

Good morning,

I am writing to you today in relation to the Airspace Change Proposal (ACP) titled 'CAELUS Trial B– Grampian Region (ACP-2022-102). I can confirm the decision made by the CAA is as follows; the CAA does not approve the proposed Temporary Danger Area (TDA) for the route between Elgin and Inverness. The decision by the CAA is to approve the Temporary Segregated Area (TSA)/TDA for the route between Elgin and Aberdeen only.

The decision to approve only the route between Elgin and Aberdeen is owed to the following reason:

- The change sponsor did not provide the required safety documentation to CAA ATM within the specified timescales in order to allow a full assessment of the Elgin to Inverness route.

Whilst Airspace Regulations decision is to approve the TDA/TSA for the route between Elgin and Aberdeen, the following conditions must be met (with written confirmation from the relevant CAA department) prior to any NOTAM being promulgated to activate the TDA/TSA:

- The Operational Safety Case for this activity shall be accepted and an Operational Authorisation (OA) granted.
- Updated, finalised and signed versions of all LoAs and TOIs to reflect the decision to approve only the route between Aberdeen and Elgin where required must be submitted to the CAA 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 is required to collect information on any issues identified with the management of the TSA and its impact of BVLOS operations. The sponsor should send these reports to the assigned Account Manager.
- The change sponsor is required to collect information of what information ATC or RPs could benefit from 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. The sponsor should send these reports to the assigned Account Manager.

- The change sponsor is required to collect information from participants on altitude references (Baro/GPS) and any impact of altitude reference to the flying operation. The sponsor should send these reports to the assigned Account Manager.

The next stage for this ACP is 'Implementation'. The draft Aeronautical Information Circular (AIC) will be submitted to AIS by Friday 04 October 2024, which will then be published on Thursday 14 November 2024. You are approved to activate the TDA/TSA for the Elgin to Aberdeen route in a window from 18 November 2024 to 20 December 2024. You are approved to activate the TDA/TSA to allow 20 days of flying operations. A NOTAM for the activity must be raised in accordance with the proposal.

Kind regards,

