ACP-2025-043
BVLOS wildlife survey in Western Moray Firth on behalf of Nature Scot – V2

Agenda

Introduction/Background

Statement of Need (discussion and review)

Current Day Scenario

Stakeholders

Issues or Opportunities Arising from Proposed Change

Provisional Process Timescales

Summary and AOB

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Background to Statement of Need

FLYLOGIX is an uncrewed aircraft operator focused on the offshore energy industry. FLYLOGIX have safely and successfully completed 17 uncrewed Long Range BVLOS methane survey flights in the North Sea so far in 2025.

This ACP is in support of FLYLOGIX and utilises their proven safe operating record and ability for lengthy BVLOS Flights to monitor and record bird activity in the MORAY FIRTH at the request of NATURE SCOT.

NATURE SCOT require the activity as a result of a Planning Permission request to position Wind Turbines temporarily in the MORAY FIRTH.

The NATURE SCOT requirement is for FLYLOGIX to conduct a survey 1 day per month for 24 Months.

Because of the unique nature of this ACP request, infrequent but long-term flying, a decision is requested on what type of SUA and ACP Submission is required. Ie, TEMPORARY or PERMANENT/TRA or TDA?

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Statement of Need

What is the objective of the proposed change?

To establish SUA within the western portion of Moray Firth, to support a wildlife survey on behalf of Nature Scot, one day a month for two years.

Please provide a summary of the issue or opportunity this proposal is seeking to address including any safety, operational, technical, environmental or economic factors.

Flylogix is a UAS operator specialising in long range surveying of offshore assets. This operation seeks to conduct a low impact survey on bird populations. Nature Scot have a Regulatory requirement to establish a baseline of bird activity in the area in order to assess the impact of a proposed wind farm facility.

The opportunities that will be presented are:

Safety: Replacing crewed aviation with uncrewed systems for the same function to reduce the risk to life.

Safety: The UAS will be conspicuous to other airspace users both electronically and visually. This will be achieved by the carriage of Mode-S, ADSB In/Out and strobe lighting. The remote pilot will have the ability to communicate with ANSPs by mobile phone with redundancy provided by a backup phone. The UAS to be utilised has a proven safety record, operating over long distances (up to 450nm) and over extended time periods (6-7 hours) in a maritime environment.

Environment: Using a UAS to conduct a survey for the establishment of the wind facility has a double environmental benefit, it is more fuel efficient and environmentally sustainable than a comparative crewed aircraft and supports the government target of meeting of net zero by 2050.

Economic: Reduced costs compared to equivalent crewed aircraft currently utilised for these surveys.

Statement of Need

Please provide a description of the current airspace design (i.e. the airspace structure and flight procedures) relevant to this proposal.

The proposed operation will be fully contained within CLASS G Airspace. Within the proposed area RAF Lossiemouth has a MATZ and ATZ, Inverness, an ATZ and both have associated FRZ's. EGD702 and EGD703 are adjacent to the area of operations. We are aware of the ongoing HIAL Inverness ACP to establish Class D airspace. Close to Inverness is a known paragliding site.
The proposed SUA would be established for one day per calendar month, for up to 8 hours per day, operating up to approximately 1000ft AMSL, operating predominantly in a maritime environment.

Please provide a description of the current prevailing air traffic situation (i.e. frequency and number of movements) and an indication of estimated forecast growth (where applicable).

RAF Lossiemouth is H24, although activity is predominantly weekdays. It operates fixed and rotary wing military traffic under both VFR and IFR. Quick Reaction Alert fast jets can be expected to operate at any time. RAF Lossiemouth provides a LARS service to transit traffic in addition to Air Traffic Services to organic traffic at low and medium level. Inverness predominantly operates commercial Air traffic operating IFR. Additionally based at Inverness are Helimed and SAR rotary wing aircraft which can be expected to operate H24.
GA operate throughout the area.
The proposed operation is not expected to generate any traffic growth due to the intermittent and short-term nature of the proposal.

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Statement of Need

Nature Scot have a regulatory requirement to establish a baseline for bird activity in the western Moray Firth, as part of the planning proposal for a new wind facility. On behalf of Nature Scot Flylogix are requesting SUA to conduct an aerial survey one day a month for 2 years, ideally commencing in Spring 2026. Using a UAS for this purpose reduces the negative impact on the bird population due to reduced noise and shadowing. We are aware of the ongoing ACP for the creation of Class D airspace around Inverness which may impact on this proposed activity.

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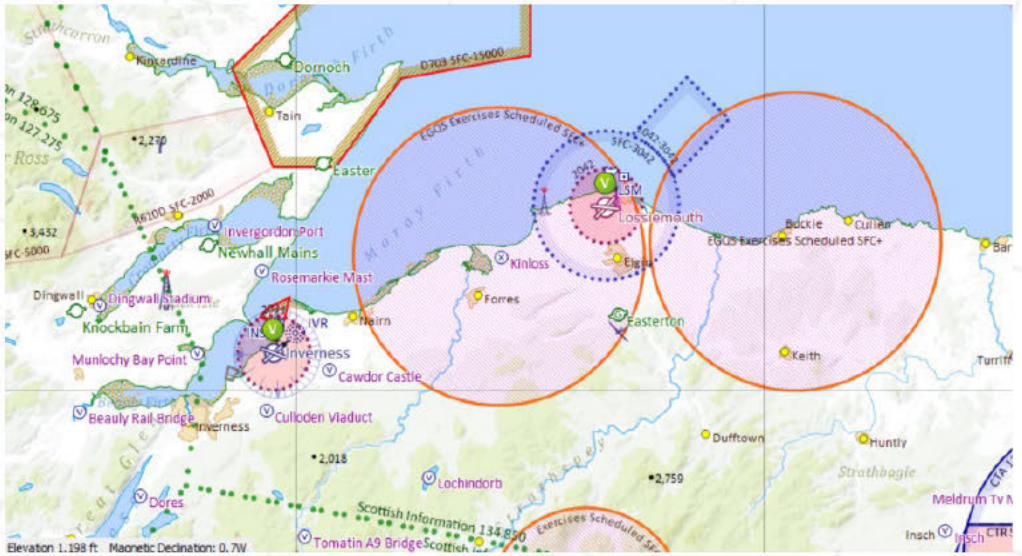
Current Day Scenario - INDICATIVE OPERATING AREA ONLY



Survey Design

[redacted]

[redacted]

Stakeholders

Engagement iaw CAP1616g Chapter 5 for a temporary ACP

It is understood that, at a minimum, the requirement is to engage with aviation stakeholders (specifically, that is airspace users, air navigation service providers, airports and relevant members of NATMAC) and, depending on the circumstances of the airspace change proposal, engagement with non-aviation stakeholders may be appropriate, to investigate whether the proposal will be safe and operationally viable, and assess impact on the airspace users' normal operations within that airspace.

Engagement iaw CAP 1616f/h for a permanent ACP

Key stakeholder categories to engage:
Directly affected aviation stakeholders (airspace users, ANSPs, airports, spaceports).
National Air Traffic Management Advisory Committee (NATMAC).
National aviation/non-aviation organisations representing potentially affected interests.
Environmental and heritage bodies (e.g. AQMA, National Parks, AONB, NSA, Quiet Areas, Europ
Elected representatives or community groups.

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Stakeholders

RAF LOSSIEMOUTH AND INVERNESS

Oil and Gas helicopters

- Babcock, Bristow, CHC, NHV, OHS

Other helicopters and commercial operators

- Babcock Mission Critical Onshore
- Gama Aviation
- 2Excel Aviation
- PDG Helicopters
- Airtask (Fishery Protection)

Military - DAATM

SAR - JRCC and Bristow SAR

GA (inc NATMAC list)

- GAA
- BMAA
- LAA
- AOPA

Aerodromes

- HIAL
- Local Aerodrome and Flying Clubs
- Nature Scot

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Stakeholders identified in initial mapping exercise

Organisation / Airfield	Type	Email
Inverness Airport (EGPE)	Licensed airport	[redacted]
Highland Aviation	Flying school / maintenance (based at Inverness)	[redacted]
RAF Lossiemouth	Military aerodrome	[redacted]
Moray Flying Club	GA flying club (RAF Lossiemouth)	[redacted]
Highland Gliding Club (Easterton)	Gliding	[redacted]
Highland Hang Gliding & Paragliding Club	HG/PG	[redacted]
Dornoch Aerodrome	GA airfield	[redacted]
Easter Airfield (Tain)	Private strip	[redacted]
Newhall Mains Airfield (Black Isle)	Private strip	[redacted]
Culbokie Airstrip (Croft Feach)	Private strip	[redacted]
Bennetsfield Airstrip (Avoch)	Private strip	[redacted]
Knockbain Farm Airstrip (Black Isle)	Private strip	[redacted]

Issues or Opportunities Arising from Proposed Change

Airspace

Continue to gain experience in BVLOS operations in support of the AMS and IAW CAP 2533/SUA Policy.

Environmental

Use of Fuel efficient Small Fixed Wing Aircraft to monitor Environmental Activity in lieu of using heavier, less efficient crewed aircraft.

During the engagement period consider environmental impact iaw CAP 1616f Chapter 3, referring to CAP1616i as required.

Habitat Regulations Assessment to be carried out iaw CAP 1616g 4.21-23/ CAP 1616f 3.68-3.69/ CAP 1616h 2.19-2.22 as appropriate depending on level of ACP assigned.

Provisional Process Timescales –TBC DEPENDANT ON OUTCOME OF ASSESSMENT MEETING

ACP Number	Engagement	ACP Submission	CAA Decide Gateway	AIC/AIP Supp Submission	AIC/ AIP Supp Publication	Flight Operations/ Implementation
ACP-2025-043						March 2026

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AOB and Next Steps

Consider the advice and guidance from the CAA during this Assessment Meeting.

BLACK SWAN to draft minutes for CAA approval and uploading required documentation to the CAA ACP Portal.

CAA to provide guidance on type of ACP and SUA Required.

BLACK SWAN formally Propose Timeline.

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FLYLOGIX
ALWAYS GOING FURTHER