

# ACP-2023-061: TRA Access for Emergency Services and Military Operations V1.2

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Status	External - Confidential ▾

Version 1: Submission to CAA (November 2023)

Version 1.1: Updated with timelines and TRA ceiling 450 ft AMSL (January 2024)

Version 1.2: Updated to provide clarification on UAS emergency services requests (Feb 2024)

[Overview of documentation](#)

[TRA proposed area](#)

[Request to access by crewed aircraft](#)

[Request to access by uncrewed aircraft](#)

[Following the event](#)

[Annex A: Acronyms and abbreviations](#)

## 1. Overview of documentation

This document outlines the procedures and processes that will be followed in relation to the request to enter the TRA by crewed aircraft. TRA as described below, full details can be found here [ACP-2023-061](#).

## 2. TRA proposed area



<b>Route</b>	UAS will depart Guy's hospital deliver to St Thomas and return to Guy's hospital
<b>TRA dimensions</b>	Height: Surface level to <u>450ft</u> AMSL Lat/Long: See Table 1
<b>Activation period</b>	Monday - Friday 0900-1700L (daylight hours only)
<b>Frequency</b>	Approx 10 return flights per day
<b>Dates of operations</b>	From 8th April 2024 - 8th October 2024
<b>Activation</b>	NOTAM minimum of 24hrs in advance

--- Visual illustration of TRA outline

Figure 1 – Representation of the TRA dimensions and Airspace

Table 1: Proposed lateral and vertical limits	
Lateral Limits	Vertical Limits
An area bounded by:  513003N 0000711W (51.50107, -0.11988)  513013N 0000510W (51.50376, -0.08630)  513003N 0000508W (51.50086, -0.08582)  512952N 0000713W (51.49782, -0.12044)	Upper Limit: <b>450 ft AMSL</b> Lower Limit: SFC

Table 1 – TRA Lat/Long WGS84 Coordinates

## 3. Request to access by crewed aircraft

### 3.1. Anticipated crewed aircraft that can request access

The anticipated operational flight area is in airspace below routine crewed operations so only aircraft legally permitted to enter the TRA will request entry.

The following operators are considered legally authorised to operate within the TRA

- o HEMS (likely to be London Air Ambulance, but other Air Ambulances are possible)
- o National Police Air Service (NPAS)
- o Maritime Coastguard Agency (MCA)
- o London Metropolitan Police
- o Military on state operations

**NOTE:** These do not include the request for uncrewed operations in the TRA by emergency services as these requests are explained in a separate section of this document.

### 3.2. Crewed aircraft procedures

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

All timings will be logged by the UAS Operator.

## 4. Request to access by emergency services uncrewed aircraft

### 4.1. Anticipated emergency services uncrewed aircraft that may require access

Some Emergency Services Operators may require access to the TRA for uncrewed aircraft. For example:

- London Metropolitan Police
- London Fire Brigade

### 4.2. Emergency services uncrewed aircraft procedures



## 5. Following the event

As the TRA is a trial project, we will be providing data on requests to access the airspace to the CAA. We may reach out to you following a request, to ensure we capture any requirement to review the procedures.

## Annex A: Acronyms and abbreviations

The following acronyms and abbreviations have been used in this document.

Acronym or abbreviation	Meaning
ACP	Airspace Change Proposal
CAA	Civil Aviation Authority
HEMS	Helicopter Emergency Medical Service
MCA	Maritime Coastguard Agency

NOTAM	Notice to Aviation
NPAS	National Police Air Service
PiC	Pilot in Command
TC SVFR	Terminal Control Special Visual Flight Rules
TRA	Temporary Reserved Area
UAS	Uncrewed aircraft system
UAS Operator	██████████