

STAKEHOLDER CONSULTATION BRIEFING

ACP-2025-043
BVLOS Wildlife Survey in Western
Moray Firth.



This presentation will be recorded and transcribed electronically.

FLYLOGIX

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AGENDA

- 01 Introduction and Purpose
- 02 The Organisation and Operational Need
- 03 Airspace Safety and Segregation
- 04 Airspace Design and Options
- 05 Impacts and Mitigations
- 06 Consultation and Next Steps



SECTION 01

PURPOSE OF THE STAKEHOLDER CONSULTATION BRIEFING



PURPOSE OF THIS BRIEFING

This briefing supports Airspace Change Proposal ACP-2025-043, providing aviation and non-aviation stakeholders across the Moray Firth and wider Aberdeenshire region with a clear explanation of the proposal, operational requirement and implications for airspace users.

The consultation follows the CAA's CAP1616 Airspace Change Process as a Level 3 proposal, ensuring transparency, proportionality and appropriate stakeholder engagement.

WHAT THE ACP DOES

Establishes a Danger Area airspace segregation mechanism to safely enable Beyond Visual Line of Sight (BVLOS) uncrewed aircraft operations.

It does not authorise offshore construction, seabed works or any physical development.

REGULATORY FRAMEWORK

Conducted under CAP1616 Level 3 Airspace Change Process, ensuring changes are developed transparently, proportionately and with appropriate stakeholder engagement.

FOCUSED FEEDBACK

Stakeholders are asked to focus feedback on airspace design, safety, access and operational considerations rather than unrelated planning or development matters.

HOW TO PARTICIPATE

Written submissions and online briefing sessions are available. The consultation period, feedback types sought and response mechanisms are detailed in this presentation.



SECTION 02

FLYLOGIX AND THE REQUIREMENT FOR THE ACP



FLYLOGIX & THE OPERATIONAL NEED

Flylogix Holdings Ltd is a UK-based operator specialising in long-range BVLOS uncrewed aircraft operations within the offshore and maritime environment. The company has an established safety record and considerable experience of operating in the North Sea.

2025 Flylogix BVLOS Flights.
111 hours 25 minutes total flying time
6579 NM covered
Total of 50 individual BVLOS flights.

Required to conduct wildlife monitoring surveys in the western Moray Firth, establishing a baseline of bird activity.

Recurring BVLOS survey flights approximately one day per month (including weekends) over two years, launching from Hay Farm near Cruden Bay. The survey within the Moray Firth is required at 396 m (approx. 1300 ft AMSL).



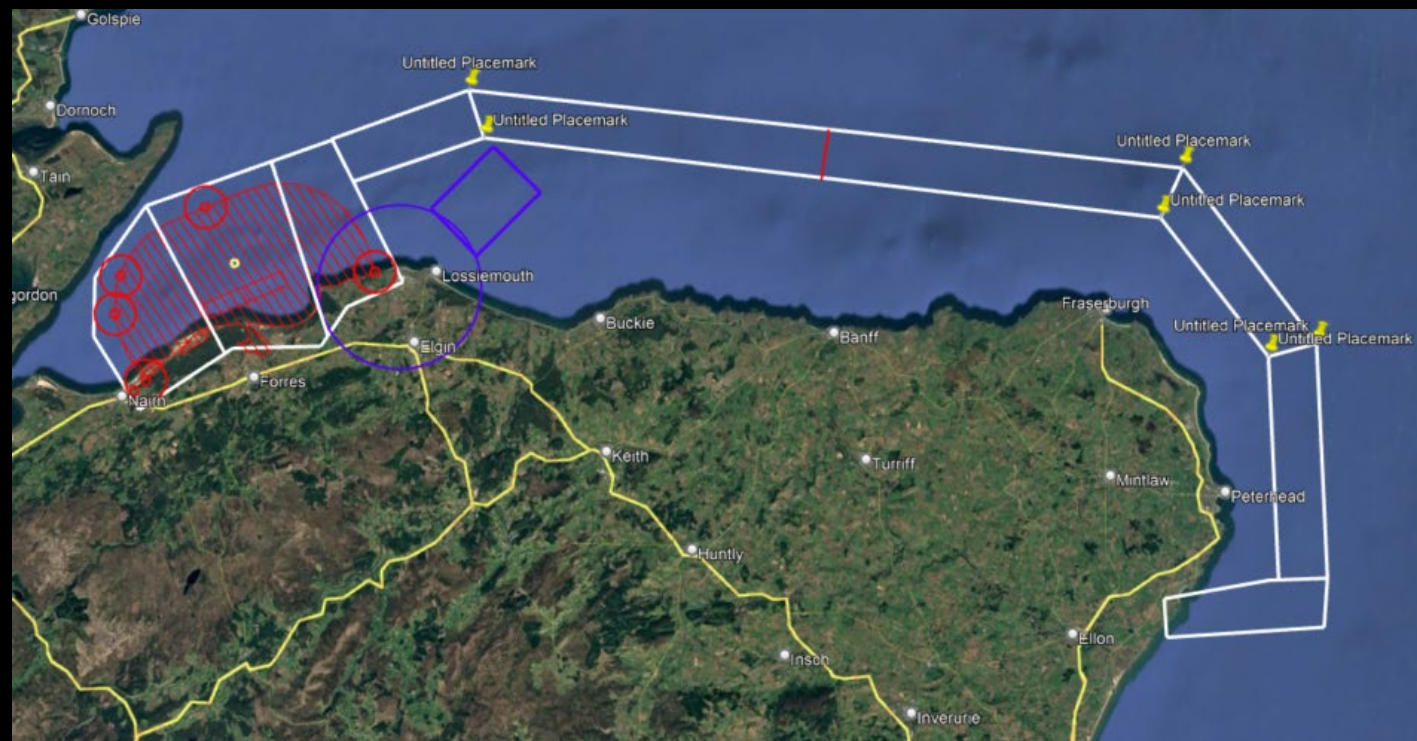
Without appropriate airspace segregation, these operations cannot comply with UK aviation safety regulations.



FLYLOGIX & THE OPERATIONAL NEED

- Launch from Hay Farm.
- Climb to a minimum of 400 ft AGL up to 700 ft AGL (VLOS).
- Establish within Danger Area, subject to BVLOS rules.
- Transit along the sectored corridors to the survey area (BVLOS).
- Conduct survey and then return to the vicinity of Hay Farm.
- Revert to VLOS and land under the control of the ground ops team.

- Corridors are 3 NM wide and extend from SFC to 1300 ft AMSL to include a safety buffer.
- Survey area SFC to 1500 ft AMSL which also includes a safety buffer.



Without appropriate airspace segregation, these operations cannot comply with UK aviation safety regulations.



FLYLOGIX & THE OPERATIONAL NEED

- A permanently established danger area, activated only when required by NOTAM.
 - Be active for approximately 1 day per month, which may include weekends.
 - Support one BVLOS UAS survey flight per activation.
 - Operate over a two-year programme.
-
- Flights will not take place within one hour of dawn or dusk and will not occur at night.
 - Exact dates and times of activation will be notified in advance by NOTAM, which will also reference the relevant AIP SUP document.
 - Each activation is expected to last between six and eight hours total duration.
 - Survey is expected to last approximately four hours, and the transit one hour each way.
 - The proposed sectorisation will allow the airspace to be managed more efficiently, and where possible, enable other airspace users to be procedurally deconflicted from the survey activity.
 - The design aims to use the smallest volume of airspace necessary to safely support the operation while minimising impact on other airspace users.



Without appropriate airspace segregation, these operations cannot comply with UK aviation safety regulations.





SECTION 03

WHY SPECIAL USE AIRSPACE IS REQUIRED FOR BVLOS OPERATIONS



AIRSPACE SAFETY & SEGREGATION

THE CHALLENGE

In Class G airspace, safety relies on 'see and avoid'. BVLOS remote pilots lack direct visual contact with surrounding traffic, making this principle insufficient.

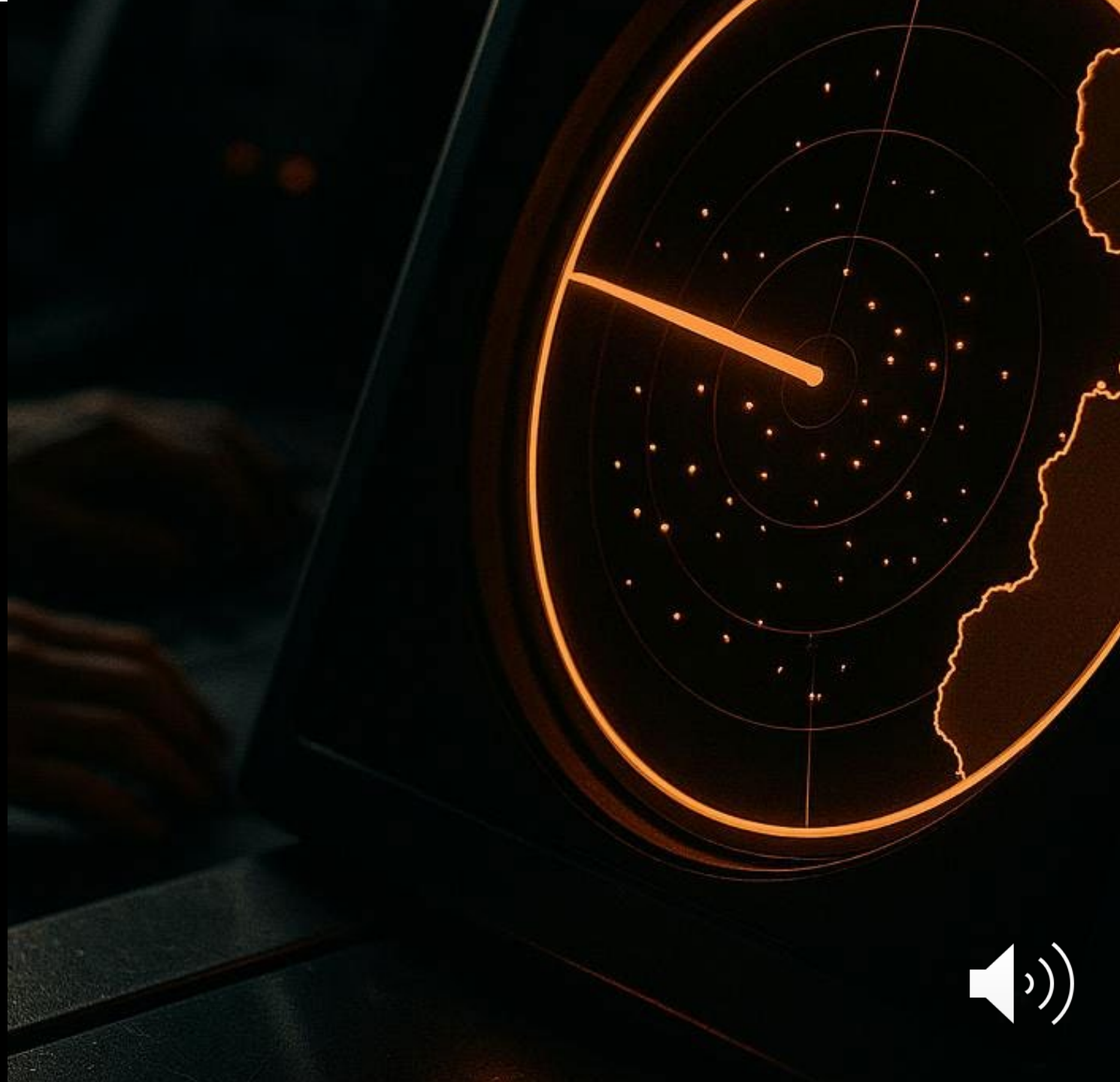
THE SOLUTION

A proposed Danger Area provides a clear, predictable safety barrier. Published in the UK AIP, depicted on charts and activated by NOTAM, it ensures transparency for all users.

ACCESS PROVISIONS

A SUAAS or SUACS may be provided to support safe access for other aircraft, including high-priority emergency flights, when operationally feasible.

No existing segregated airspace accommodates the proposed operation — this ACP is necessary and proportionate.



SECTION 04

DESIGN PRINCIPLES AND OPTIONS ASSESSMENT





DESIGN OPTIONS ASSESSMENT

Guided by CAP1616 Mandatory Design Principles (safety, policy, environment) and Discretionary Design Principles reflecting local Moray Firth factors, three options were assessed:

OPTION 1: DO NOTHING

Would not provide a compliant mechanism for BVLOS operations. The survey could not take place. Does not meet safety or operational requirements.

✗ NOT VIABLE

OPTION 2: TEMPORARY AIRSPACE

Creation of temporary airspace for each individual flight. Meets safety requirements but introduces repeated admin and reduces predictability for users.

△ VIABLE BUT SUB-OPTIMAL

OPTION 3: PERMANENT DANGER AREA (PREFERRED)

Activated only when required by NOTAM. Provides stable, transparent structure. Minimum necessary dimensions, predominantly offshore.

✓ PREFERRED OPTION

STAKEHOLDER INPUT INVITED: Do the design principles and preferred option appropriately balance safety, accessibility and proportionality?



SECTION 05

IMPACT ON AIRSPACE USERS, SAFETY AND ENVIRONMENT



IMPACTS & MITIGATIONS

~3%

Estimated activation time — approximately one day per month over two years

AIRSPACE ACCESS

Outside activation, airspace remains fully available. When active, NOTAM notification allows pilots to plan to avoid, overfly, or request access.

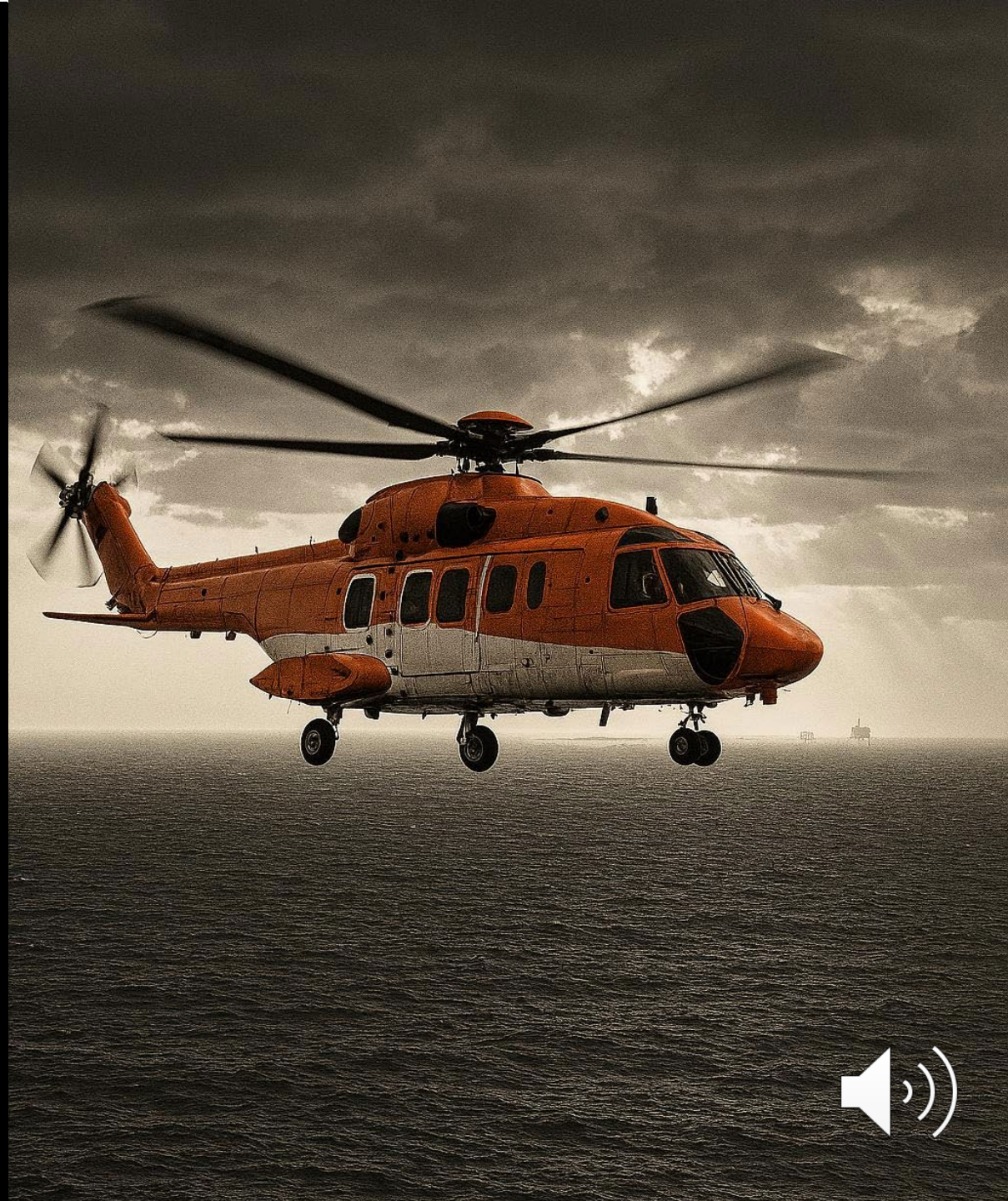
SAFETY MITIGATIONS

Electronic conspicuity (Mode S, ADS-B), aircraft lighting, ANSP coordination, established BVLOS procedures. Emergency (Category A) flights are prioritised with direct contact arrangements.

ENVIRONMENTAL BENEFITS

Lower fuel consumption, reduced emissions and minimal noise versus crewed alternatives. NatureScot confirms unlikely significant effect on designated sites.

A temporary, infrequent constraint delivering wider environmental and safety benefits.



SECTION 06

HOW STAKEHOLDERS CAN ENGAGE AND PROVIDE FEEDBACK



CONSULTATION & NEXT STEPS

20 APRIL 2026 — 14 JUNE 2026 (8 WEEKS)

FEEDBACK TOPICS

Operational considerations, airspace design, safety impacts, environmental factors and any other observations relevant to airspace use.

HOW TO ENGAGE

Online briefing sessions via Microsoft Teams, written feedback by email, and additional meetings or calls available on request.

TRANSPARENCY

All feedback will be reviewed, documented and considered. A summary of responses and how issues were addressed will be included in the final CAA submission.

Stage 3 of CAP1616 Level 3 Airspace Change Process



COLLABORATING FOR SAFE AIRSPACE MANAGEMENT

This briefing highlighted the importance of stakeholder engagement in the development of ACP-2025-043, emphasising operational needs, airspace safety, design considerations and impact mitigations.

Active feedback and collaboration will be essential to ensure safe, efficient and environmentally responsible airspace management across the Moray Firth region.

engagement@blackswansl.com

The logo for Flylogix, featuring the word "FLYLOGIX" in a bold, black, sans-serif font. To the right of the text is a stylized icon consisting of a black arrow pointing up and to the right, with a yellow square at its base.

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