

**MINUTES ASSESSMENT MEETING
ACP 2023-083
TDA FOR BVLOS OPERATIONS NORTHERN NORTH SEA**

**(HELD ON TEAMS)
25 JANUARY 2024**

Present	Appointment	Representing
██████████	Airspace Change Account Manager	CAA
██████████	Airspace Regulator (Technical)	CAA
██████████	Air Traffic Management	CAA
██████████	Airspace Specialist (Engagement and Consultation)	CAA
██████████	Airspace Regulator (Engagement and Consultation)	CAA
██████████	Airspace Regulator (Environment)	CAA
██████████	Airspace Regulator (Environment)	CAA
██████████	Airspace Regulator (Environment)	CAA
██████████	Principal RPAS Technical Inspector	CAA
██████████	RPAS Technical Inspector	CAA
██████████	Principal Airspace Regulator	CAA
██████████	CEO	Flylogix Ltd
██████████	Airspace Consultant	Flylogix Ltd

CAA Assessment Meeting Opening Statement

The CAA has received the Statement of Need, Assessment Meeting Agenda and Presentation in advance of this Assessment Meeting and can confirm that the documents are required to be published together with the minutes of this meeting on the airspace change portal.

The purpose of the Assessment Meeting as set out CAP1616 is for the Change Sponsor to present and discuss their Statement of Need, provide information on how it intends to fulfil the requirements of the airspace change process and present its provisional timescales. Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the process.

	ACTION
<p>Item 1 – Introduction</p> <p>All attendees introduced themselves in the call. CAA gave the Opening Statement (see above) CAA declared the Submission (ACP-2023-083) meets the requirements for the Airspace Change Proposal and thus this meeting is being undertaken.</p>	None
<p>Item 2 – Statement of Need (discussion and review)</p> <p>Presentation given by ██████ setting out the requirement to conduct BVLOS flights to critical energy infrastructure within the Northern North sea to gather methane emission data as part of increased emissions monitoring. An area of segregated airspace running from Scatsta over the sea covering offshore facilities as demonstrated on the slides. The TDA would be surface to 1,300ft AMSL, temporary in nature and for 90 days duration. A range of stakeholders have already been identified and early</p>	None

<p>engagement has started on the basis of the slides provided within this assessment meeting.</p> <p>Cognisant of operational constraints with regards to the timelines the following provisional dates were provided by Flylogix:</p> <ul style="list-style-type: none"> • Engagement starts 25 Jan 24 (with some engagement already started) • Engagement ends 23 Feb 24 • AR submission 26 Feb 24 • AR Decision 21 Mar 24 (respectfully requested) • AIC Submission 22 Mar 24 • AIC Published 2 May 24 	
<p>Item 4 – Process Requirements</p> <p>ATM wished to ensure that it was clear that it would be Aberdeen ATSU (Sumburgh Radar) that would be required to provide any service that would be allocated to the areas and not Anglia as detailed in the slides. This will be corrected. ATM asked if Shetland had been engaged with. Flylogix confirmed that they have an LOA with Shetland for the purposes of the operation.</p> <p>AR Environment</p> <p>CAP1616 v4 para. B81-85 sets out the environmental requirements for a temporary ACP. The environmental assessment concerns only the direct and in-direct noise impacts over land below 7,000ft. Key noise receptors located beneath any proposed flight paths should be identified and the typical noise levels at these locations must be considered and assessed. The noise assessment may be scaled in-line with para. B26 (CP1616v4) but the rationale for any scaling must be provided. Any indirect impacts (i.e. changes to aircraft patterns in the area) upon other airspace users must also be considered from a noise perspective. CAP1616 v5 does not include any additional environmental requirements that will be applicable to this temporary ACP.</p> <p>Engagement</p> <p>█ covered the requirements for engagement and explained that the requirement for a TDA is to engage on the safety and operational viability of the proposal. It was noted that the sponsor planned to commence engagement immediately however if this were to change, then the sponsor may wish to consider capturing their engagement approach in a stakeholder engagement strategy and share this with the CAA for comment. Although not a requirement of the process, the CAA would be happy to review this before engagement is commenced.</p> <p>In terms of stakeholder materials, █ advised to make sure sufficient information is included within any engagement material to ensure stakeholders are fully informed of the likely impacts on them and can respond accordingly.</p> <p>Regarding the audience for engagement, █ advised the requirement for a TDA is to carry out targeted engagement with aviation stakeholders (airspace users including but not limited to emergency services and search and rescue operators, air navigation providers and airports). It was explained that it is a requirement to engage all NATMAC members unless a rationale is provided as to why the sponsor has discounted certain members. Further information can be obtained from the CAA Flight Ops team with regards to identifying local aviation stakeholders. It was suggested the sponsor should consider identifying and engaging with other RPAS users who may be operating in the area; however, it remains the sponsor’s responsibility to identify relevant stakeholders.</p>	

<p>With regards to the timeline ■ explained that the standard engagement length for TDA applications is 6 weeks as per the TDA policy statement, however the process allows for this to be scaled where appropriate. ■ noted that the sponsor’s proposed engagement length of 4 weeks was less than the standard length for TDAs and therefore asked the sponsor to provide a full rationale as to why they think this is appropriate within their engagement summary report.</p> <p>During a further discussion regarding engagement length, ■ urged caution when considering reducing the engagement length any further and explained that although early engagement is beneficial, it does not replace the requirement for a formal engagement period and the requirement for this as per the TDA policy statement is 6 weeks.</p> <p>■ explained the requirements post engagement:</p> <ul style="list-style-type: none"> • Submission of a report which includes a list of targeted stakeholders, an explanation of how stakeholders were identified, a summary of the engagement approach/methodology and details of the timeline for engagement (with rationale where appropriate). • The report must also include original documentation/materials, a clear audit trail of all engagement including responses and analysis of the responses There is also a need to include details within the report as to how complaints will be collated, monitored and reported to the CAA during implementation (if approved) • There is also a need to include details as to how complaints will be monitored. <p>It was pointed out that if the proposal is likely to affect traffic operating below 7000ft over an inhabited area, a brief impact analysis and explanation as to how relevant community stakeholders will be informed should be included, and if there is deemed to be no impact then a rationale needs to be provided in the submission.</p> <p>It was also suggested that since this proposal is in a similar geographic area to previous proposals, it will be important to clearly articulate to stakeholders during engagement any differences between this proposal and previous ones. Also, it was recommended that the sponsor should be wary of stakeholder fatigue if engaging with the same stakeholders as previously.</p> <p>Details of the outcome of previous operations in the same area would add detail to the submission including whether there were any issues or complaints.</p> <p>Where the TDA crosses the Median line into Norwegian airspace engagement will need to take place with Avinor. From an engagement point of view, it was noted that engagement with Avinor/Isavia will be important given the locations of the TDA.</p> <p>The OA has been submitted for Scatsca which will be considered by the RPAS team together. The LOA/TOIs will need to be submitted to the ATM inspector also.</p>	
<p>Item 4 – Provisional process timescales</p> <p>Covered in Item 2</p>	<p>None</p>
<p>Item 6 – Next steps</p> <p>ACTION - A copy of the meeting minutes will be sent to CAA for approval prior to being uploaded to the Airspace Change Portal.</p> <p>ACTION - Minutes to be sent to the CAA for approval and redacted version uploaded to airspace change portal.</p>	<p>ACTION - Flylogix: submit Minutes</p>

Item 8 – Any other business None	None
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