

# CAELUS2

AYRSHIRE & ARRAN  
ACP-2022-103  
REVISED PROPOSAL  
5 June 2024



# CAELUS



PROJECTCAELUS.CO.UK



# Introduction

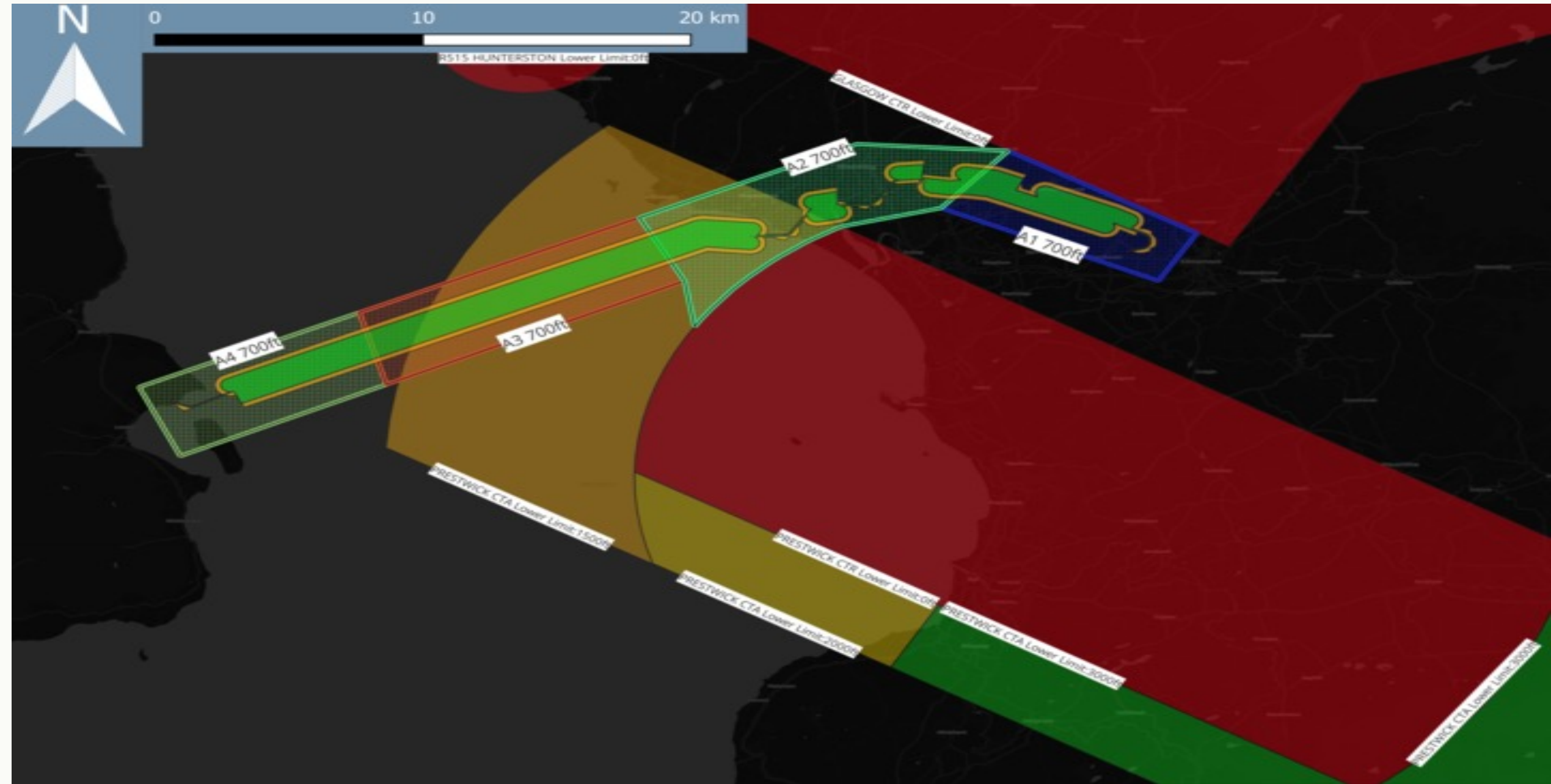
Dear Stakeholder,

You are receiving this pack because you or your organisation was previously engaged regarding Beyond Visual Line of Sight drone flights and associated with temporary Airspace Change Proposal [ACP-2022-103](#) planned as part of CAELUS2 Future Flight Challenge project.

We have revised our [proposal](#) further and would like to update you and seek feedback on the proposed changes. Even though we consider the changes minor and beneficial for the stakeholders, we want to ensure there are no changes from your side that would make our revised proposal not feasible. The three key updates relate to a) period of operations b) TDA coordinates c) Provision of Special Use Area Crossing Service (SUACS)

- A) Given the requirements for various approvals (not just this ACP), we have experienced delays which mean these flights will no longer happen in the original 2024 timeframe. We are still looking only for 4 consecutive weeks of flying, but we would like to ask for any relevant feedback if those 4 weeks are to occur at some point between August and November 2024. Our target date window of opportunity is in August and September, but we would like to get as complete feedback picture as possible should any further unexpected delays occur.
- B) The TDA is now routing from Crosshouse to Arran only so will not enter the Prestwick CTR.
- C) We have [confirmed](#) an agreement in principle with Prestwick Airport to provide SUACS to aircraft that wish to penetrate an active TDA.

We will continue to update relevant information on the UK CAA [portal](#) as soon as it is known to us. Meanwhile, we would like to kindly ask to review this pack in full and get back to us by **replying to this email** (caelus2airspace@traxinternational.co.uk) **no later than 28 June 24** ensure we have enough time to address any concerns that might arise.



N2: Proposed Route + TDA Segments on Airspace Map

# SUMMARY OF CHANGES

<b>CHANGE/IMPORTANT UPDATES</b>	<b>DESCRIPTION</b>
<b>PERIOD OF OPERATION</b>	We expect to fly during 4 consecutive working weeks (20 Flying days on weekdays only) starting on 27 August 24 ideally, but to allow for any unforeseen delays we assume that the consecutive 4 weeks period of flying may occur between 27 August 24 and 1 November 24.
<b>TDA/TSA SHAPE &amp; SEGMENTATION</b>	TDA from Crosshouse to Arran only SFC-700 ft AMSL
<b>SUACS</b>	<p>Glasgow Prestwick ATC have agreed to provide SUACS for the TDA when it is active.</p> <p>– Our draft procedures ensure that CAT A aircraft are able to gain access to any segment of the TSA as quickly and safely as possible. Other aircraft will typically be allowed to cross a segment behind subject to controller workload. Crossing a segment ahead of the RPAS might imply a delay to issue of a clearance. If that occurs – recreational aircraft could consider crossing a "behind" segment or fly above the segregated airspace VFR, which will be possible as RPAS will not operate if cloud base is below 1500 ft (SCT, BKN, OVC)</p> <p>– SUAAIS will also be available through Scottish Information and Prestwick</p>

# UAV AIRCRAFT

(THIS SLIDE REMAINS UNCHANGED FROM PREVIOUS ENGAGEMENT PHASE)



## SWOOP KITE

**TYPE:** EVTOL

**MTOW:** 25 KG

**PAYLOAD:** 4 KG

**CRUISE:** 66 KTS IAS

**TYPICAL ALT:** 400 FT AGL

**RANGE:** 225 KM

# N2 (Ayrshire & Arran) ROUTE

<b>– DEP/ARR: UNIVERSITY HOSPITAL CROSSHOUSE</b>	<b>– ARR/DEP: ARRAN WAR MEMORIAL HOSPITAL</b>
REQUIRED AIRSPACE AND DIMENSIONS	TDA: 2-4 km wide along the route from surface to ceiling of 700 ft AMSL for all segments.
REQUIRED WINDOW OF OPPORTUNITY	Operations to be conducted over 4 consecutive weeks (20 working days) once started. It is proposed that the 4 weeks will commence on 27 August 24. However, for feedback purposes please consider any impact this proposal may have on your operations up to 1 November 24. This will allow for any delay in the CAA approval process. Final dates will be promulgated in the AIC.
ACTIVATIONS	Activation by NOTAM for short periods up to twice a day. See detailed proposed schedule on following slides.

# PROPOSED PERIODS OF ACTIVATIONS

(THIS SLIDE REMAINS UNCHANGED FROM PREVIOUS ENGAGEMENT PHASE)

	AM Activation		PM Activation	COMMENTS
<b>WEEK 1</b>	<b>07:00-10:00 L</b>	OR	<b>13:00-16:00 L</b>	Only one period of flying with morning activation preferred (dependent on weather). Only one appropriate NOTAM with min 24 hours notice will be activated.
<b>WEEK 2</b>	<b>07:00-10:00 L</b>	AND	<b>13:00-16:00 L</b>	Afternoon activation will be planned in addition to the morning on.
<b>WEEK 3</b>	<b>07:00-11:00 L</b>	AND	<b>13:00-16:00 L</b>	Morning activation is increased from 3 to 4 hours.
<b>WEEK 4</b>	<b>07:00-11:00 L</b>	AND	<b>13:00-17:00 L</b>	Both morning an evening activations are increased to 4h.
<b>NOTE 1:</b>	– Activation periods described above are maximum durations and could be reduced on particular days if not operationally required. As standard process for deactivating a NOTAM is not immediate – it will be possible to check status directly with the UAV operator via phone number or through ANSP mentioned on the NOTAM.			
<b>NOTE 2:</b>	– Contact details for information as to the activation status of the TDAs will be promulgated via the AIC. We are liaising with Prestwick as the ANSP in the local area and the most appropriate to provide a SUACS. If a SUACS cannot be provided, and this may occur for a number of reasons, then a SUA AIS from Scottish Information would be provided.			
<b>NOTE 3:</b>	– Skyports will promulgate the TDA activation times and contact details of the Flight Operations Team by NOTAM at least 24 hours before the planned use.			

# How to Respond

ACP-2022-103

We would really appreciate if in your response to the original email thread with CAELUS2AIRSPACE@TRAXINTERNATIONAL.CO.UK you could confirm if:

- Any issues arise from the revised proposal that were not a problem in the original proposal.
- Your organisation requires a detailed letter of agreement.

If you intend to respond – we kindly ask you to do so by COP Friday 28 June 24





# PRIMARY CONTACT



CAELUS2AIRSPACE@traxinternational.co.uk

# Abbreviations

AGL	Above Ground Level
ATZ	Aerodrome Traffic Zone
BVLOS	Beyond Visual Line of Sight
CAT	Commercial Air Traffic
CTR	Control Zone
EVTOL	Electric Vertical Take off and Landing
FFC	Future Flight Challenge
FRZ	Flight Restriction Zone
GA	General Aviation
NATS	National Air Traffic Services
MTOW	Maximum Take Off Weight
RPAS	Remotely Piloted Aircraft System
UA	Unscrewed Aircraft
UAV	Unscrewed Aerial Vehicle
UKRI	UK Research and Innovation
SAS	Scottish Ambulance Service
TDA	Temporary Danger Area
TOLP	Take off and Landing Point
TSA	Temporary Segregated Area