



## CAA Decision Log

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| Airspace Change Proposal Title   | TDA for Unmanned Aircraft Operations in south North Sea |
| Airspace Change Proposal Reference   | ACP-2023-006  |
| Change Sponsor   | Flylogix  |
| AIS Submission Target Date   | 25/01/2024  |
| CAA Decision Target Date   | 06/03/2024  |
| <p><i>Instructions</i></p> <p>In providing a response to each question and/or status, the following colour coding should be used:</p> <ul style="list-style-type: none"> <li>• COMPLIANT/NOT APPLICABLE</li> <li>• NOT COMPLIANT/ACTION REQUIRED</li> <li>• ISSUE/CONCERN TO HIGHLIGHT</li> </ul>  |   |
| <p><b>Executive Summary</b></p> <p>This ACP proposes a temporary danger area (TDA) for a 90 day period, starting in March, following AIC publication in February to enable Flylogix to conduct Beyond Visual Line of Sight (BVLOS) surveying methane emissions of offshore installations situated in the Southern North Sea using an Unmanned Aircraft System (UAS). If approved, the RPAS would depart from Hollym Airfield, South Yorkshire and operate between surface and 800ft AMSL (760ft AGL) over land and up to 1,300ft AMSL within the complex of TDAs over water. The activation of the TDA would be for a maximum of 10 flights in the 90-day period of implementation.</p> <p>The sponsor intends to only activate the TDA on the days the flights are taking place and for the period of the flights. The intended activity is planned for the weekends where possible to minimise impact on offshore helicopter operations which are the most frequent users of the airspace.</p> <p>The sponsor has an agreement with Anglia Radar to provide a SUACS, where possible, to allow aircraft to cross the TDA when it is safe to do so.</p> <p>No amendments were made to the proposed airspace structure following engagement activity, although the sponsor has agreed to some</p> |   |

enhanced notification with some stakeholders.

The team of regulatory Subject Matter Experts recommend to approve ACP-2023-066 for Trial.

| PART A – Airspace Change Process – GATEWAYS |  |     |
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| <b>A.1</b>                                  | <b>Airspace Change Portal</b>  |     |
| A.1.1                                       | <i>Insert hyperlink.</i> <a href="https://airspacechange.caa.co.uk/PublicProposalArea?pID=593">https://airspacechange.caa.co.uk/PublicProposalArea?pID=593</a>   |     |
| <b>A.2</b>                                  | <b>CAA SharePoint site</b>   |     |
| A.2.1                                       | <i>Insert hyperlink.</i> <a href="#">TDA for unmanned aircraft operations in South North Sea (sharepoint.com)</a>  |     |
| <b>A.3</b>                                  | <b>Stage 1 DEFINE Gateway</b>  | N/A |
| A.3.1                                       | <i>Insert hyperlink.</i> N/A   |     |
| <b>A.4</b>                                  | <b>Stage 2 DEVELOP AND ASSESS Gateway</b>  | N/A |
| A.4.1                                       | <i>Insert hyperlink.</i> N/A   |     |
| <b>A.5</b>                                  | <b>Stage 3 CONSULT Gateway</b>   | N/A |
| A.5.1                                       | <p><i>Insert hyperlink.</i> N/A</p> <p><i>The sponsor identified the right audiences and provided a rationale for selecting them. He has also explained the approach used for engagement using emails as the main form of engagement. Although sponsor only engaged for 4 weeks and 4 days, he has given a good rationale for pursuing a shorter engagement window. For audit trail purposes sponsor has provided all raw evidence in terms of email correspondence which show that he has taken on board stakeholder feedback. Finally, sponsor has agreed to complete follow up on the actions below: -</i></p> <ul style="list-style-type: none"> <li><i>• Inform UNI-FLY and CHC in advance of operations to share the programme of work.</i></li> <li><i>• Liaise with Anglia Radar for confirmation of contact details prior to operations and ensure that all stakeholders identified above who require the same are furnished with the information.</i></li> <li><i>• Contact Anglia Radar by telephone or email to confirm they can provide a Danger Area Crossing Service before issuing a NOTAM to activate the TDA.</i></li> </ul> |     |

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| A.6 |  |
| A.7 |  |

| PART B – Airspace Change Process – STAGE 5 |  |                |   |
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| <b>B.1</b>                                 | <b>Was a Public Evidence Session required for this proposal?</b>   |                | N/A   |
| B.1.1                                      |  |                |   |
| <b>B.2</b>                                 | <b>Were any requests made for this decision to be called-in by the Secretary of State?</b>   |                | N/A   |
| B.2.1                                      |  |                |   |
| <b>B.3</b>                                 | <b>Does the Secretary of State call-in criteria apply to this proposal?</b>  |                | N/A   |
| B.3.1                                      |  |                |   |
| <b>B.4</b>                                 | <b>Has the Secretary of State decided to call-in this proposal?</b>  |                | N/A   |
| B.4.1                                      |  |                |   |
| <b>B.5</b>                                 | <b>Subject Matter Expert (SME) Regulatory Assessments</b><br>NOTE: this captures RAG status only – full details contained within each of assessment (hyperlinks inserted below)              |                |   |
|  | <b>ATM Safety</b>  | COMPLETE       | <b>Environmental</b> <a href="#">COMPLETE</a>     |
|  | <b>Economic Assessment &amp; Statement</b>   | NOT APPLICABLE | <b>Instrument Flight Procedure</b> NOT APPLICABLE |
|  | <b>Engagement / Consultation</b>   | COMPLETE       | <b>Operational</b> COMPLETE                       |
| B.5.1                                      | <i>Is there any other information outside of the regulatory assessments above which should be brought to the attention of the decision maker (e.g. outstanding Letters of Agreement)? No</i> |                |   |
| <b>B.6</b>                                 | <b>Other Relevant Documents (title and hyperlinks to be inserted)</b><br>Flylogix NATS Aberdeen LoA <a href="#">Link</a>   |                |   |

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| Humberside MATS Pt 2 TOI 01/2024 <a href="#">Link</a><br>Aberdeen MATS Pt 2 TOI 06/2024 <a href="#">Link</a><br>A6000 SSR Allocation for RPAS Activities <a href="#">Link</a> |   |     |
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| B.7   | <p><b>Has the relevant legal and policy framework to the airspace change process been taken into account, including:</b></p> <ul style="list-style-type: none"> <li>• the Air Navigation Directions;</li> <li>• the Airspace Modernisation Strategy;</li> <li>• section 70 of the Transport Act 2000;</li> <li>• the Air Navigation Guidance 2017; and</li> <li>• CAP 1616 and associated publications?</li> </ul>  | YES |
| B.8   | <p><b>CAA consideration of whether the proposal is in accordance with the Airspace Modernisation Strategy (Air Navigation Directions, direction 5(1)).</b></p> <p><i>NOTE: the left column captures RAG status only and the right column captures the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the AMS characteristics (<a href="#">CAP 1616f</a>, 6.61). For more information on the AMS strategic objectives, see <i>Airspace Modernisation Strategy 2023-2040 Part 1: Strategic Objectives and Enablers</i> (<a href="#">CAP 1711</a>).</i></p> |     |
| Safety  | The proposed TDA ensures that the RPAS is segregated from other airspace users as per current policy. The inclusion of a DACS further achieves the maintenance of safety by providing a crossing service should one be required. The TDA is designed in such a way that the RPAS may be monitored through several ‘areas’ which are published by NOTAM and AIC.   |     |
| Integration of diverse airspace users   | A DACS will be provided by Aberdeen (Anglia Radar). Due to the number of different platforms that they are proposing to fly to, the number of TDA sectors means that the structure is slightly complex. The sponsor responded to this issue being highlighted by one stakeholder by indicating that the flights will be planned for times when helicopter activity is low. The sponsor will ensure TDA activation requests and NOTAMs are published at least 24 hours in advance of any planned flights and any requested third-party notification is complete  |     |

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| Simplification of airspace system  | The TDA complex is between SFC and 1300ft AMSL for use by an RPAS. The vast majority of the TDA is over the sea and there are no terrain issues between the take-off point and the coast.   |
| Environmental sustainability   | <p>The AMS environmental sustainability strategic objective states that: “environmental sustainability will be an overarching principle applied through all airspace modernisation activities. Airspace modernisation should deliver the Government’s key environmental objectives with respect to air navigation as set out in the Air Navigation Guidance.”</p> <p>The environmental impact requiring assessment in line with the Air Navigation Guidance 2017 for temporary airspace change proposals is noise. The sponsor has assessed and concluded that both the direct and indirect noise impacts resulting from this temporary ACP are anticipated to be negligible due to the airspace being located over the sea, away from noise receptors.</p> |
| <b>B.9</b>   | <p><b>CAA consideration of factors material to our decision whether to approve the change (section 70, Transport Act 2000).</b></p> <p><u>NOTE:</u> the left column captures RAG status only and the right column captures a summary of the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the Section 70 characteristics (<a href="#">CAP 1616f, 6.80</a>).</p>   |
| Maintain a high standard of safety in the provision of air traffic services.<br>section 70(1)(a)   | The TDA itself is not afforded an ATS but the ANSP, Aberdeen (Anglia Radar) will provide SUACS in accordance with the LoA and TOI.  |
| Secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic<br>section 70(2)(a) | The TDA is within Class G airspace and activated by NOTAM; SUACS provided by Aberdeen (Anglia Radar).   |
| Satisfy requirements of operators and owners of all classes of aircraft  | There is no change in airspace classification – the TDA facilitates potentially hazardous activity taking place with sufficient notification to other airspace users and mitigates the risk of interaction with non-participating traffic.  |

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| <p>section 70(2)(b)</p>   |   |
| <p>Take account of the interests of any other person (other than an operator or owner of an aircraft) in relation to the use of any particular airspace or the use of airspace generally<br/>section 70(2)(c)</p> | <p>There was no concern raised from identified stakeholders about the complexity of the TDA complex and a similar complex was submitted, but not used, in this area by the Sponsor previously.</p>  |
| <p>Take into account the Secretary of State's guidance relating to spaceflight activities<br/>section 70(2)(d)</p>  | <p>N/A</p>  |
| <p>Take into account the Secretary of State's guidance on environmental objectives<br/>section 70(2)(d)</p>   | <p>The CAA is required to take into account the environmental objectives as listed in the Air Navigation Guidance 2017. These objectives are, in support of sustainable development, to:</p> <ul style="list-style-type: none"> <li>a. limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise;</li> <li>b. ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and</li> <li>c. minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality.</li> </ul> <p>For temporary ACPs, the CAA is required to consider the sponsor's assessment of the noise impact for each proposed temporary change. The government deem that it is not proportionate for a sponsor wishing to implement a temporary ACP to conduct a full options appraisal. Therefore, noise is the only environmental consideration requiring assessment. The sponsor reasonably concludes using a high-level qualitative assessment that the noise impacts resulting from this temporary airspace change are likely to be negligible and this proposal is therefore consistent with the noise related objective (a) listed above.</p> |
| <p>Facilitate the integrated operation of air traffic services</p>  | <p>Aberdeen (Anglia Radar) will be providing a SUACS. The precise shape and location of the TDA complex has been designed to minimise the impact on other airspace users. All relevant local operators (including MOD) have</p>   |

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| <p>provided by or on behalf of the armed forces of the Crown and other air traffic services<br/>section 70(2)(e)</p>    | <p>already been notified via the stakeholder engagement process. In addition, the sponsor has agreed to contact several stakeholders to consult on timings of flights or to notify activation, depending on their requirements. ACP notified by AIC and NOTAM action.</p> |            |
| <p>Take account of the interests of national security<br/>section 70(2)(f)</p>  | <p>N/A</p>  |            |
| <p>Take account of any international obligations notified to the CAA by the Secretary of State<br/>section 70(2)(g)</p> | <p>No such international obligations have been notified to the CAA under section 70(2)(g) of Transport Act 2000.</p>  |            |
| <p><b>B.10</b></p>  | <p><b>Are there any other associated publications relevant to the proposal and, if so, have the requirements of those publications been met?</b><br/><u>NOTE:</u> associated publications include Airspace Policy Statements listed <a href="#">here</a>.</p>             | <p>N/A</p> |
| <p>B.10.1</p>   |   |            |
| <p><b>B.11</b></p>  |   |            |
| <p>B.11.1</p>   |   |            |



| PART C – Stage 5 Recommendation |   |
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| <b>C.1</b>                      | <b>Taking the above information into account, what is your recommendation to the decision-maker for this proposal?</b>  |
| C.1.1                           | The team of regulatory Subject Matter Experts recommend to approve ACP-2023-066 for Trial.  |
| <b>C.2</b>                      | <b>Are there any Recommendations and/or Conditions for the change sponsor to address prior to implementation (if approved)?</b>   |
| C.2.1                           | <p><i>This section will initially be populated with those recommended by the SMEs but will be updated to reflect only those which have been deemed necessary by the decision makers.</i></p> <p><i>Recommendations are not mandatory, whereas conditions are requirements that must be met before the airspace change is activated. Conditions may include, for example, the need for all other necessary consents and approvals to be in place, notification and management processes, etc.</i></p> <p><b>E&amp;C</b></p> <ul style="list-style-type: none"> <li><i>The change sponsor should inform the stakeholders of the decision (when published), likely impacts and what will happen next.</i></li> <li><i>The sponsor is required to collate, monitor, and report to the CAA on the level and contents of feedback received during the period of the TDA. The CAA expect reporting on the level and contents of any stakeholder feedback received on a fortnightly basis throughout the duration of the TDA (this should include nil returns). The sponsor should send these reports to the assigned account manager.</i></li> </ul> |
| <b>C.3</b>                      | <b>Are there any specific requirements in terms of the data to be collected by the change sponsor for the Post Implementation Review (if approved)?</b>   |
| C.3.1                           | <p><b>Environment</b></p> <p>The change sponsor must notify the CAA at the end of the temporary airspace change if any noise related complaints were received.</p>  |
| <b>C.4</b>                      | <b>Are any other consents and approvals needed in order to permit the intended operation (title and hyperlinks to be inserted)?</b>   |
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| <b>C.5</b>      | <b>Are there any other comments/observations for the decision maker?</b> |  | <i>N</i>   |
| C.5.1           | .  |  |            |
| <b>C.6</b>      | <b>Regulator's Signature</b>   |  |            |
| Account Manager |  |  | 06/03/2024 |

| PART D – Draft Regulatory Decision – Comment (for Level 1 Airspace Change Proposal's only) |  |     |
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| <b>D.1</b>   |  | N/A |
|  |  |     |
| <b>D.2</b>   |  | N/A |
|  |  |     |
| <b>D.3</b>   |  | N/A |
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**PART E – Final Regulatory Decision – Comment/Approval**

**[Delete signatory rows below dependent on Decision Maker]**

**Airspace Regulation Principal comments and recommendation: Passed with the conditions set out in C2 above.**

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| Airspace Regulation Principal | [REDACTED] | [REDACTED] | 12/03/2024 |
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