

ACP-2023-061: TRA Access for Emergency Services and Military Operations V1.5

Version 1: Submission to CAA (November 2023)

Version 1.1: Updated with timelines and TRA ceiling 450 ft AMSL (January 2024)

Version 1.2: Updated to provide clarification on UAS emergency services requests (February 2024)

Version 1.3: correction of change reason for V1.2 - removal of non-emergency requests which will be resolved via contact details on the NOTAM (February 2024)

Version 1.4: British Transport Police added to section 4.1 (July 2024)

Version 1.5: Updated to align with final TOI and LoA, TC SVFR replaced with Heathrow Radar (August 2024)

[1. Overview of documentation](#)

[2. TRA 196 proposed area](#)

[3. Request to access by crewed aircraft](#)

[3.1. Anticipated crewed aircraft that can request access](#)

[3.2. Crewed aircraft procedures](#)

[4. Request to access by emergency services uncrewed aircraft](#)

[4.1. Anticipated emergency services uncrewed aircraft that may require access](#)

[4.2. Emergency services uncrewed aircraft procedures](#)

[5. Following the event](#)

[Annex A: Acronyms and abbreviations](#)

1. Overview of documentation

This document outlines the procedures and processes that will be followed in relation to the request to enter the TRA 196 by Emergency Services and Military operations on short notice operations. TRA 196 is described in section 2. Full details of the proposed trial can be found here [ACP-2023-061](#).

Details of how Emergency Services and Military operations on short notice operations can request entry to the TRA will be included in the AIC and NOTAM. This document provides more information for those operators.

Operators should note permission to enter TRA 196 does not remove the requirement for authorisation to operate within R157.

If there are any questions about entry procedures, please contact london.airspace@apian.aero.

2. TRA 196 proposed area



Route	UAS will depart Guy's hospital deliver to St Thomas and return to Guy's hospital
TRA dimensions	Height: Surface level to <u>450ft</u> AMSL Lat/Long: See Table 1
Activation period	Monday - Friday 0900-1600L
Frequency	Approx 10 return flights per day
Dates of operations	6 months
Activation	NOTAM, minimum 24hrs in advance

--- Visual illustration of TRA outline

Figure 1 – Representation of the TRA dimensions and Airspace

Table 1: Proposed lateral and vertical limits	
Lateral Limits	Vertical Limits
An area bounded by: 513004N 0000712W 513014N 0000510W 513003N 0000508W 512952N 0000714W 513004N 0000712W	Upper Limit: 450 ft AMSL Lower Limit: SFC

Table 1 – TRA Lat/Long WGS84 Coordinates

3. Request to access by crewed aircraft

3.1. Anticipated crewed aircraft that can request access

The anticipated operational flight area is in airspace below routine crewed operations, so only aircraft legally permitted to enter the TRA will request entry.

The following Emergency Services and Military operators are considered legally authorised to operate within the TRA 196 and we anticipate may request access.

- o HEMS (likely to be London Air Ambulance, but other Air Ambulances are possible)
- o National Police Air Service (NPAS)
- o Maritime Coastguard Agency (MCA)
- o London Metropolitan Police
- o Military on state operations

NOTE: These do not include the request for uncrewed operations in the TRA 196 by emergency services as these requests are explained in a separate section of this document.

3.2. Crewed aircraft procedures

[Redacted content]



Details of how high priority crewed aircraft can request entry to the TRA will be included in the AIC and NOTAM. If there are any questions about entry procedures, please contact london.airspace@apian.aero.

Other aircraft requiring access to the TRA

Due to the low vertical extent of the TRA and adherence to low flying rules, other aircraft are unlikely to need access. However, if an aircraft requests to operate within the TRA, the operator is requested to agree permission in advance directly with the UAS Operator (contact details will be contained in the AIC and NOTAM).

4. Request to access by emergency services uncrewed aircraft

4.1. Anticipated emergency services uncrewed aircraft that may require access

Some Emergency Services Operators may require access to the TRA for uncrewed aircraft. For example:

- London Metropolitan Police Service
- London Fire Brigade
- British Transport Police

4.2. Emergency services uncrewed aircraft procedures



Details of how Emergency Services uncrewed aircraft can request entry to the TRA can be found in the AIC and NOTAM. If there are any questions about entry procedures, please contact london.airspace@apian.aero.

5. Following the event

As the TRA is a trial project, we will be providing data on requests to access the airspace to the CAA. We may reach out to you following a request, to ensure we capture any requirement to review the procedures.

If you have any questions or feedback during the operations, please contact london.airspace@apian.aero.

Annex A: Acronyms and abbreviations

The following acronyms and abbreviations have been used in this document.

Acronym or abbreviation	Meaning
ACP	Airspace Change Proposal
CAA	Civil Aviation Authority
HEMS	Helicopter Emergency Medical Service
MCA	Maritime Coastguard Agency
NOTAM	Notice to Aviation
NPAS	National Police Air Service
PiC	Pilot in Command
TRA	Temporary Reserved Area
UAS	Uncrewed aircraft system
UAS Operator	Refers to [REDACTED]