



DAP1916 - Statement of Need

Tracking Code: 8GRNV5H

BEFORE YOU BEGIN

- Please ensure the contents of CAP 1616f, Guidance on airspace change process for permanent airspace change proposals are referred to prior to completing this form. *

TYPE OF CHANGE

1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? *

- Changes to Notified Airspace Design Planned and Permanent Redistribution of Air Traffic

- Have you previously submitted a Statement of Need?

Please enter a title for this intended change, (max 80 characters - the title should be succinct and include a location (where appropriate)): *

Temporary Danger Area (TDA) for BVLOS operations in the Central North Sea

2. Title of proposal

Which of the following categories is the proposal being progressed under? *

- Permanent Temporary Trial

SPONSOR

3. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
 An Unincorporated Association or other body
 Individual (including sole traders and partnerships)

3a. A Company

Registered Company name (in full) *

Flylogix

Registered Company Number

[REDACTED]

Trading Address (primary site)

Trading name (if applicable)

E-mail

Postcode

Registered Office Address

Country of Company Registration

Country

Postcode

Email *

Confirm Email *

Do you require access to the CAA's Airspace Change Portal?

Telephone *

Primary Point of Contact Name *

Website address

Additional Contacts

You can add up to 4 additional contacts (this is useful to ensure that periods of absence are covered)

+ Add Contact

STATEMENT OF NEED

Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

Statement of Need

Please complete the following four sections.

What is the objective of the proposed change? *

To establish a TDA to enable a Remotely Piloted Aircraft System (RPAS), launched from land, to perform environmental methane surveys of critical offshore energy infrastructure in the Northern North Sea.

Please provide a summary of the issue or opportunity this proposal is seeking to address including any safety, operational, technical, environmental or economic factors. *

Flylogix is a long range RPAS operator, focussed on the offshore energy market. Our customer operations are methane surveys for offshore oil and gas operators. These RPAS surveys are the only proven way of measuring methane offshore and form a key part of the oil and gas operators', and UK government's, commitments to reduce man-made methane emissions by 30% by 2030.
By providing data from offshore assets, without sending staff offshore, Flylogix's service reduces cost, risk and environmental impact.

Please provide a description of the current airspace design (i.e. the airspace structure and flight procedures) relevant to this proposal. *

TDAs are required under current legislation to enable BVLOS flight operations to be carried out with RPAS that are not equipped with Detect and Avoid systems that demonstrate parity with the principle of See and Avoid. Flylogix currently operates solely within TDAs and works closely with ANSPs to manage these TDAs and provide a Danger Area Crossing Service to other aircraft operating near an active Flylogix sponsored TDA. Specific flight procedures and other information is submitted to the CAA in the form of an Operational Safety Case and assessed before an Operational Authorisation for these flight operations can be issued. This process is conducted in parallel with the ACP process to establish this temporary airspace change.

Please provide a description of the current prevailing air traffic situation (i.e. frequency and number of movements) and an indication of estimated forecast growth (where applicable). *

This proposal aims to design and establish a TDA which will be appropriate to achieve the objective above for up to 15 flights within a 90 day period. As this is a temporary airspace change, there is no estimated forecast growth within the 90 day period that the TDA would be published

Five-Letter Name Codes (5LNC)

Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

Secretary of State for Transport's priorities

Is the proposal being progressed under any of the priorities set by the Secretary of State for Transport or any other CAA priority such as safety or national security?

Airspace Modernisation Strategy *

Is the proposal supporting the delivery of the Airspace Modernisation Strategy? If not, please use the text box below to explain how the proposal is not inconsistent with the Airspace Modernisation Strategy

Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals, proposed operating date(s) and/or funding deadlines)

SUBMISSION INSTRUCTIONS

Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time:

25 Jan 2024 4:59:36 PM

Application Submission Number:

DAP1916V2-1009

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the [CAA's Airspace Change Portal \(https://airspacechange.caa.co.uk/\)](https://airspacechange.caa.co.uk/). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

Given the high number of new airspace change proposals (ACP), together with those proposals which are already in the system, it is possible that the proposal may not be assigned to a Technical Regulator/Account Manager immediately following submission of the Statement of Need. New proposals are allocated on a first come first served basis, unless the proposal is directly related to safety or national security matters, or as directed by the Secretary of State for Transport's priorities.

Once your submission has been assigned to an Account Manager/Case Officer, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed PPR. For Permanent changes, to enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- DECIDE Gateway
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the [CAA's airspace change portal \(https://airspacechange.caa.co.uk/about-airspace-change/\)](https://airspacechange.caa.co.uk/about-airspace-change/).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See Regulation (EU) No. 73/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and [CAP 1054: Aeronautical Information Management \(https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808\)](https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808) guidance material for further information. These requirements will be discussed in greater details during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.

