


**MINUTES OF
ACP-2024-001 “BVLOS TRIAL IN UNSEGREGATED AIRSPACE”
ASSESSMENT MEETING
HELD ONLINE ON 13 SEPTEMBER 2024**

13 September 2024

Present	Appointment	Representing
	Airspace Change Account Manager	CAA
	Airspace Regulator, Technical	CAA
	Airspace Regulator, Engagement & Consultation	CAA
	Airspace Regulator, Environment (Covering)	CAA
	Airspace Specialist, Engagement & Consultation	CAA
	Principal RPAS Inspector	CAA
	Innovation Services Specialist	CAA
	Associate Consultant – New Airspace Users	NATS
	Consultant – New Airspace Users	NATS
	Airspace Change Specialist	NATS
	Chief Executive Officer	Flylogix

Apologies

	Airspace Regulator, Environment (Assigned)	CAA
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CAA Assessment Meeting (Airspace Trial) Opening Statement

The CAA noted that the Assessment Meeting Agenda and Materials were received in advance of the Assessment Meeting and confirmed that the documents must be published by the sponsor, together with minutes of the meeting, on the Airspace Change Portal page. The CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA’s CAP 1616 Airspace Trial requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA’s process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the airspace change process.

	ACTION
<p>Item 1 – Introduction The Airspace Change Account Manager welcomed the meeting attendees and invited CAA and Sponsor attendees to introduce themselves and their role in this ACP.</p> <p>Following the introductions, the Airspace Change Account Manager read the CAA’s Assessment Meeting opening statement for Trial ACPs and the invited the Sponsor to deliver their presentation.</p>	<p>Send Assessment Meeting Minutes to the CAA for agreement - NATS</p>
<p>Item 2 – Statement of Need (discussion and review) The sponsor talked through the Statement of Need including that the trial is part of the Sandbox.</p> <p>Statement Of Need: The proposed Airspace Trial, led by NATS Services (NSL) will demonstrate the end-to-end scalable solution and innovative technology to enable the safe accommodation / integration of uncrewed and crewed operations.</p>	

<p>Our aim is to develop a safe and scalable solution, in the North Sea that enables strategic deconfliction, flight authorization, managed access to the trial airspace and utilising enhanced situational awareness.</p> <p>Whilst providing the benefits of an environmentally friendly service in respect of significantly reduced carbon emissions, the concept will directly support the development of operations that are eventually agnostic to the land or maritime environment. NATS Services have partnered with an OSC approved BVLOS operator Flylogix and begun engagement with key stakeholders to demonstrate a safe and effective solution to integrate crewed and uncrewed aircraft into a trial airspace located at the North Sea. Via the CAP2616 sandbox process and CAP1616 airspace change process, this trial would expect to establish TRA and ruleset to acquire data on accommodation of both crewed and uncrewed aircraft, potentially with multiple simultaneous uncrewed operations.</p> <p>The sponsor described the current airspace and its usage.</p> <p>The CAA asked specifically where the trial area will be and if the proposal will activate the TRA during weekends as with current TDAs or if activation could occur at any time during the week. The Sponsor confirmed that the intent is to operate at any day during the week, but activation times will take account of known periods of high usage. The Sponsor stated that they will share images of the proposed TRA later in the meeting.</p>	
<p>Item 3 – Issues or opportunities arising from proposed change. A summary of the Opportunities and Issues was presented by the sponsor.</p> <p>The individual opportunities were discussed in more detail:</p> <ul style="list-style-type: none"> - NATS Services aims to test the combination of new technology with existing ATM procedures to progress ITM environment, - Support/Inform Policies on the "accommodation" of NAU, gradually move to "integration" for industrialisation, - Reduce resource and cost burdens associated with numerous TDA/ACP applications, - Optimise airspace efficiency, - Enhance safety by the provision of recognised air environment, - Reduce impact to other airspace users affected by TDAs, - Reduce carbon footprint, supporting Net-zero initiative, - Reduce the risk-to-life by replacing crewed with uncrewed operations for certain use-cases. <p>The individual issues were presented:</p> <ul style="list-style-type: none"> - Impact to airspace users <ul style="list-style-type: none"> o Aberdeen ATC provide "business as usual" air traffic service, o TRA (TMZ) ceiling is below traditionally observed crewed transit altitude, o Vast majority of airspace users are professional (commercial) pilots, the traffic is electronically conspicuous and in receipt of ATS by Aberdeen – minimal anticipated GA traffic, - European designated sites (HRA) <ul style="list-style-type: none"> o Already engaged with NatureScot awaiting formal response. - Proximity to other sovereign airspace <ul style="list-style-type: none"> o Already had discussion with Avinor which has been positive. 	
<p>Item 4 – Process requirements The sponsor presented how they will meet the process requirements:</p> <ul style="list-style-type: none"> • TRA <ul style="list-style-type: none"> o TRA/TMZ - Aberdeen ATC will provide the UK FIS to crewed aircraft, o NATS Services will discharge the responsibility of traffic information to the uncrewed traffic by the provision of an appropriate surveillance picture, o Unless advised by Aberdeen ATC, all traffic will exercise their responsibilities in accordance with the "rules of the air". • Stakeholder Engagement <ul style="list-style-type: none"> o Intention is to engage with a variety of aviation stakeholders, including relevant NATMAC members. Change Sponsor's responsibility to identify relevant stakeholders and provide a rationale for the stakeholders 	

<p>selected as part of the final airspace change proposal submission. A rationale should also be provided for the NATMAC members who are not engaged.</p> <ul style="list-style-type: none"> ○ The relevant ANSP should be engaged with, noting that the proposal is partly adjacent to other sovereign airspace. May wish to also engage with the British Hang-gliding and Parachuting Association, the British Model Flying Association and any other local clubs, if those activities take place in the area close to Aberdeen, as the representative bodies are no longer NATMAC members. Also worth noting that spaceport is located in the Shetlands. Any engagement with non-aviation stakeholders will be dependent upon noise impacts. Early engagement has already occurred with a range of stakeholders. ○ Formal engagement will occur over a 4 week period, potentially starting on 1st October. This should be fully justified as CAP1616g states that six weeks is a reasonable starting point for a period of engagement. ○ Welcome intention to produce an engagement strategy. A template is in Appendix B of CAP1616f. Whilst it is not a requirement to produce a strategy, effective engagement will need to be demonstrated as part of the stage 4 submission. Looking for evidence of an effective two-way conversation. ○ Post engagement, evidence will need to include engagement activity and how the feedback received has been taken into account at the submission stage, Assessment should also include any noise impacts on affected communities and if applicable, how affected communities will be informed This is outlined in paragraphs 6.30-6.31 of the CAP1616g. ○ If the TRA is implemented, there is a requirement to collate, monitor and report back to the CAA on a fortnightly basis, the level and content of feedback from stakeholders throughout the duration of the TRA. This is detailed in paragraphs 8.10 to 8.16 of the CAP1616g. <ul style="list-style-type: none"> • Noise Assessment <ul style="list-style-type: none"> ○ Minimal noise impact due to the UA generates ≤45dB LASmax at 400ft AGL at a distance of 1km • Safety Assessment <ul style="list-style-type: none"> ○ Flylogix has 6 years of BVLOS flight experience and will use TDA OSC as a basis to develop the TRA OSC. <p>The CAA asked how the surveillance picture will be provided? The Sponsor clarified that ATC will continue to provide ATS to crewed aircraft. Flylogix added that they already consume an ADS-B feed and NATS intent to enhance this picture with a WAM and SSR based surveillance provision.</p> <p>The CAA asked if coordination would go through Aberdeen? The sponsor clarified that this is the case.</p>	
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<p>Item 5 – Provisional timescales*</p>		<p>Update proposed timeline in meeting material with altered dates - NATS</p>																
<p>The Sponsor talked through their proposed timescale.</p>																		
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Submit ACP	27 November 2024 (6-week assessment period)	
CAA decision	9 January 2025	
AIC cutoff	23 January 2025	
Publish/Go live	6 March 2025	
<p>The Sponsor asked for confirmation that the HRA Screening Material has already been received by the CAA environmental team. It was clarified that this request was submitted via the Innovation Services Specialist and that it had been passed to ERCD and not the Airspace Regulation Environmental Team. The CAA confirmed that as the Assessment Meeting is occurring now, resource can't be committed to assess the HRA Screening Criteria submission until the timeline is approved.</p> <p>The Airspace Change Account Manager confirmed the timeline would be presented to the Principals on Monday, 16 September 24, so it was recommended that any submissions are made from 17 September 24, assuming the timeline is agreed, and that the CAA HRA feedback due date is delayed to 1 October 24 instead of the 30 September 24. It was noted that the formal timeline that the CAA approves will include less steps than presented by the Sponsor due to there being no formal gateways for stages 2 and 3 of the Trials ACP process.</p> <p>The CAA highlighted that depending on feedback from NatureScot the timeline may need to be reviewed. The sponsor asked for clarification that the feedback from NatureScot can be sent to the CAA straight away upon receipt. The CAA confirmed that materials and information can be sent ahead of the agreed timeline dates but may not be actioned by the CAA before the dates in the agreed timeline as capacity is subject to the regulator's workload.</p> <p>The Sponsor asked for confirmation that the engagement strategy should be published on the portal. The CAA confirmed that this is the case and that safety assessments should also be published.</p> <p>The CAA highlighted that any required TOIs, APSA and LoAs need to be submitted as part of the final proposal, in as close to a final draft as possible, so that there aren't delays in the decision stage of the ACP. NATS asked if submitting draft LoAs and TOIs could reduce the 30-day window for approval? The CAA stated that 30 days is the required time frame for ATS review, but that the earlier final drafts are submitted the better, recognising that there will likely be a requirement to make amendments during the decision stage of the ACP.</p> <p>Post Assessment Meeting note by Airspace Change Account Manager:</p> <p><i>The timeline was presented for analysis on Mon 16 Sep 24 and was approved with an amendment to the AIC cutoff, changing it from 23 Jan 25 to 24 Jan 25 in line with the AIC cycle.</i></p> <p><i>* The timeline agreed may become subject to change by the CAA. As outlined in CAP 2541 it is not the CAA's intent to conduct a re-prioritisation of all ACPs currently in progress, but only to prioritise when we believe this is required. Such prioritisation will be conducted on a case-by-case basis and in accordance with the principles outlined in CAP 2541. Should it be considered necessary to reprioritise an ACP a member of the Airspace Regulation team will contact the sponsor directly.</i></p>		
<p>Item 6 – Next steps</p> <p>The sponsor talked through the immediate next steps that will be taken:</p> <ul style="list-style-type: none"> - Publish Minutes, - Share engagement strategy and material, - Commence Stakeholder engagement after response from CAA, - Update OSC documentation. 		

Item 7 – Any other business

The CAA asked if a map of the proposed TRA could be shared and if there is an intent for additional operators to be involved in the trial in addition to Flylogix. The sponsor confirmed that they are currently only partnered with Flylogix but are talking to some other operators. Any other operators that could be involved would be expected to be technically compatible and adopt the TRA ruleset.

The sponsor shared a slide showing the proposed TRA area and described the area shown. The sponsor also took an action to add this to the Assessment Meeting Material before uploading to the portal.

The CAA highlighted that they will require a letter from Avinor stating that they are happy for NOTAMs to be published within airspace where ATS services are delegated to the UK and the sponsor acknowledged this.

The CAA asked if the NOTAMs will be activating individual sectors of the TRA and offered clarification of the parameters for activation. The Sponsor described that the activation of each sector will occur 24hr in advance, however acknowledging requirements around NOTAM provisions in the High Seas Areas, this is yet to be determined.

The CAA requested a copy of the TRA images shown. The sponsor took an action to send these across.

The CAA stated the engagement requirements included in CAP1616 and that relevant ANSPs should be engaged and that the Sponsor may wish to engage with the BMFA and BGA as well as a Spaceport near the proposed TRA.

CAA stated that the environmental requirements are listed in CAP1616g and CAP1616i. The change sponsor must describe the current-day scenario (CAP1616g para. 3.23) The noise assessment requirements for a CAP1616 trial ACP (para. 4.11-4.20 CAP1616i) were also highlighted to the sponsor and the sponsor acknowledged this. The noise assessment should also consider any indirect noise impacts from consequentially impacted air traffic (aircraft not involved in the trial).

The HRA early screening criteria form must be completed at Stage 2 (CAP1616g para. 4.22). It was noted by the CAA that the sponsor has already engaged with NatureScot, The CAA requested that any response received from NatureScot is shared with the CAA.

**Add
Proposed
TRA to
Assessment
Meeting
Material –
NATS
Send
Proposed
TRA images
to the CAA -
NATS**

ACTIONS ARISING FROM BVLOS Trial in Unsegregated Airspace ASSESSMENT MEETING

Subject	Name	Action	Deadline
Minutes	NATS	Submit Meeting Minutes for CAA review	20 Sep 24
Proposed TRA	NATS	Send TRA area to the CAA	ASAP
Material	NATS	Include map of TRA area into Assessment Meeting Material	24 Sep 24
Material	NATS	Update proposed timeline in Assessment Meeting Material	Prior to submission to CAA
Timeline Analysis	Account Manager	Present timeline for analysis and inform sponsor of outcome by email. Confirmation to be added to Assessment Meeting minutes as a post meeting note.	16 Sep 24.
Return CAA reviewed minutes	Account Manager	Return draft of CAA reviewed minutes to sponsor for review and acceptance/rejection of changes. To include confirmation of timeline agreement, if applicable.	Within 7 days of receipt.
Portal upload	NATS	Agreed minutes to be redacted and uploaded to Airspace Change Portal along with Assessment Meeting Presentation.	24 Sep 24

NATS
ACP Sponsor