

**TEMPORARY SEGREGATED AREA AND ASSOCIATED TEMPORARY
DANGER AREA BVLOS UAS (ISLE OF
ARRAN/PRESTWICK AND FIRTH OF CLYDE)**

**AERONAUTICAL INFORMATION CIRCULAR Y
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UNITED KINGDOM



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Subject
Operational



- 1 Between **07 March 2024 and 03 May 2024** Remotely Piloted Aircraft Systems (RPAS) will operate between Crosshouses, the Isle of Arran and the vicinity of Prestwick Airport predominantly flying over the Firth of Clyde The purpose is to carry out test flights to enable the development of new operational procedures to support NHS SCOTLAND. The aircraft will be operating Beyond Visual Line of Sight (BVLoS) in a Temporary Danger Area (TDA) and Temporary Segregated Area (TSA) which will be established to facilitate the safe operations within the specified dimensions. A TSA is a defined volume of airspace, temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit. The TSA, s will be established within Prestwick CTR. A TDA is defined as "airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times". TDA, s will be established for the segments in Class G. The planned activity is intended to inform the development of the CAA's [Airspace Policy Concept: Airspace Requirements for the Integration of Beyond Visual Line of Sight](#) (BVLOS) Unmanned Aircraft.
- 2 The TSA and TDA segments have vertical dimensions of Surface Level to a maximum of 900ft AMSL and lateral dimensions of 2-4 Kms and are in the form of a corridor which is segmented as shown in the attached chart. The Segments will not be individually notified as active.
- 3 The TSA and TDA will be activated by NOTAM when required between the hours of 07:00-11:00 L AND/OR 13:00-17:00 L These activation periods are the maximum durations and will be reduced initially or can be reduced on particular days if not operationally required to minimize the impact on other airspace users.
- 4 Actual dates and times of activation will be promulgated by NOTAM at least 24 hours in advance. DACS\DAAIS will be available through PRESTWICK RADAR on 129.450MHz and further flight information will be available via the RPAS Operator through the phone number on the NOTAM or SCOTTISH INFORMATION.
- 5 As part of the ACP process requirements, Trax is collecting feedback regarding this TSA /TDA and its impact over its duration which will be shared with the CAA. All

feedback regarding this may be sent via email to caelus2airspace@traxinternational.co.uk The TSA and TDA are sponsored by AGS Airports in accordance with Airspace Change Reference ACP-2022-103.

REQUIRED DANGER AREAS WILL BE NOTIFIED BY NOTAM

7 EG DXXXX . When operationally required between **07 March 2024 and 03 May 2024**, a TSA/TDA is established within the area bounded by straight lines joining successively the following points:

TDA Segment A1

Lat DMS (N) Lon DMS (W)

1. 55° 38' 05.09" N 004° 38' 57.34" W
2. 55° 39' 40.40" N 004° 36' 35.26" W
3. 55° 37' 23.36" N 004° 29' 55.49" W
4. 55° 36' 03.63" N 004° 31' 16.98" W
5. 55° 38' 05.09" N 004° 38' 57.34" W

TDA Segment A2

Lat DMS (N) Lon DMS (W)

- 1 . 55° 34' 47.30" N 004° 47' 39.52" W
- 2 . 55° 36' 03.60" N 004° 48' 00.97" W
- 3 . 55° 36' 03.61" N 004° 48' 00.98" W
- 4 . 55° 36' 03.61" N 004° 48' 00.99" W
- 5 . 55° 37' 49.01" N 004° 49' 36.68" W
- 6 . 55° 39' 51.79" N 004° 41' 55.83" W
- 7 . 55° 39' 40.40" N 004° 36' 35.26" W
- 8 .55° 38' 05.09" N 004° 38' 57.33" W
- 9 . 55° 37' 34.46" N 004° 42' 28.30" W
- 10 . 55° 37' 15.62" N 004° 43' 23.42" W
- 11 .55° 37' 07.40" N 004° 43' 45.69" W
- 12 .55° 36' 55.13" N 004° 44' 13.86" W
- 13 .55° 36' 44.69" N 004° 44' 38.39" W
- 14 . 55° 36' 32.48" N 004° 45' 03.49" W
- 15 . 55° 36' 10.74" N 004° 45' 44.03" W
- 16 . 55° 35' 50.68" N 004° 46' 17.68" W
- 17 . 55° 35' 16.24" N 004° 47' 05.30" W
- 18 . 55° 35' 01.34" N 004° 47' 23.84" W
- 19 . 55° 34' 57.83" N 004° 47' 27.93" W
- 20 .55° 34' 54.63" N 004° 47' 31.71" W
- 21 . 55° 34' 47.30" N 004° 47' 39.52" W

TDA Segment A3

Lat DMS (N) Lon DMS (W)

- 1 . 55° 33' 10.70" N 004° 58' 32.82" W
- 2 . 55° 35' 10.95" N 004° 59' 29.96" W
- 3 . 55° 37' 49.01" N 004° 49' 36.68" W
- 4 . 55° 36' 03.61" N 004° 48' 00.99" W
- 5 .55° 33' 10.70" N 004° 58' 32.82" W

TDA Segment A4

Lat DMS (N) Lon DMS (W)

1 55° 35' 10.95" N 004° 59' 29.96" W
2 55° 33' 10.70" N 004° 58' 32.82" W
3 55° 31' 11.24" N 005° 05' 49.32" W
4 55° 33' 06.57" N 005° 07' 16.81" W
5 55° 35' 10.95" N 004° 59' 29.96" W

TDA Segment B1

Lat DMS (N) Lon DMS (W)

1 . 55° 32' 14.24" N 004° 44' 00.76" W
2 .55° 31' 58.19" N 004° 46' 51.86" W
3 55° 34' 47.30" N 004° 47' 39.50" W
4 . 55° 34' 53.13" N 004° 47' 33.11" W
5 . 55° 34' 57.91" N 004° 47' 27.77" W
6 . 55° 35' 16.68" N 004° 47' 04.59" W
7 . 55° 35' 31.84" N 004° 46' 44.06" W
8 . 55° 35' 50.39" N 004° 46' 17.68" W
9 . 55° 36' 05.98" N 004° 45' 51.81" W
10 . 55° 36' 32.15" N 004° 45' 04.07" W
11 .55° 32' 14.24" N 004° 44' 00.76" W

TDA Segment B2

Lat DMS (N) Lon DMS (W)

1 55° 31' 58.19" N 004° 46' 51.86" W
2 55° 32' 14.24" N 004° 44' 00.76" W
3 55° 28' 25.37" N 004° 43' 04.57" W
4 55° 29' 29.52" N 004° 46' 09.98" W
5 55° 31' 58.19" N 004° 46' 51.86" W

TDA Segment B3

Lat DMS (N) Lon DMS (W)

1 . 55° 29' 29.51" N 004° 46' 09.95" W
2 . 55° 24' 58.94" N 004° 33' 08.32" W
3 55° 23' 49.05" N 004° 36' 27.60" W
4 55° 26' 54.65" N 004° 45' 24.53" W
5 55° 29' 29.51" N 004° 46' 09.95" W

TDA Segment B4

Lat DMS (N) Lon DMS (W)

1 . 55° 25' 45.31" N 004° 31' 58.95" W
2 55° 24' 58.94" N 004° 33' 08.32" W
3 55° 26' 09.00" N 004° 36' 30.69" W
4 55° 26' 41.94" N 004° 34' 28.29" W
5 55° 25' 45.31" N 004° 31' 58.95" W



- 8 The TDA/TSA EG DXXXX is established between surface and 900 FT AMSL.
- 9 Within EG DXXXX, a Danger Area Activity Information Service (DAAIS) will be available from Flight Information Service on frequency 119.875 MHz (Scottish Information).
- 10 Within EG DXXXX, during the hours of watch, a DACS/DAAIS will also be available from PRESTWICK RADAR on frequency 129.450MHz