I can confirm that these amendments do not change my previous feedback.

Regards

[REDACTED]

Deputy Chair RAF Orienteering Association




[REDACTED]

Sent: 01 June 2023 13:40

[REDACTED]

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Dear 

Thank you very much for your prompt feedback on the original proposal.

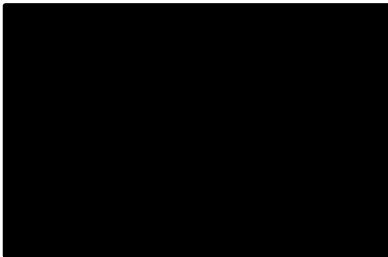
Flylogix recently made the following amendments to the original TDA design:

- Previously the co-ordinates listed for Segment Bravo and Charlie were swapped, this has been correctly
- Two additional TDA segments (Juliet and Kilo both North East of Shetland) have been added to the proposed design to cover additional offshore infrastructure

For your reference, please see the attached updated engagement materials that include these changes.

If these changes do not affect your previous feedback, we would be grateful if you could send a response confirming so. Else, we welcome additional feedback regarding these changes.

Best,



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Sent: Wednesday, May 31, 2023 11:36 AM



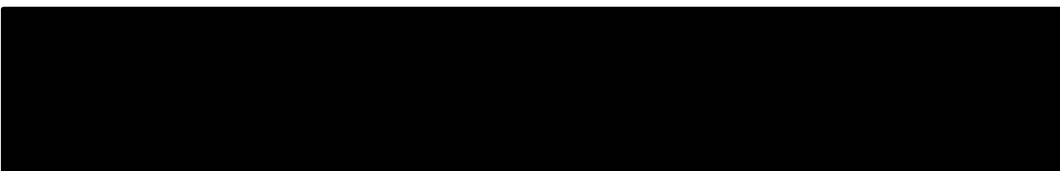
Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Morning 

Thank-you for your email. Please accept this response as the formal MOD feedback for the ACP in the subject line. There is deemed to be negligible impact on MOD operations with your proposal.

Any further questions or updates can be sent to the undersigned.

Regards



[Deputy Chair RAF Orienteering Association](#)



Sent: 05 May 2023 13:11

Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

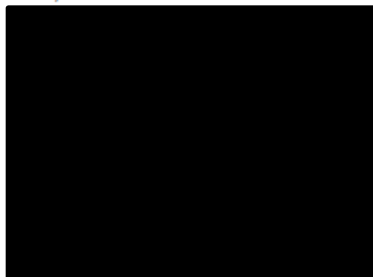
The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

Best,



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Appendix 2.2 JRCC

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]
Fri 6/16/2023 10:39 AM

Hi [REDACTED]

I have that email noted down now. With regard to crew contact numbers, 07596012864 will be one of our duty numbers and we are in the process of getting a secondary phone contract set up so will share that number with you in due course.

Best,

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[REDACTED]
Sent: Friday, June 16, 2023 10:32 AM

[REDACTED]
Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [REDACTED]

Thanks for the confirmation.

The JRCC-AR email is: [REDACTED]

Would it be possible to send me a copy of the crew numbers, we will be able to add them to our incident management system.

Regards

[REDACTED]
Sent: Friday, June 16, 2023 9:22 AM

[REDACTED]
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

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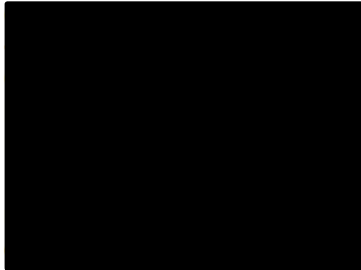


Hi [REDACTED]

Thank you very much for your time on the phone just now. To summarise what we discussed:

- You asked how our crews would be able to coordinate with JRCC if a SAR operation was tasked within/ through the TDA
 - I said that we could send pre-notification emails 24hrs in advance of TDA activation including contact numbers for the flight crew. Please confirm the appropriate email address to send these to.
 - Additionally, these contact numbers will be included on the NOTAM activating the TDA

Best,



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Sent: Friday, June 16, 2023 9:05 AM

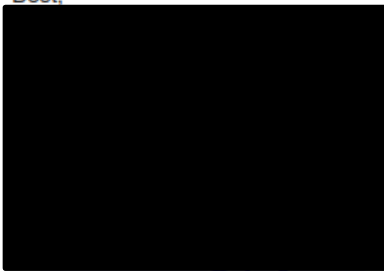


Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [REDACTED]

Thats great, what number would be best to call on? Alternatively, you can reach me on [REDACTED] anytime.

Best,



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[Redacted]

Sent: Friday, June 16, 2023 8:57 AM

[Redacted]

Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [Redacted] I am free now up to 1130

[Redacted]

[Redacted]

Sent: Friday, June 16, 2023 8:36 AM

[Redacted]

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

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Hi [Redacted]

Are you free anytime today for a call to discuss the ACP? If so, let me know what contact number would be best to contact you on.

Best,

[Redacted]

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[Redacted]

Sent: Wednesday, June 14, 2023 3:45 PM

[Redacted]

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [Redacted]

Thank you for getting back to me. Yes, I can be free anytime tomorrow for a call to discuss if that is easiest for you. My contact number is [Redacted] let me know when would work for you.

Best,

[Redacted]

16/06/2023, 10:39



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Sent: Wednesday, June 14, 2023 1:29 PM

Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi 

Apologies for not coming back to you but I have been away for a couple of weeks and haven't had the time.

Did you want to have a quick catch-up meeting to discuss?

Regards

Sent: Friday, June 9, 2023 4:56 PM

Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

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Good Afternoon,

This email is being sent as a reminder that Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

There is now one week remaining before the end of the engagement period on Friday the 16th of June 2023. If you wish to provide feedback on this proposal by this date, it would be much appreciated

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback.

Best,



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Appendix 2.3 Airtask

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Fri 6/2/2023 1:18 PM

[Redacted]

Hi [Redacted]

Thats brilliant, thank you.

Best,

[Redacted]

FLYLOGIX

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[Redacted]

Sent: Friday, June 2, 2023 12:21 PM

[Redacted]

Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [Redacted]

Contacts as below:

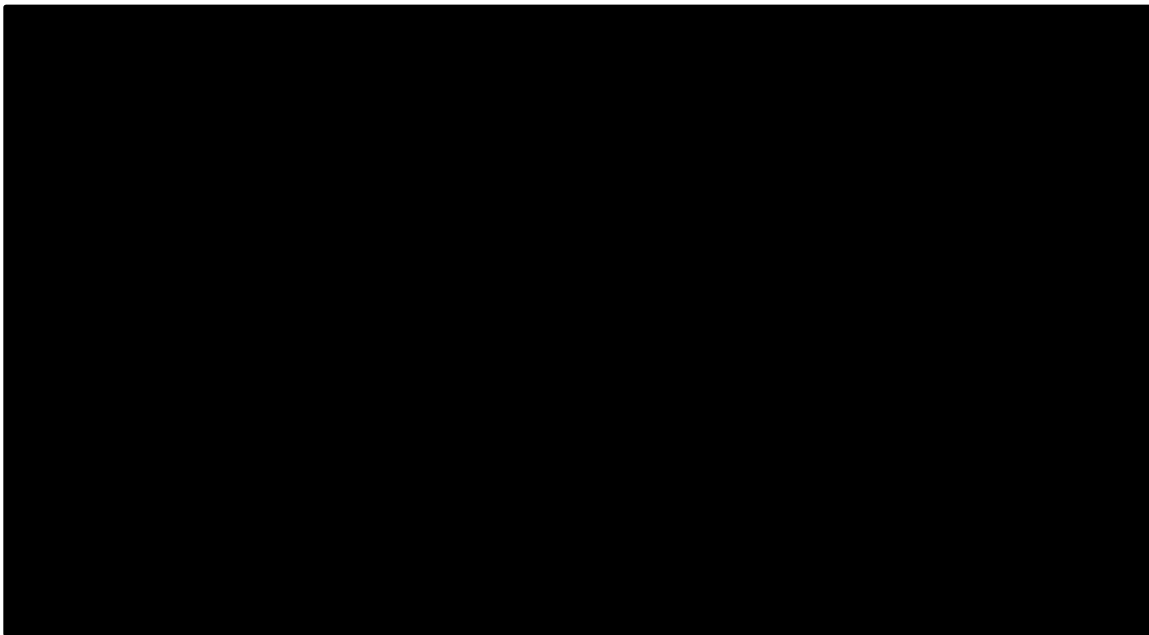
[INVERNESS F406 Maritime Patrol](#)

[Redacted]

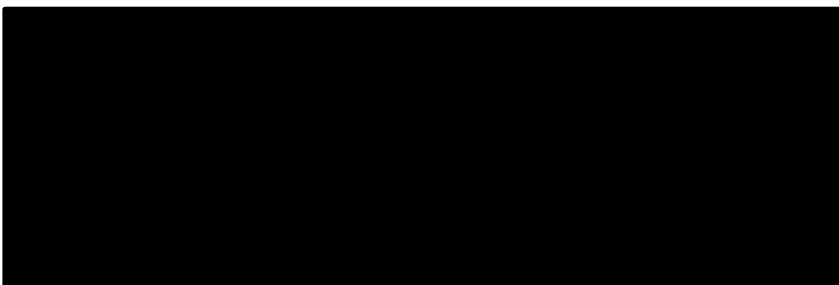
CRANFIELD F406 Maritime Patrol



CRANFIELD ATMOSPHERIC RESEARCH FLIGHTS



SHETLAND INTER ISLAND AIR SERVICE

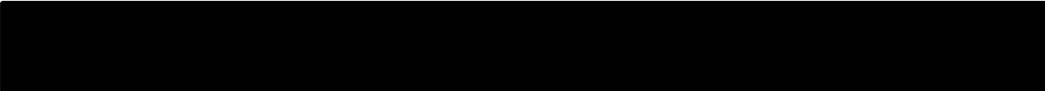


Regards,



Sent: Friday, June 2, 2023 11:08 AM





Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Dear 

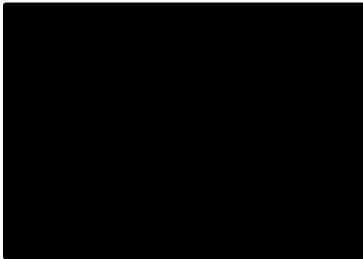
Thank you very much for providing feedback. I noted your specific comments on the ACP document and will amend accordingly.

Due to some staff changeover, I am now taking over our ACP applications process again (having not been involved with this aspect of our operations for over a year) and wanted to be sure that we have the most current contact information.

As a result, if I could trouble you to send through any email addresses and/or contact numbers you would like for us to use for pre-notification of TDA activation, that would be greatly appreciated!

As usual, we will include contact information for our flight crews on the NOTAM activating the TDA.

Best,

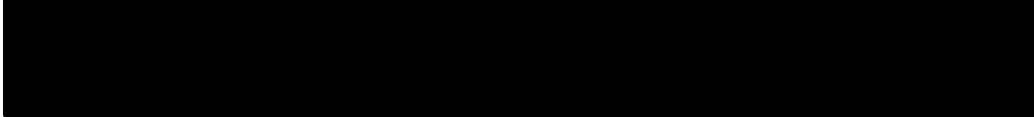


FLYLOGIX 
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Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).



Sent: Thursday, June 1, 2023 4:40 PM



Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Day 

Regarding ACP-2022-044:

We note in the proposal your employment of lateral and vertical separation buffers within the TDAs along the lines that we have advocated previously. Thank you for that.

The operation should not impact our normal Shetland Inter Island Air Service operations save possibly for solitary scenic flights or charters which I am sure could be accommodated locally.

As you know the area is targeted fairly frequently by Marine Scotland and other government agencies requiring maritime surveillance to be carried out by our F406 fleet. You have a current list of our Inverness and Cranfield base contacts who will advise whether a particular government agency has an interest in any specific block on any day of operations.

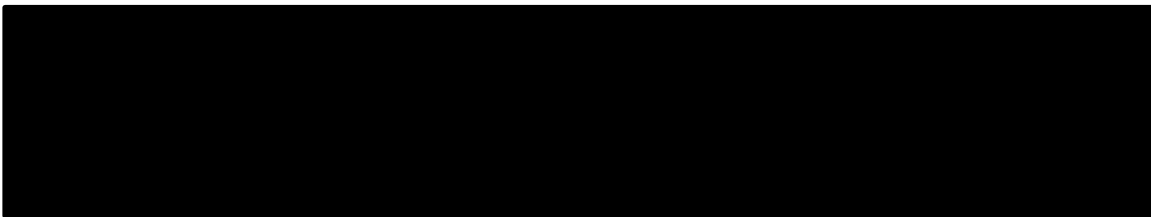
Similarly, the period spans another proposed investigation into methane emissions by the Atmospheric Research Aircraft as I'm sure you are aware. You have the contact details already for coordination with our ARA operations Team.

Just a couple of comments re the ACP document:

On page 5 at the third bullet point down the period mentioned is 24 Aug – 24th Nov 2022.

Re 5.1 All of our operations in this area are predominantly carried out below 1500 ft asl.

Regards,



The information transmitted, including attachments, is intended only for the person(s) or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error please contact the sender and destroy any copies of this information.



Sent: Thursday, June 1, 2023 12:36 PM

Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Afternoon,

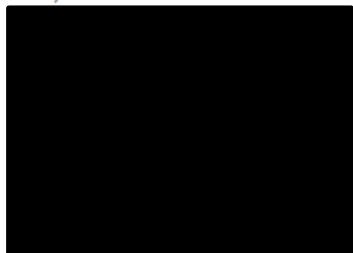
This email is being sent as a reminder that Flylogix is collecting feedback on ACP-2022-044 to establish a TDA around Shetland for RPAS operations this year. The engagement period for this ACP ends in less than three weeks from today on June 16th 2023. Flylogix would greatly appreciate feedback from your organisation on this proposal by this date so that it can be properly considered and included in our submission to the CAA.

Additionally, there have been the following amendments to the original TDA design for your consideration:

- Previously the co-ordinates listed for Segment Bravo and Charlie were swapped, this has been corrected
- Two additional TDA segments (Juliet and Kilo both North East of Shetland) have been added to the proposed design to cover additional offshore infrastructure

For your reference, please see the attached updated engagement materials that include these changes.

Best,



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Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

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Appendix 2.4 NATS Aberdeen

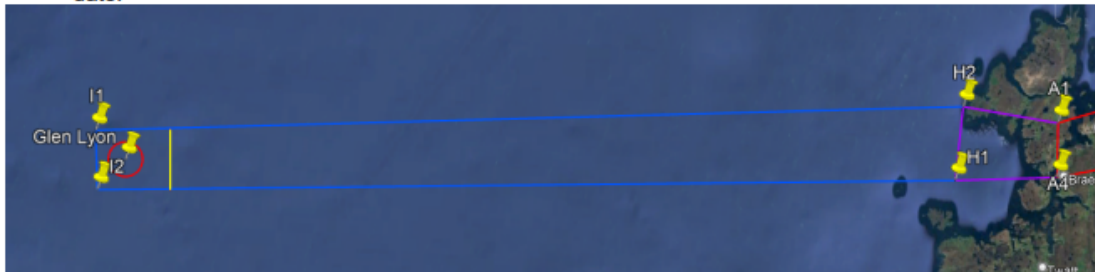
Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]
Fri 6/16/2023 9:03 AM

Dear [REDACTED]

Thank you very much for your email and feedback. Flylogix's responses are as follows:

- We are happy to take on your suggestion to segment TDA E and I further. There will be additional segments covering the target assets, which will be approximately 5 nautical miles long (image below for illustrative purposes).
- We take on your request for sufficient time between AIS publication and activation of the TDA. For this operation, we do not intend to activate the airspace until at least 1 week following the AIS publication date.



I understand that your internal processes for responding to ACP feedback requests have changed and so I will ensure that you and Michael Cockcroft will be contacted in the future.

Best,

FLYLOGIX 
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[REDACTED]
Sent: Thursday, June 15, 2023 5:19 PM

[REDACTED]
Subject: FW: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi 

Thank you for sharing your Stakeholder Engagement document with NATS.

We can confirm that NATS supports this ACP application and that NATS Aberdeen will be able to provide a DACS, details of which will be confirmed with FLYLOGIX prior to commencement of operations.

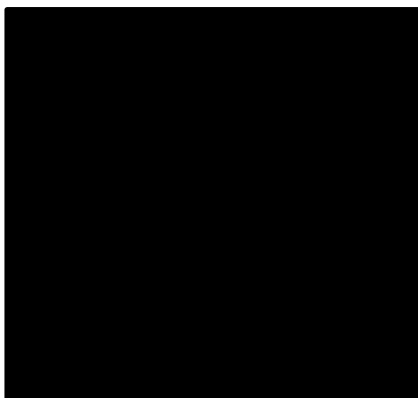
We would also like to offer up the following comments:

- **We recommend that TDA I and E are further segmented with a small segment encompassing the target platform (similar to the other TDAs), this will allow better flexibility for operations/DACS around those segments in the event that there are icing conditions that necessitate low level flying by commercial Offshore operators.**
- We understand that the date of operation is given as “September to November” although 5.2 states that the TDA will be in place from 24th August, which is coincident with AIC publication date.
As far as ANSPs are concerned, this provides very little time to plan for the activity e.g. update ATC systems (Radar RDP maps).
We therefore recommend, in order to allow affected stakeholders to plan accordingly, you always build in sufficient period between the publication of the details of the TDA and actual activation.

Please may I ask that for any future ACPs you initially direct your email at myself and Michael Cockcroft - this will help us with our internal processes as we are responsible for coordinating the NATS response to these types of ACPs.

Thank you

Regards



NATS Internal


Sent: 05 May 2023 12:59


Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

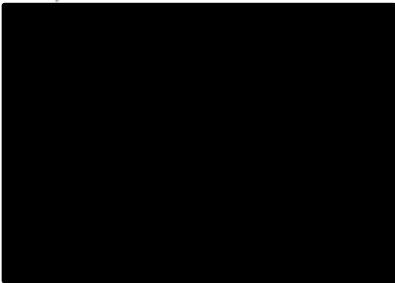
The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

Best,



FLYLOGIX 
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Appendix 2.5 HIAL

Re: Stakeholder engagement for ACP-2022-044

[REDACTED]
Thu 6/1/2023 3:41 PM

[REDACTED]
Hi [REDACTED]

Thank you very much for your prompt response. This correspondence will be included in our submission to the CAA.

Best,
[REDACTED]



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[REDACTED]
Sent: Thursday, June 1, 2023 2:24 PM

[REDACTED]
Subject: RE: Stakeholder engagement for ACP-2022-044

Hi [REDACTED]

I can confirm that the changes do not impact us at Sumburgh Airport.

Kind regards,
[REDACTED]

[REDACTED]
Sent: Thursday, June 1, 2023 2:20 PM

[REDACTED]
Subject: Re: Stakeholder engagement for ACP-2022-044

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear [REDACTED]

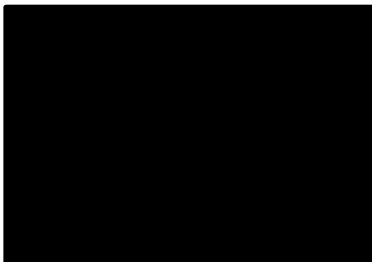
Flylogix recently made the following amendments to the original TDA design from ACP-2022-044:

- Previously the co-ordinates listed for Segment Bravo and Charlie were swapped, this has been corrected
- Two additional TDA segments (Juliet and Kilo both North East of Shetland) have been added to the proposed design to cover additional offshore infrastructure

For your reference, please see the attached updated engagement materials that include these changes.

If these changes do not affect your previous feedback, we would be grateful if you could send a response confirming so. Else, we welcome additional feedback regarding these changes.

Best,

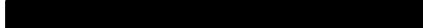


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Sent: Tuesday, May 9, 2023 8:37 AM



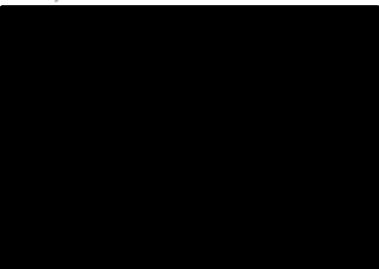
Subject: Re: Stakeholder engagement for ACP-2022-044

Hi 

Thank you very much for your prompt reply. As you mentioned, we are engaging with NATS Aberdeen separately so will work with them directly to minimise our impact on their operations and agree procedures.

A copy of this correspondence will be included in our report to the CAA.

Best,



FLYLOGIX 
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[REDACTED]
Sent: Friday, May 5, 2023 4:19 PM

[REDACTED]
Subject: Stakeholder engagement for ACP-2022-044

Hi [REDACTED]

Thank you for sending through the information on the proposed TDAs out of Scatsta. From Sumburgh Airport's perspective, this proposal will not directly affect us so we have no objection to the proposal.

NATS in Aberdeen who provide our approach service (Sumburgh Radar) will be impacted, as the TDAs lie within their operational coverage, so will need separate engagement. I assume this has already been done as I know you already have an established relationship with them.

Good luck with the project.

Kind regards,

[REDACTED]



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Appendix 2.6 Bristow

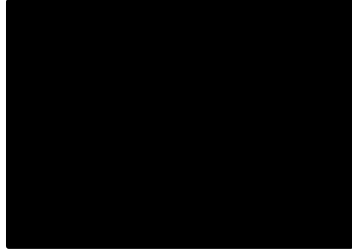
Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]
Fri 6/16/2023 10:16 AM

Dear [REDACTED]

Thank you very much for your email and well wishes. A copy of this correspondence will be included in our submission to the CAA.

Best,



FLYLOGIX 
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[REDACTED]
Sent: Friday, June 16, 2023 9:52 AM

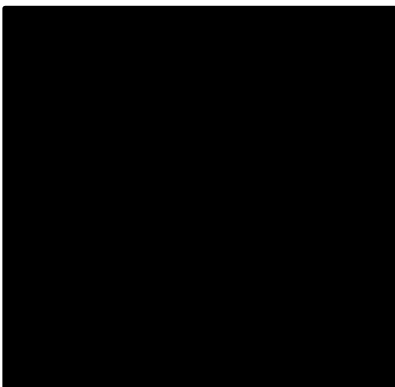
[REDACTED]
Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Thank you [REDACTED]

The information has been reviewed and we have no issues with proceeding as per other FlyLogix operations over the past few years.

Hope that the campaign goes well.

Regards



Global Leader in Vertical Flight

Sent: 05 May 2023 13:04

Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

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Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

Best,



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Appendix 2.7 NHV

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]
Fri 6/16/2023 2:09 PM

Hi [REDACTED]

Thank you very much for your email. I realise that the last sentence on my previous email was incomplete and should have read "ATC should not deny access to the TDA without good reason".

If you have any further questions or concerns, please do not hesitate to contact me.

Best,

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[REDACTED]
Sent: Friday, June 16, 2023 2:03 PM

[REDACTED]
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Thank you very much,

That satisfies all my question.

Have a safe operations and thank you for your engagement with us.

Kind regards

[REDACTED]
On 16 Jun 2023, at 13:33, [REDACTED] wrote:

Hi [REDACTED]

The TDA segments are designed to allow ATC the most flexibility with regard to allowing other air traffic to traverse through the TDA. We have ensured that our proposed TDA segments only cover the assets we plan to survey and do not intrude on the HTZs of nearby assets.

ATC having the resource available to provide a Danger Area Crossing Service (DACs) is a go/no-go criterion for us and so if ATC is unable to provide DACs, our RPAS will not be operating. ATC should not deny access to the TDA without

Best,

FLYLOGIX 
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[REDACTED]
Sent: Friday, June 16, 2023 12:20 PM

[REDACTED]
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Would there then be a mechanism to delay drone flight for the helicopter flights going into the area, if ATC cant provide separation?

Kind regards

On 16 Jun 2023, at 09:09 [REDACTED] wrote:

External Sender - From: [REDACTED]

[Learn More](#)

This message came from outside your organization.

Dear [REDACTED]

I just wanted to follow up on our previous exchange to see whether the two provisions I mentioned would be sufficient to address your question. Today is the final day of the engagement period so if we are able to close this out today, that would be ideal!

Best,

FLYLOGIX 
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[REDACTED]
Sent: Tuesday, June 13, 2023 2:03 PM

[REDACTED]
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Afternoon,

For management of air traffic, a Danger Area Crossing Service will be provided by NATS Aberdeen (frequency for this will be included in AIS publication of the TDA and on the NOTAM activating the TDA). We can also send pre-notification emails in advance of drone operations to coordinate with other operators and provide contact details for our flight crews on request.

Would these provisions be sufficient? If not, can you share more details regarding what you refer to as "installation" as this will allow me to consider what other provisions we may have in place.

Best,

FLYLOGIX 
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[REDACTED]
Sent: Tuesday, June 13, 2023 9:51 AM

[REDACTED]
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good morning,

Thank you for your email.

We do have installation moving into or crossing the area to the east of Scatsta during the period. How would we deconflict with them, and if delays and reroutings are required to facilitate this, who carries the cost?

Kind regards

On 12 Jun 2023, at 13:37, [REDACTED]

External Sender - From: [REDACTED]

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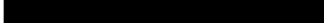
Good Afternoon [REDACTED]

Please find attached a document outlining the proposal.

Best,



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Sent: Monday, June 12, 2023 1:35 PM



Subject: Fwd: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good afternoon,

Could I have the documents that were originally attached to the email?

Kind regards



Sent: 12 June 2023 12:37


Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

External Sender - From: 

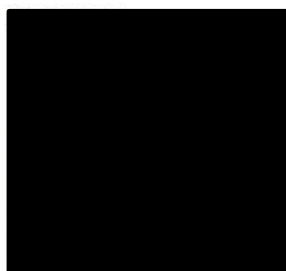
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H 

Thank you for the prompt response! I had sent my original email to Gareth but was unsure if he was the appropriate contact as I had yet to receive a reply. I will continue to try to reach out to Gareth regarding this ACP.

Best,



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Sent: Monday, June 12, 2023 12:34 PM
Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [REDACTED]
Copying in our uk flight ops manager [REDACTED] he has taken over from [REDACTED]
Thanks
[REDACTED]



www.nhv.be [REDACTED]

Sent: Monday, June 12, 2023 12:26 PM
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Afternoon,

I am contacting you as I was directed to you through [REDACTED] automated email.

My name is [REDACTED] and I am contacting you on behalf of Flylogix, an unmanned aircraft operator. Previously, we were in contact with [REDACTED] regarding feedback on

Temporary Airspace Changes to establish TDAs for our operations, however, his contact email has been bouncing back. Please let me know if there is a more appropriate contact within your organisation for this.

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

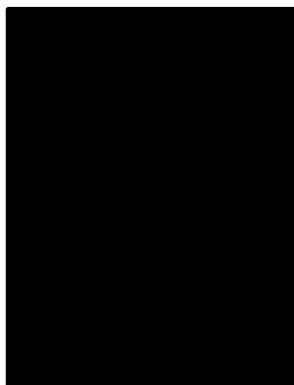
The purpose of the TDA is to enable Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback.

Attached is a document that details the following:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

Unfortunately, as the original requests for feedback were sent to other members within your organisation, there is not much time left until the end of the Engagement Period. If at all possible, It would be greatly appreciated if any feedback you may have could be sent by the end of the Engagement Period on Friday the 15th of July. Please let me know if this will not be possible due to short notice and I we can discuss how to move forward.

Best,



[Redacted]

Sent: Monday, June 12, 2023 12:12 PM

[Redacted]

Subject: Automatic reply: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

I am on leave with no access to emails. Returning on 20th June.
For any flight requests contact Aberdeen Ops.

[Redacted]

For any other matters please contact Jamie John [Redacted]

[Redacted]

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Appendix 2.8 Babcock

Re: CAUTION: External email - Feedback request on Temporary Airspace Change Proposal (ACP-2022-044) (UNCLASSIFIED)

[Redacted]

Mon 6/12/2023 3:19 PM

[Redacted]

Hi [Redacted]

Thank you for your email, a copy of our correspondence will be included in our submission to the CAA.

With regards to the frequency for the Danger Area Controller, NATS Aberdeen will be providing DACS and we will publish the frequency for this on the NOTAM activating the TDA and in the TDA publication on the AIS.

Best,

[Redacted]

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[Redacted]

Sent: Monday, June 12, 2023 2:12 PM

[Redacted]

Subject: RE: CAUTION: External email - Feedback request on Temporary Airspace Change Proposal (ACP-2022-044) (UNCLASSIFIED)

Classification: UNCLASSIFIED

Hi [Redacted]

Sorry for the delay, we have no specific feedback on the proposal. However, it would be helpful for you to publish the frequency (if there is one) for the Danger Area controller in case of the necessity to fly through, or operate within, the TDA when it is active.

Thanks

[Redacted]

[Redacted] | Managing Pilot

Offshore Helicopter Services UK Limited



Sent: 12 June 2023 11:53

Subject: CAUTION: External email - Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Morning,

This email is being sent as a reminder that Flylogix is still awaiting feedback from your organisation with regards to a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

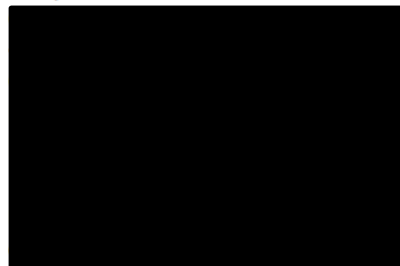
The purpose of the TDA is to enable Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details the following:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

It would be greatly appreciated if any feedback you may have could be sent by the end of the Engagement Period on Friday the 15th of July.

Best,



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Registered in: United Kingdom

Registration No: 8010453

Registered Office: 33 Wigmore Street, London, W1U 1QX

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Appendix 2.9 Bristow SAR

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]
Fri 6/2/2023 10:50 AM

Hi [REDACTED]

Thank you very much for your prompt reply! Copies of our correspondence will be included in our submission to the CAA.

Best,

FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

[REDACTED]
Sent: Friday, June 2, 2023 10:47 AM

[REDACTED]
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [REDACTED]

Thank you for sight of the amended document. I have nothing further to add to my previous comments, regarding this temporary airspace change proposal.

Kind regards,

[REDACTED] [MSc, FRAeS.](#)
Chief Pilot, Sumburgh SAR

[REDACTED]
Date: Friday, 2 June 2023 at 10:14

[REDACTED]
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My mistake, apologies. The document should now be attached.

Best,



Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).


Sent: Friday, June 2, 2023 6:36 AM

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi

There was no attachment, can you re-send please.

Kind regards,

 MSc, FRAeS.
Chief Pilot, Sumburgh SAR

Date: Thursday, 1 June 2023 at 14:23

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear

Flylogix recently made the following amendments to the original TDA design from ACP-2022-044:

- Previously the co-ordinates listed for Segment Bravo and Charlie were swapped, this has been corrected
- Two additional TDA segments (Juliet and Kilo both North East of Shetland) have been added to the proposed design to cover additional offshore infrastructure

For your reference, please see the attached updated engagement materials that include these changes.



If these changes do not affect your previous feedback, we would be grateful if you could send a response confirming so. Else, we welcome additional feedback regarding these changes.

Best,



Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).



Sent: Monday, May 22, 2023 9:05 AM



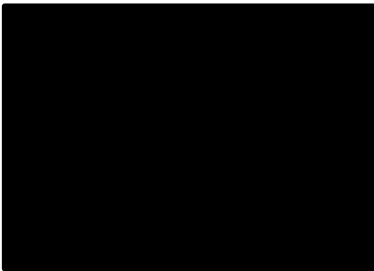
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Dear

Thank you very much for your time in reviewing our proposal. All correspondence will be included in our CAP1616 stage 4 submission to the CAA.

As always, we shall include a contact number on the NOTAM so that in the event of a SAR operation being tasked within the TDA, our crews are able to coordinate so that we are out of the way.

Best,



Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).



Sent: Sunday, May 21, 2023 8:04 PM

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [REDACTED]

Thank you for sight of the Temporary Airspace Change Proposal (ACP-2022-044). For Bristow's SAR operation at Sumburgh, I can confirm that I understand and agree with the proposal.

Kind regards,

[REDACTED] MSc, FRAeS.
Chief Pilot, Sumburgh SAR

Date: Friday, 5 May 2023 at 13:05

Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

Best,

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

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Appendix 2.10 Babcock Mission Critical Services Onshore

Re: CAUTION: External email - Feeback request on Temporary Airspace Change Proposal (ACP-2022-044) (UNCLASSIFIED)

[REDACTED]
Fri 6/2/2023 10:14 AM

Hi [REDACTED]

Thank you very much for your prompt reply! Copies of our correspondence will be included in our submission to the CAA.

Best,


FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

[REDACTED]
Sent: Friday, June 2, 2023 8:34 AM

[REDACTED]
Subject: RE: CAUTION: External email - Feeback request on Temporary Airspace Change Proposal (ACP-2022-044) (UNCLASSIFIED)

Classification: UNCLASSIFIED

Hi [REDACTED]

No additional concerns from us.

BW,

Nige

[REDACTED] MSc cfs | Chief Pilot

[REDACTED]
www.babcockinternational.com

babcock™

[REDACTED]
Sent: 01 June 2023 13:45

[REDACTED]
Subject: Re: CAUTION: External email - Feedback request on Temporary Airspace Change Proposal (ACP-2022-044) (UNCLASSIFIED)

Hi [REDACTED]

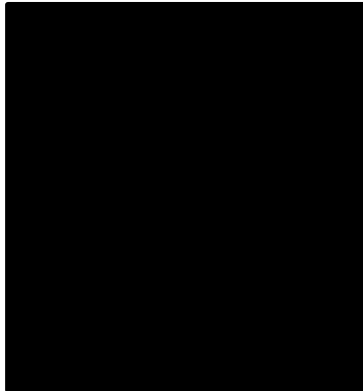
Flylogix recently made the following amendments to the original TDA design from ACP-2022-044:

- Previously the co-ordinates listed for Segment Bravo and Charlie were swapped, this has been corrected
- Two additional TDA segments (Juliet and Kilo both North East of Shetland) have been added to the proposed design to cover additional offshore infrastructure

For your reference, please see the attached updated engagement materials that include these changes.

If these changes do not affect your previous feedback, we would be grateful if you could send a response confirming so. Else, we welcome additional feedback regarding these changes.

Best,



FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

[REDACTED]
Sent: Wednesday, May 10, 2023 3:42 PM

[REDACTED]
Subject: Re: CAUTION: External email - Feedback request on Temporary Airspace Change Proposal (ACP-2022-044) (UNCLASSIFIED)

Hi [REDACTED]

Thank you very much for your prompt response. I will include a copy of this correspondence in our submission to the CAA.

Best,



Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).



Sent: Wednesday, May 10, 2023 1:14 PM



Subject: RE: CAUTION: External email - Feedback request on Temporary Airspace Change Proposal (ACP-2022-044) (UNCLASSIFIED)

Classification: UNCLASSIFIED

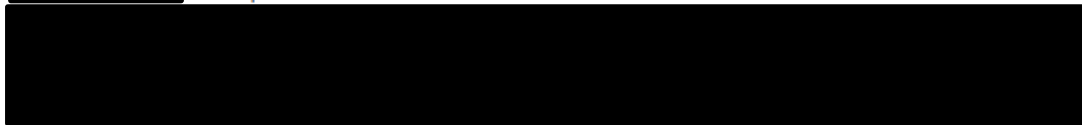
Hi 

No concerns from our side.

BW,



 MSc cfs | Chief Pilot



www.babcockinternational.com



Creating a safe and secure world, together



Sent: 05 May 2023 13:11

Subject: CAUTION: External email - Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

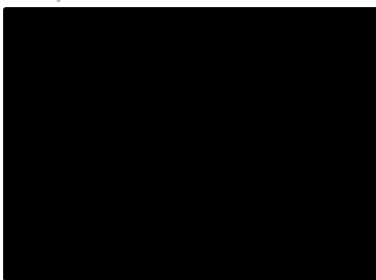
The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

Best,



FLYLOGIX 
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Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

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Website: www.babcockinternational.com

Registered in: United Kingdom

Registration No: 8010453

Registered Office: 33 Wigmore Street, London, W1U 1QX

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would be grateful if you could contact the sender upon receipt and in any event you should destroy this message without delay. Anything contained in this message that is not connected with the business of Babcock International is neither endorsed by nor is the liability of Babcock International.

Website: www.babcockinternational.com

Registered in: United Kingdom

Registration No: 8010453

Registered Office: 33 Wigmore Street, London, W1U 1QX

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Appendix 2.11 Gama Aviation

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Fri 6/16/2023 5:19 PM

[Redacted]

Hi [Redacted]

Thank you very much for your email and feedback. So that you are aware, a copy of this correspondence will be included in our CAP1616 Stage 4 submission to the CAA for the ACP process.

Best,

[Redacted]

FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925.
Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

[Redacted]

Sent: Friday, June 16, 2023 5:02 PM

[Redacted]

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [Redacted]

It's extremely rare we find ourselves that far north so the proposed TDA will have very little, if any, impact to us as a rotary operation.

Best regards,

[Redacted]

Gama Aviation 

[Redacted]

Your mission, our passion.
[gamaaviation.com](#)

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Gama Aviation (UK) Limited has completed a programme of work in readiness for the General Data Protection Regulation and this work will be ongoing to ensure that we are doing our best to protect your data. As a client or someone who receives regular updates from us, you want to be sure that your data is protected and we would like to refer you to our Privacy Policy.

All data received will be processed in line with the Gama Aviation Plc group policies and procedures including the Privacy Policy. Gama Aviation (UK) Limited maintains a documented information security programme which entails appropriate administrative, technical and physical safeguards to protect Personal Data against anticipated threats or hazards to its security, confidentiality and integrity.

If you have any further questions or would like to exercise your rights please email dpo@gamaaviation.com

Gama Aviation (UK) Limited
Company Number: 01764148
Registered in England
Registered Office: 1st Floor 25 Templer Avenue, Farnborough, Hampshire, England, GU14 6FE, GB
VAT Registration Number: GB 945 7326 96

[Redacted]

Sent: 16 June 2023 09:37

Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Morning,

This email is being sent as a reminder that today is the final day for engagement on ACP-2022-044 regarding establishing a TDA to the East and West of Shetland for offshore RPAS operations. The document outlining the details for this has been attached for your reference.

If your organisation has any feedback on this proposal, please contact me either via email or telephone [Redacted] today so that it can be considered and included in Flylogix's CAP1616 stage 4 submission to the CAA.

Best,



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Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]
Tue 6/13/2023 8:56 AM

Dear [REDACTED]

Thank you very much for your feedback, a copy of this correspondence shall be included in our submission to the CAA. With regard to provisions for emergency access to the airspace, DACS will be provided by NATS Aberdeen and the relevant frequency for this shall be published in the AIS and in the NOTAM activating the TDA.

Best,


FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

[REDACTED]
Sent: Monday, June 12, 2023 4:22 PM

[REDACTED]
Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good afternoon [REDACTED]

PDG have no objection to the proposed ACP-2022-044, provided that there is a facility for emergency access to the TDA for GLA (Lighthouse Support) operations if required.

Regards,

[REDACTED]
Sent: Friday, June 9, 2023 4:56 PM

[REDACTED]
Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Afternoon,

This email is being sent as a reminder that Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

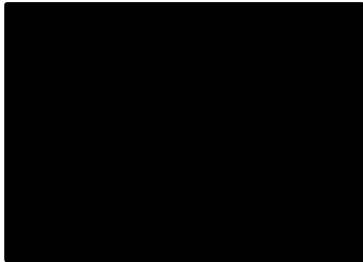
There is now one week remaining before the end of the engagement period on Friday the 16th of June 2023. If you wish to provide feedback on this proposal by this date, it would be much appreciated

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback.

Best,



Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).



Chief Pilot



W: www.pdgaviationservices.com

PLM Dollar Group Limited t/a PDG Aviation Services

The Heliport, Dalcross, Inverness, IV2 7XB

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157532 with its address: The Heliport, Dalcross, Inverness, IV2 7XB

Please visit our website at www.pdgaviationservices.com

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Appendix 2.13 Aircraft Owners and Pilots Association

Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Fri 5/5/2023 1:07 PM

[Redacted]

 1 attachments (524 KB)

Details for Stakeholder - ACP-2022-044 v1.0.pdf;

Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

Best,

[Redacted Signature]

FLYLOGIX 
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Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

[REDACTED]
Fri 6/16/2023 10:25 AM

Hi [REDACTED]

Thank you very much for your feedback, a copy of our correspondence will be included in our submission to the CAA.

In response to your points, the TDA will be activated via NOTAM and will include contact details for our flight crews in case coordination is required. We always engage with airfields nearby the operating area as part of the ACP process, in this particular instance, we are engaging with Shetland Council who operate all the aerodromes nearby the operating area and have an agreement with them for the use of Scatsta as our operating base.

If you have any further questions or concerns, please do not hesitate to contact us!

Best,



FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

[REDACTED]
Sent: Friday, June 16, 2023 9:57 AM

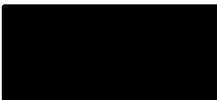
[REDACTED]
Subject: Ref 2022-044 ACP

Dear [REDACTED]

Apologies for the late response, it's been a busy period for me. AOPA has no objection to the proposal as I am sure that the notified hours of operation will be available for other airspace users to plan their flights accordingly.

Just picking up on one point in respect of flylogix operations that may need to operate near to airfields. We would like to see a plan that shows that affected airfield is aware of your operations. Maintaining good situational awareness is important for the continued safety of the airspace.

Kind regards,



CEO AOPA

Sent from my iPad

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Appendix 2.14 Light Aircraft Association

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Fri 6/16/2023 2:13 PM

[Redacted]

Hi [Redacted]

Thank you very much for your email and feedback. A copy of this correspondence will be included in our CAP1616 submission to the CAA.

Best,

[Redacted]

FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

[Redacted]

Sent: Friday, June 16, 2023 1:47 PM

[Redacted]

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [Redacted]

The LAA has no objections

Regards


[Redacted]

Chief Executive Officer
Light Aircraft Association
Turweston Aerodrome
Nr Brackley, Northants NN13 5YD

[Redacted]

www.laa.uk.com

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 Consider the environment. Please don't print this e-mail unless you really need to

Date: Friday, 16 June 2023 at 09:37

To:

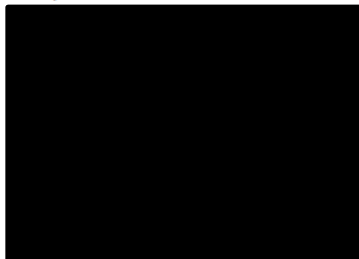
Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Morning,

This email is being sent as a reminder that today is the final day for engagement on ACP-2022-044 regarding establishing a TDA to the East and West of Shetland for offshore RPAS operations. The document outlining the details for this has been attached for your reference.

If your organisation has any feedback on this proposal, please contact me either via email or telephone (07578940640) today so that it can be considered and included in Flylogix's CAP1616 stage 4 submission to the CAA.

Best,



FLYLOGIX 

#ALWAYS GOING FURTHER


Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

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Appendix 2.15 Shetland Council

Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]
Mon 6/12/2023 11:33 AM
[REDACTED]

 1 attachments (533 KB)

Details for Stakeholder - ACP-2022-044 v1.3.pdf;

Dear [REDACTED]

Thank you very much for your time on the phone earlier and apologies for the short notice due to my previous emails being sent to Steve who is no longer at Tingwall.

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

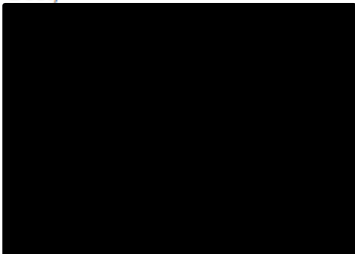
The purpose of the TDA is to enable Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details the following:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

As mentioned on the phone, the official end of the Engagement Period is at the end of this week, Friday the 15th of July. Please let me know if this is likely to not be enough time to consider the proposal and provide feedback, if so we should be able to provide a few days' leeway before needing to compile our final submission for the CAA.

Best,



FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

Sent: 16 June 2023 09:37

Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Morning,

This email is being sent as a reminder that today is the final day for engagement on ACP-2022-044 regarding establishing a TDA to the East and West of Shetland for offshore RPAS operations. The document outlining the details for this has been attached for your reference.

If your organisation has any feedback on this proposal, please contact me either via email or telephone (07578940640) today so that it can be considered and included in Flylogix's CAP1616 stage 4 submission to the CAA.

Best,



FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

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Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Fri 6/16/2023 1:26 PM

[Redacted]

Dear [Redacted]

Thank you very much for your email and feedback. So that you are aware, a copy of this correspondence will be included in our Cap1616 Stage 4 submission to the CAA.

The TDA segments West of Shetland will not be moving South and so hopefully should not pose a significant impact on your operations. We have engaged with Airtask as part of this ACP and have procedures in place with them for coordination.

If you have any further questions or concerns, please do not hesitate to contact me.

Best,

[Redacted Signature]

FLYLOGIX 
#ALWAYSGOINGFURTHER

Flylogix Holdings Limited is a limited company in England and Wales. Company registration number: 14713925. Registered office: Merlin House, [4 Meteor Way, Lee-on-the-Solent, Fareham, PO13 9FU](#).

[Redacted]

Sent: Friday, June 16, 2023 11:55 AM

[Redacted]

Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Morning [Redacted]

Thanks for the detail for consideration in respect of the airspace change proposal. I have looked through the documentation and discussed with the AFISO's and are happy with the current proposal as it is well to the north of our ATZ. **If operations to the west were to fall further south towards Foula then that may well impact on our operations.** I'm sure Airtask have responded in respect of their operations.

I hope that assists with your proposal and happy to discuss further as required.

Kind regards

[Redacted]

| Aerodrome Manager

Shetland Islands Council | Infrastructure Services

Tingwall Airport | Shetland | ZE2 9XJ

[Redacted]

Appendix 2.16 AVINOR

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]

Fri 6/2/2023 1:20 PM

[REDACTED]

Dear [REDACTED]

Thank you very much for your feedback. I will include copies of our correspondence in our submission to the CAA.

Best,

[REDACTED]

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[REDACTED]

Sent: Friday, June 2, 2023 12:25 PM

[REDACTED]

Subject: SV: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Hi [REDACTED]

Hope you are well and that you had a good bank holiday on Monday.

The added TDA K is close to our airspace and the feedback we gave on TDA D is also valid for TDA K. Our previous feedback is added to this email below for your reference.

23.05.23

"We appreciate your email. Please note that Tor Hogne Paulsen no longer holds the position of rules and regulations in Polaris ACC Stavanger. Thomas Kolbeinsen (CC'ed) would be the correct recipient of this email.

I have had a look through your proposal and most of the suggested TDA's are well clear of our airspace and do not concern us. However TDA D is close to our Area of Responsibility (Statfjord ADS B and Tampen HTZ). We have no need for any pre-notification of activity in TDA D as this will be announced via NOTAM, but should there be an incident where the unmanned aircraft strays outside the eastern boundary of the TDA we would like to be informed without delay as there might be helicopters in the area. Supervisor Polaris ACC Stavanger:

[REDACTED]

Feel free to contact us if you have any other questions.

Best regards

[REDACTED]

Air Traffic Controller
AVINOR AIR NAVIGATION SERVICES

[REDACTED]

Flyplassveien 188 A, 4055 Sola
Postboks 150, 2061 Gardermoen
www.avinor.no



[REDACTED]

Sendt: torsdag 1. juni 2023 14:46

[REDACTED]

Emne: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Enkelte som mottok denne meldingen, får ikke ofte e-post fra [REDACTED] [Finn ut hvorfor dette er viktig](#)

Apologies, I had forgotten the attachment.

Now attached.

Best,

[REDACTED]

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[REDACTED]

Sent: Thursday, June 1, 2023 1:44 PM

[REDACTED]

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Dear [REDACTED]

Flylogix recently made the following amendments to the original TDA design from ACP-2022-044:

- Previously the co-ordinates listed for Segment Bravo and Charlie were swapped, this has been corrected
- Two additional TDA segments (Juliet and Kilo both North East of Shetland) have been added to the proposed design to cover additional offshore infrastructure

For your reference, please see the attached updated engagement materials that include these changes.

If these changes do not affect your previous feedback, we would be grateful if you could send a response confirming so. Else, we welcome additional feedback regarding these changes.

Best,



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Sent: Wednesday, May 24, 2023 2:59 PM



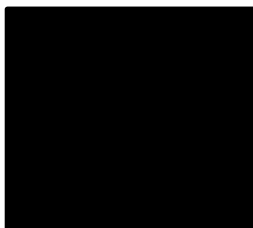
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Dear [REDACTED]

Thank you very much for your prompt reply. All correspondence shall be included in our CAP1616 stage 4 submission to the CAA for this ACP.

I have noted that Thomas Kolbeinsen is the correct contact for future engagement requests. Thank you for your feedback, we will certainly inform Stavanger if a flyaway event occurs resulting in our aircraft entering your Area of Responsibility and I have noted the contact number you have provided.

Best,



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[REDACTED]
Sent: Tuesday, May 23, 2023 12:52 PM

[REDACTED]
Subject: SV: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)


Hi [REDACTED]
We appreciate your email. Please note that Tor Hogne Paulsen no longer holds the position of rules and regulations in Polaris ACC Stavanger. Thomas Kolbeinsen (CC'ed) would be the correct recipient of this email.

I have had a look through your proposal and most of the suggested TDA's are well clear of our airspace and do not concern us. However TDA D is close to our Area of Responsibility (Statfjord ADS B and Tampen HTZ). We have no need for any pre-notification of activity in TDA D as this will be announced via NOTAM, but should there be an incident where the unmanned aircraft strays outside the eastern boundary of the TDA we would like to be informed without delay as there might be helicopters in the area. Supervisor Polaris ACC Stavanger:

[REDACTED]
I have no other comments.

Best regards
[REDACTED]
Air Traffic Controller
AVINOR AIR NAVIGATION SERVICES

[REDACTED]
Flyplassveien 188 A, 4055 Sola
Postboks 150, 2061 Gardermoen

www.avinor.no


[REDACTED]
Sendt: mandag 22. mai 2023 11:37

[REDACTED]
Emne: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

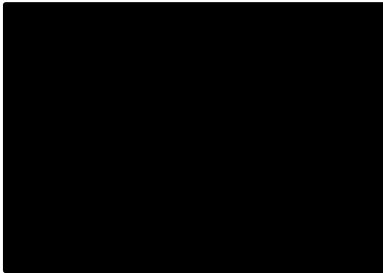
Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

This engagement email is slightly delayed from the start quoted in the attached document, this is because you were identified as a potential stakeholder later in the process with the help of the CAA. Please let us know if you do not think the 4 weeks remaining in the engagement period will be enough time to properly consider this proposal.

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

Best,



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Appendix 2.17 Rob Wendes

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]

Tue 5/9/2023 4:19 PM

[REDACTED]

Shame for you Christian!
Big pain all around.

Cheers
Rob

Rob Wendes

----- Original message -----

[REDACTED]

Date: 09/05/2023 10:18 (GMT+00:00)

[REDACTED]

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Morning [REDACTED]

Thank you very much for your stakeholder feedback response. Please be assured that all correspondence received by Flylogix from any and all stakeholders will be included in the Stakeholder Engagement Summary. This document then forms part of our Stage 4 submission to the CAA for the Airspace Change process outlined in CAP 1616.

As you are aware, there are two main types of operation for unmanned aircraft:

- Visual Line of Sight (VLOS) - An operation where a remote pilot maintains direct unaided visual contact with the unmanned aircraft in the conduct of flight. VLOS flights (unless exemptions are granted) also take place within 500m of the RPA pilot amongst other flight restrictions.
- Beyond Visual Line of Sight (BVLOS) - An operation in which the remote pilot or RPA observer does not use visual reference to the remotely piloted aircraft in the conduct of the flight.

However, there is an additional type of operation described as Extended Visual Line of Sight (EVLOS) which allows remote pilots to be supported by deployed observers who can maintain a visual line of sight with the aircraft and communicate any potential risks of issues back to the remote pilot. This enables flights further than 500m from the remote pilot. EVLOS operations are sometimes still referred to as BVLOS despite potentially having significantly different requirements and restrictions imposed (depending on the application).

The three types of flight above have been described on pg 3 of a paper written and released by the CAA's Innovation Hub titled "Beyond Visual Line of Sight in Non-Segregated Airspace - Fundamental Principles & Terminology", which I have attached for your reference. Whilst this paper was written at the end of 2020, these types of unmanned aircraft operations and the restrictions and regulatory requirements imposed on them have remained fundamentally the same.

Both of the NOTAMs you reference have a relatively small operating area of ≤ 1.7 nautical miles and include the description "UTILISING VISUAL OBSERVERS (EXTENDED LINE OF SIGHT)". This is a classic example of an unmanned EVLOS operation and requires the RPA to operate within VLOS of the remote pilot or an observer at all times during the operation.

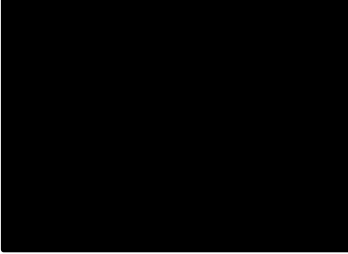
Flylogix's business is to provide environmental survey work for offshore energy infrastructure, often traveling in excess of 100 miles offshore. As a result, operating under an EVLOS scheme does not scale appropriately to the size of the operating area and is unfeasible. Therefore, we are required by the existing regulatory framework to apply for Temporary Danger Areas, to enable this critical environmental survey work. We do,

however, design the TDA with the aim of minimising impact on the operations of other airspace users as described in the engagement materials we supplied.

Airspace integration between RPAS and all air users as opposed to segregation is Flylogix's goal. However, this requires technology and procedures to develop to the point where they are proven to be equivalent to "See and Avoid" which has not yet been achieved.

If you have any feedback on the specific design of the TDA proposed in ACP-2022-044, please let us know.

Best,



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Sent: Friday, May 5, 2023 5:37 PM



Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)



Please see attached.

I am regularly seeing NOTAMS for BVLOS activities without a TDA. These are conducted solely on a NOTAM in class G airspace.

Why do you need a TDA?



----- Original message -----



Date: 05/05/2023 15:05 (GMT+00:00)

To:

Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-

2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

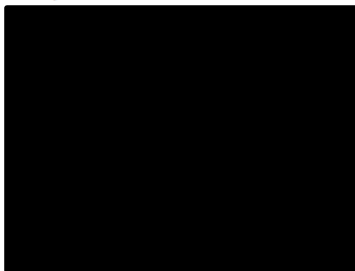
The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

Best,



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Appendix 2.18 ARPAS UK

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Thu 6/8/2023 10:59 AM

[Redacted]

Dear [Redacted]

Thank you very much for your support. A copy of this correspondence will be included in our submission to the CAA.

Best,

[Redacted]

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[Redacted]

Sent: Wednesday, June 7, 2023 4:33 PM

[Redacted]

Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good afternoon [Redacted]

Please accept this email as full support for your ACP-2022-044 from ARPAS UK as a member of NATMAC. Please let me know if you need us to help with anything else relating to the project.

kind regards

[Redacted]

[Redacted]

Regulation

ARPAS-UK

[Redacted]

www.arpas.uk



On 1 Jun 2023, at 12:36,  wrote:

Good Afternoon,

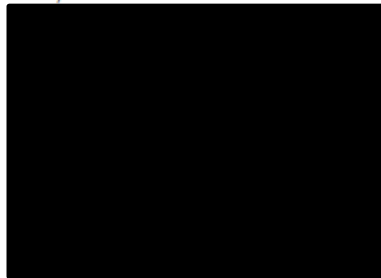
This email is being sent as a reminder that Flylogix is collecting feedback on ACP-2022-044 to establish a TDA around Shetland for RPAS operations this year. The engagement period for this ACP ends in less than three weeks from today on June 16th 2023. Flylogix would greatly appreciate feedback from your organisation on this proposal by this date so that it can be properly considered and included in our submission to the CAA.

Additionally, there have been the following amendments to the original TDA design for your consideration:

- Previously the co-ordinates listed for Segment Bravo and Charlie were swapped, this has been corrected
- Two additional TDA segments (Juliet and Kilo both North East of Shetland) have been added to the proposed design to cover additional offshore infrastructure

For your reference, please see the attached updated engagement materials that include these changes.

Best,



<Outlook-zvh00fg.png>

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<Details for Stakeholder - ACP-2022-044 v1.3.pdf>

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Appendix 2.19 BBGA

Re: Final Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]

Tue 6/20/2023 11:20 AM

[REDACTED]

Christian no objection from BBGA.

Regards

[REDACTED]

CEO

Sent from [Outlook for Android](#)

[REDACTED]

Sent: Monday, June 19, 2023 10:32:49 AM

[REDACTED]

Subject: Final Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Morning,

This email is being sent as the engagement period for ACP-2022-044 regarding establishing a TDA to the East and West of Shetland for offshore RPAS operations has now ended. However, as Flylogix has yet to receive feedback from some organisations, we are extending the deadline to Wednesday the 21st of June.

If your organisation has any feedback on this proposal, please contact me either via email or telephone [REDACTED] by Wednesday the 21st of June so that it can be considered and included in Flylogix's CAP1616 stage 4 submission to the CAA.

Best,

[REDACTED]



FLYLOGIX 
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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Appendix 2.20 BGA

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]
Thu 6/1/2023 2:22 PM

Dear [REDACTED]

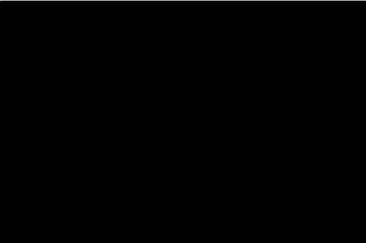
Flylogix recently made the following amendments to the original TDA design from ACP-2022-044:

- Previously the co-ordinates listed for Segment Bravo and Charlie were swapped, this has been corrected
- Two additional TDA segments (Juliet and Kilo both North East of Shetland) have been added to the proposed design to cover additional offshore infrastructure

For your reference, please see the attached updated engagement materials that include these changes.

If these changes do not affect your previous feedback, we would be grateful if you could send a response confirming so. Else, we welcome additional feedback regarding these changes.

Best,



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[REDACTED]
Sent: Tuesday, May 9, 2023 8:35 AM

[REDACTED]
Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Thanks for the engagement.

There are no gliding operations in this area that would be impacted by the ACP.

Therefore, we have no comments.

Kind regards

[REDACTED]
BGA

[REDACTED]
Sent: Friday, May 5, 2023 3:05 PM

[REDACTED]
Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

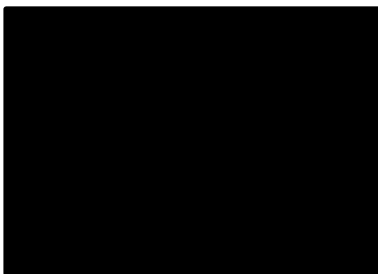
The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

Best,



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Appendix 2.21 UKSFC

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Fri 6/16/2023 10:27 AM

[Redacted]

Good morning Dai,

Thank you very much for your email and feedback. A copy of this correspondence will be included in our submission to the CAA.

Best,

[Redacted]

FLYLOGIX 
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[Redacted]

Sent: Friday, June 16, 2023 10:16 AM

[Redacted]

Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good morning, [Redacted]

I have reviewed the ACP and agree your proposals, which are in my view proportionate and minimise the impact on other airspace users.

Kind regards

[Redacted]

Chief Executive
UK Flight Safety Committee

[Redacted]


[Redacted]

Sent: Friday, June 16, 2023 9:37 AM

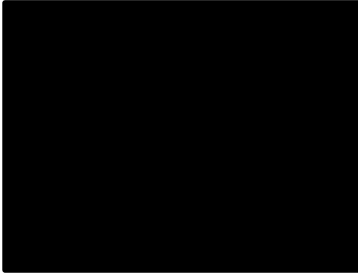
Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Morning,

This email is being sent as a reminder that today is the final day for engagement on ACP-2022-044 regarding establishing a TDA to the East and West of Shetland for offshore RPAS operations. The document outlining the details for this has been attached for your reference.

If your organisation has any feedback on this proposal, please contact me either via email or telephone  today so that it can be considered and included in Flylogix's CAP1616 stage 4 submission to the CAA.

Best,



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Appendix 2.22 Isavia ANS

Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[REDACTED]
Tue 7/4/2023 1:11 PM

[REDACTED]
Good Afternoon,

Having reviewed the TDA design, I discovered that the proposed coordinates for TDA J do fall about 200 meters within Reykjavik FIR. As a result, I am proposing a minor change to the set of coordinates that would ensure that the TDA is clear of Reykjavik FIR as follows:

TDA XXXJ

Straight lines joining successively the following points:

N602703 W0004253
N603145 W0004026
N605923 E0000052
N612831 E0004148
N612409 E0004533
N602740 W0003246
N602703 W0004253

This should ensure that the TDA does not intrude on your airspace.

Best,



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[REDACTED]
Sent: Monday, July 3, 2023 11:18 AM

[REDACTED]
Subject: Sjálfvirkt svar: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

I'm out of office, will be back on the 24th of July

If you need immediate assistance, please contact [REDACTED] e-mail:

[REDACTED] Stay safe and well,

Með kveðju / Best regards

[REDACTED]
Verklagsstjóri / Manager ATS Procedures
Rekstrarsvið / ANS Operations



Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Mon 7/3/2023 11:18 AM

[Redacted]

Good morning,

Sorry for not getting back to you sooner, I have just returned from leave.

Thank you very much for your email and for providing a contact number. I misspoke in my previous email, it should've read Reykjavik FIR not Polaris FIR.

The TDA is being established according to the coordinates I originally sent you in the document. I do not believe the TDA falls within Reykjavik FIR. As a result, I do not believe we need to coordinate with Isavia ANS. Please let me know if you believe this is required.

Best,

[Redacted signature]

FLYLOGIX 
#ALWAYSGOINGFURTHER

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[Redacted]

Sent: Wednesday, June 28, 2023 4:35 PM

[Redacted]

Cc: Charles Tavner <charles.tavner@flylogix.com>

Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good afternoon,

The phone number for the Shift Manager of Reykjavik OACC is [Redacted]
If you will be asking for Danger Areas to be established that must be coordinated with Isavia ANS.
Please let us know.

Með kveðju / Best regards

[Redacted]

Verklagsstjóri / Manager ATS Procedures
Rekstrarsvið / ANS Operations

[Redacted]

[Fyrirvari / Disclaimer](#)

[Redacted]

Sent: miðvikudagur, 28. júní 2023 15:27

[REDACTED]
[REDACTED]
Subject: Re: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good afternoon,

Thank you very much for your feedback.

In the unlikely event that a flyaway occurs resulting in our aircraft entering Polaris FIR, what contact number would be best for us to advise our flight crews to call? We can then ensure this is included in our emergency procedures.

Best,

[REDACTED]
Sent from [Outlook for Android](#)

[REDACTED]
Sent: Tuesday, June 27, 2023 8:23:15 AM

[REDACTED]
Subject: RE: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good morning,

Isavia ANS understands and agrees with the proposed approach.

Með kveðju / Best regards

[REDACTED]
Verklagsstjóri / Manager ATS Procedures
Rekstrarsvið / ANS Operations
[REDACTED]



[Fyrirvari / Disclaimer](#)

[REDACTED]
Sent: föstudagur, 23. júní 2023 18:58

[REDACTED]
Subject: Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

Good Evening,


Flylogix is an unmanned aircraft operator and we have applied for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

The TDA aims to enable Flylogix to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback.

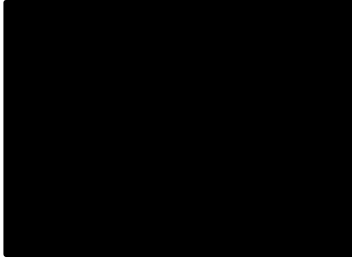
Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

Although the engagement period laid out in the document has passed, we have been advised by the CAA that we should contact your organisation for feedback as well. Flylogix would greatly appreciate it if you could review the proposed TDA and provide any comments or feedback that you may have as soon as possible so that we can ensure it is captured within this process.

I have CC'd Flylogix's CEO as I will be on leave next week. If you are able to reply during that time, please ensure that  is also copied in. We look forward to hearing from you.

Best,



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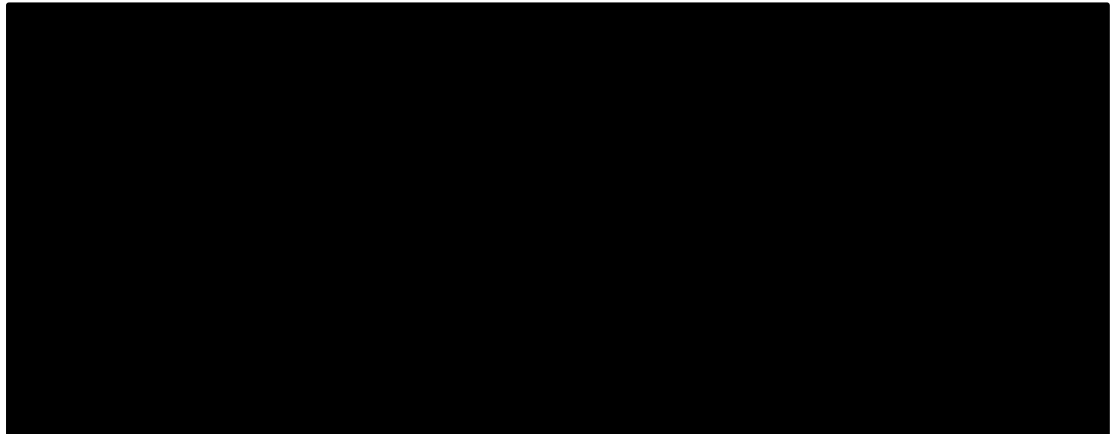
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Appendix 2.23 Feedback request emails

Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)



Fri 5/5/2023 3:05 PM



 1 attachments (524 KB)

Details for Stakeholder - ACP-2022-044 v1.1.pdf;

Good Afternoon,

Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

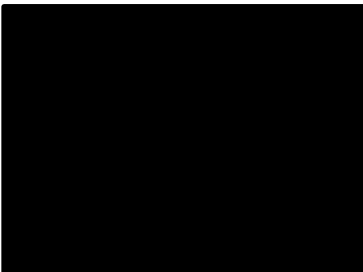
The purpose of the TDA is to enable us to perform Beyond Visual Line of Sight (BVLOS) methane emission surveys of offshore energy infrastructure using a Remotely Piloted Aircraft System (RPAS). This process requires us to engage with potential stakeholders in the area who may be affected by this proposal and gather feedback, which is the purpose of this email.

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback and ask that all responses are sent to us by Friday the 15th of July as that is the end of the Engagement Period.

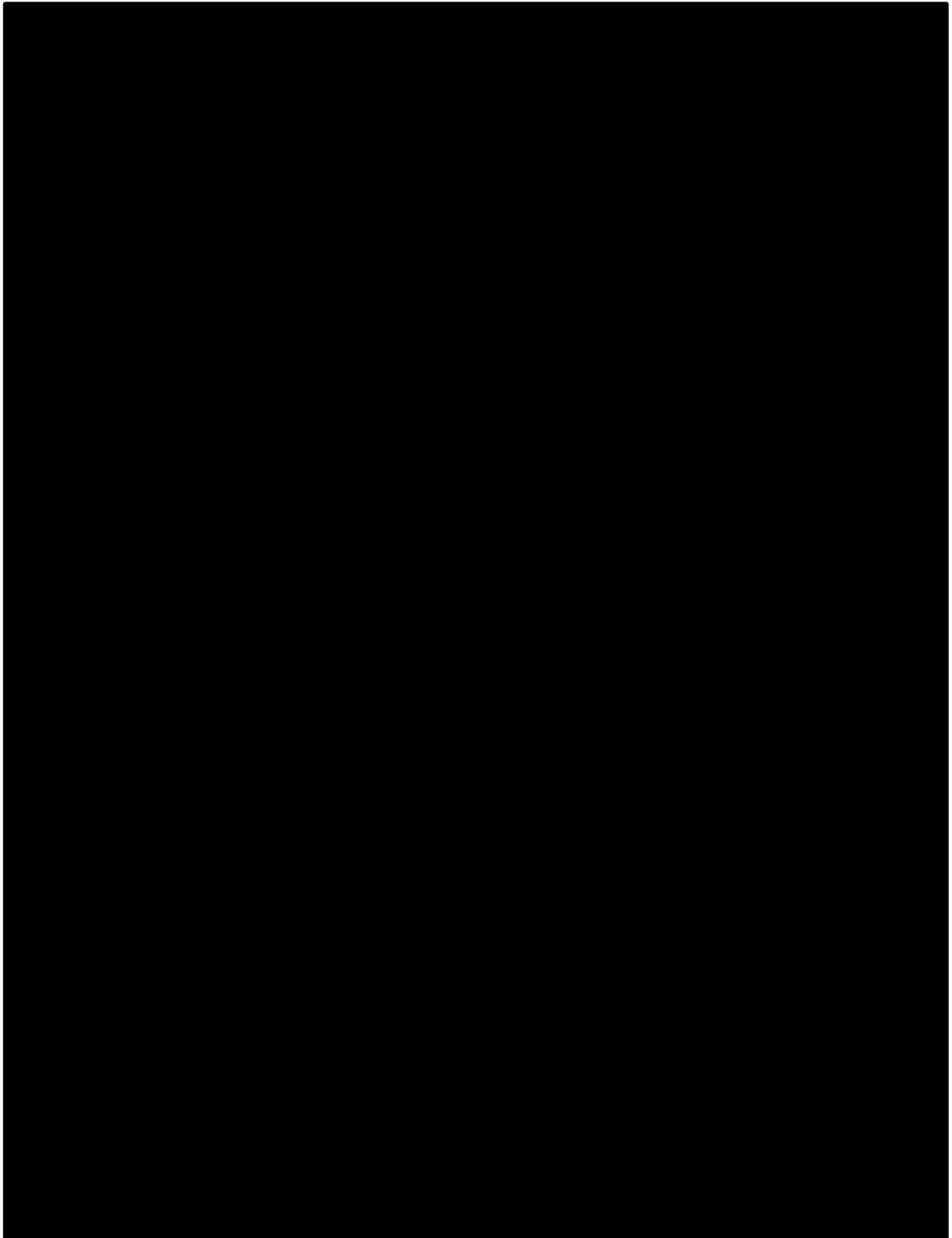
Best,



Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Thu 6/1/2023 12:36 PM



Good Afternoon,

This email is being sent as a reminder that Flylogix is collecting feedback on ACP-2022-044 to establish a TDA around Shetland for RPAS operations this year. The engagement period for this ACP ends in less than three weeks from today on June 16th 2023. Flylogix would greatly appreciate feedback from your organisation on this proposal by this date so that it can be properly considered and included in our submission to the CAA.

Additionally, there have been the following amendments to the original TDA design for your consideration:

- Previously the co-ordinates listed for Segment Bravo and Charlie were swapped, this has been correctly
- Two additional TDA segments (Juliet and Kilo both North East of Shetland) have been added to the proposed design to cover additional offshore infrastructure

For your reference, please see the attached updated engagement materials that include these changes.

Best,



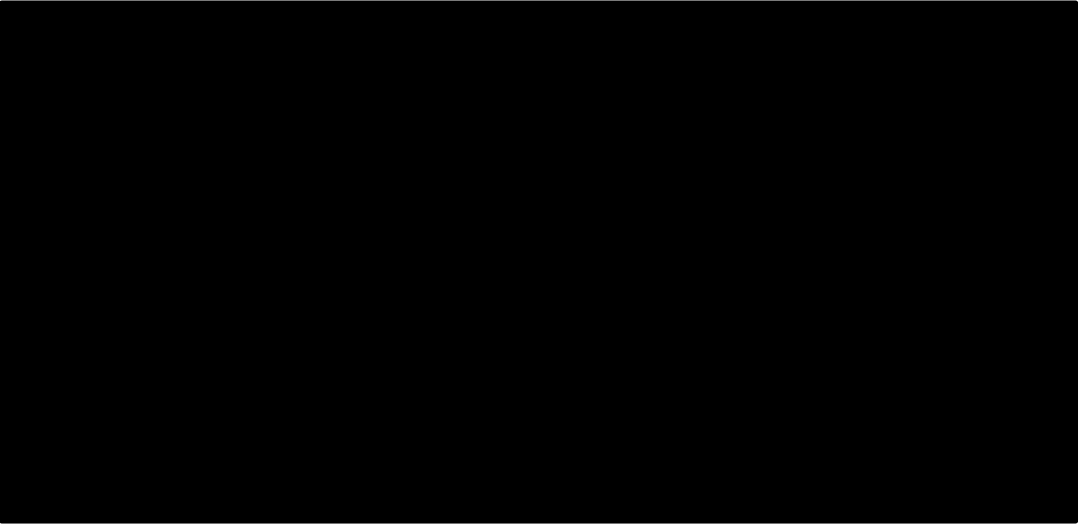
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Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)



Fri 6/9/2023 4:56 PM



 1 attachments (533 KB)

Details for Stakeholder - ACP-2022-044 v1.3.pdf;

Good Afternoon,

This email is being sent as a reminder that Flylogix is applying for a Temporary Airspace Change to establish a Temporary Danger Area (TDA) complex to the East and West of Shetland. This application is under "TDA for UAS operations around Shetland" ACP-2022-044 and can be found on the CAA Airspace Change Portal at this [link](#).

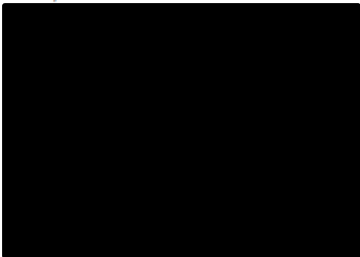
There is now one week remaining before the end of the engagement period on Friday the 16th of June 2023. If you wish to provide feedback on this proposal by this date, it would be much appreciated

Attached is a document that details:

- The type of operation we are conducting
- Characteristics of our RPAS
- The proposed TDA design
- How to provide us with feedback

We look forward to receiving your feedback.

Best,




FLYLOGIX 
#ALWAYSGOINGFURTHER

Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Fri 6/16/2023 9:37 AM

[Redacted]

 1 attachments (533 KB)

Details for Stakeholder - ACP-2022-044 v1.3.pdf;

Good Morning,

This email is being sent as a reminder that today is the final day for engagement on ACP-2022-044 regarding establishing a TDA to the East and West of Shetland for offshore RPAS operations. The document outlining the details for this has been attached for your reference.

If your organisation has any feedback on this proposal, please contact me either via email or telephone [Redacted] today so that it can be considered and included in Flylogix's CAP1616 stage 4 submission to the CAA.

Best,

[Redacted]

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Final Feedback request on Temporary Airspace Change Proposal (ACP-2022-044)

[Redacted]

Mon 6/19/2023 10:32 AM

[Redacted]

 1 attachments (533 KB)

Details for Stakeholder - ACP-2022-044 v1.3.pdf;

Good Morning,

This email is being sent as the engagement period for ACP-2022-044 regarding establishing a TDA to the East and West of Shetland for offshore RPAS operations has now ended. However, as Flylogix has yet to receive feedback from some organisations, we are extending the deadline to Wednesday the 21st of June.

If your organisation has any feedback on this proposal, please contact me either via email or telephone [Redacted] by Wednesday the 21st of June so that it can be considered and included in Flylogix's CAP1616 stage 4 submission to the CAA.

Best,

[Redacted]

FLYLOGIX 
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