

Good afternoon,

I am writing to you today in relation to the Airspace Change Proposal (ACP) titled 'CAELUS Trial D–Lothian Region (ACP-2022-104). I can confirm that the decision by the CAA has been to approve the Temporary Segregated Area (TSA)/Temporary Danger Area (TDA) proposed for the route between Edinburgh Royal Infirmary and Borders General Hospital in relation to ACP-2022-104. The CAA does not approve the proposed TDA 6 which would have enabled flights between Edinburgh Royal Infirmary and East Lothian Community Hospital.

The decision to approve only the route between Edinburgh Royal Infirmary and Borders General Hospital is owed to the following reason:

- The sponsor has not provided sufficient justification as to why its proposed route between Edinburgh Royal Infirmary and East Lothian Community Hospital remains the most suitable in light of feedback received about the impact on other airspace users. Therefore, the CAA is unable to be satisfied that the route between Edinburgh Royal Infirmary and East Lothian Community Hospital satisfies the requirement to take account of the interests of any 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.

Whilst Airspace Regulations decision is to approve the TSA/TDA for the Southern route for ACP-2022-104, the following conditions must be met (with written confirmation from the relevant CAA department) prior to any NOTAMs being promulgated to activate the TSA and TDA:

- The Operational Safety Case for this activity shall be accepted and an Operation Authorisation (OA) granted.
- Signed versions of LoAs between Skyports and ANSL and Skyports and relevant emergency service operators must be submitted to and accepted as suitable.
- The change sponsor is required to convey the environmental impacts of the proposed change to any communities and their representatives that may be affected before the trial commences, especially the ones close to the take-off and landing points where the noise impacts are expected to be more significant.
- The change sponsor should inform the stakeholders of the decision (when published), likely impacts and what will happen next.

The following conditions must be met throughout the duration of implementation:

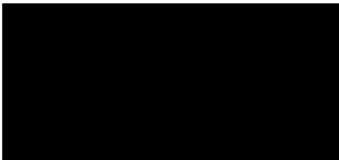
- The change sponsor is required to collate, monitor, and report to the CAA on the level and contents of feedback received on a fortnightly basis through the duration of the trial (this should include nil returns). The sponsor should send these reports to the assigned Account Manager.
- The change sponsor should collect information on any issues identified with the management of the TSA and its impact on BVLOS operations.
- The change sponsor should collect information on potential benefits for ATC or Remote Pilots in future deployments of TSA in controlled airspace. This may be information that

could be displayed to an ATCO or RP or could be utilisation of information from ground based sensors for example.

- The change sponsor should collect information from participants on altitude references (Baro/GPS) and any impact of altitude reference to the flying operation.
- Should the sponsor satisfy themselves that they completed all the necessary flights before the end of the TSA/TDA publication period, they are to withdraw the AIC for the TSA/TDA immediately.

The next stage for this ACP is 'Implementation'. The draft Aeronautical Information Circular (AIC) will be submitted to AIS by Friday 14 June 2024, which will then be published on 25 July 2024. You are approved to activate the TSA/TDA in a window from 29 JULY 2024 to 23 AUGUST 2024. You are approved to activate the TSA/TDA to allow 20 days of flying operations. A NOTAM for the activity must be raised in accordance with the proposal.

Kind regards,



Airspace Change Account Manager
Airspace, ATM & Aerodromes
Civil Aviation Authority