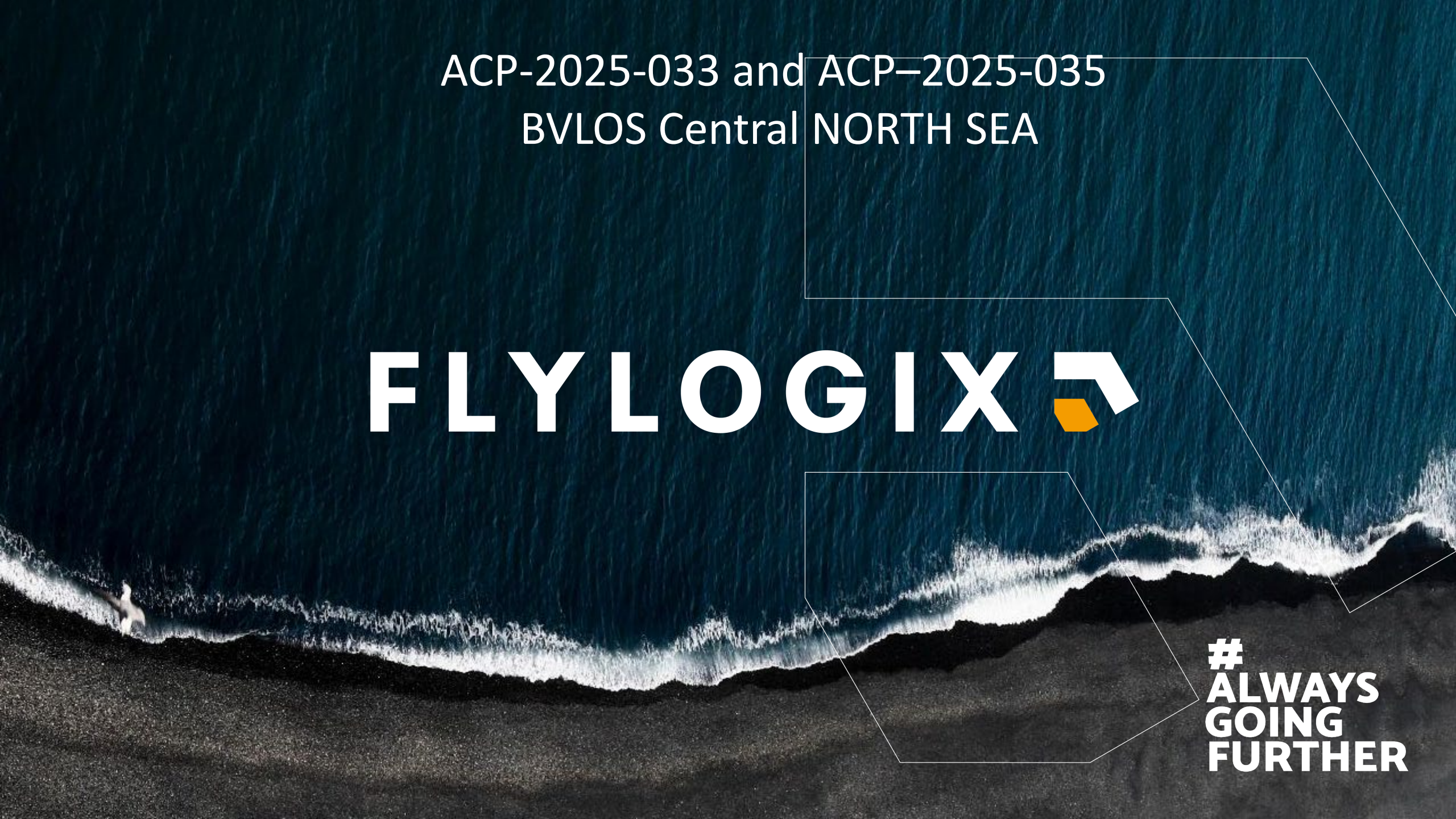
ACP-2025-033 and ACP–2025-035
BVLOS Central NORTH SEA



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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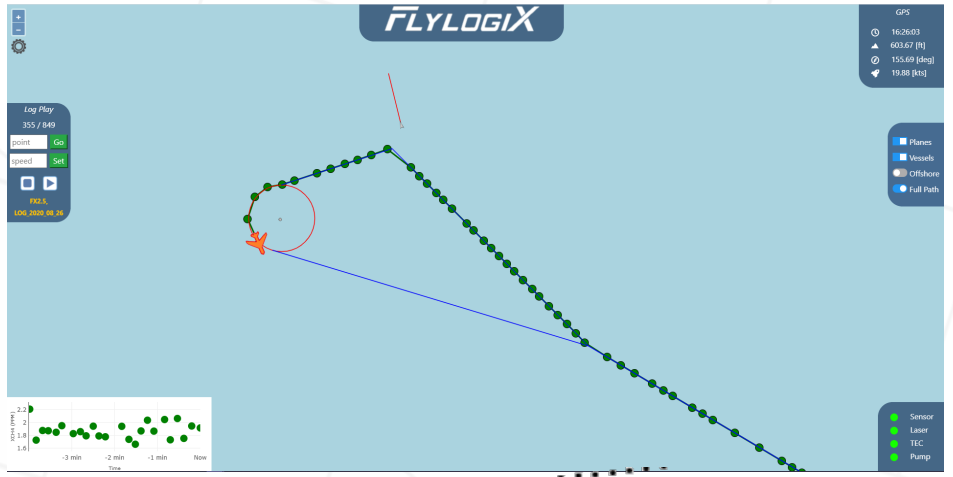
Background to Statement of Need

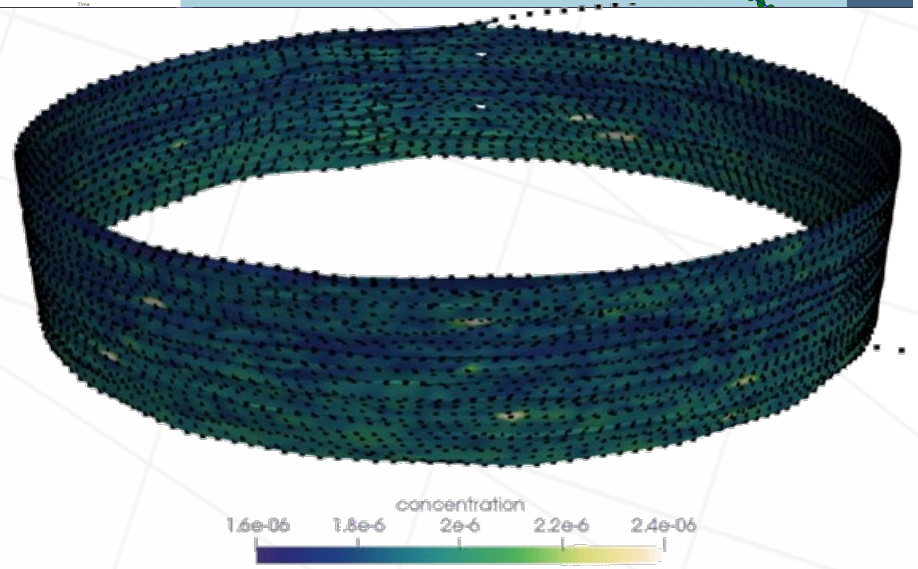
Flylogix is an uncrewed aircraft operator focused on the offshore energy industry. Flylogix are successfully completing uncrewed methane survey flights across the UK in the North Sea.

ACP-2024-032, ACP-2024-033, ACP-2024-034 and ACP-2024-055 all gained approval during 2025 and operations in all 4 TDA Complex were safely and successfully completed with SUACS being provided by NATS ABERDEEN.

Flylogix are once again planning flights for customers in the Northern/Central/Southern North Sea during 2026.

All 4 ACPs will broadly reproduce the ACPs and TDA designs used successfully during 2025. The operating areas are broadly unchanged but there will always be minor changes year to year to the TDA design and TOLP Locations to meet customer requirements or changes to TOLPs.





Proven Platform

Delivered >100 safe measurements year-round in Southern, Central, Northern North Sea, West of Shetland and Morecambe Bay.

Customers include Shell, Equinor, Harbour Energy, Ithaca Energy, TotalEnergies, NEO Next and Serica.

Measured Jackets, NUIs, FPSO and FSUs.

Statement of Need

To establish a TDA to enable a Remotely Piloted Aircraft System (RPAS), launched from land to perform environmental methane surveys of critical offshore energy infrastructure in the Northern/Central/Southern North Sea Regions.

Flylogix is a long range RPAS operator, focused on the offshore energy market. Our customer operations are methane surveys for offshore oil and gas operators. These RPAS surveys are the only proven way of measuring methane offshore and form a key part of the oil and gas operators', and UK government's, commitments to reduce man-made methane emissions by 30% by 2030.By providing data from offshore assets, without sending staff offshore, Flylogix' service reduces cost ,risk and environmental impact.

The existing Airspace is all Class G with the corresponding mixture of GA, Emergency Services, Commercial Helicopter Operations and Military traffic. There are no IFR routes that would be impacted but the Commercial Helicopter Operations follow VFR routes from Aberdeen/Sumburgh/Humberside to Oil/Gas facilities. TDAs are required under current legislation to enable BVLOS flight operations to be carried out with RPAS that are not equipped with Detect and Avoid systems that demonstrate parity with the principle of See and Avoid. Flylogix currently operates solely within TDAs and works closely with NATS ABERDEEN/ANGLIA RADAR to manage these TDAs and they provide a Special Use Area Crossing Service to other aircraft operating near an active Flylogix sponsored TDA. A comprehensive Letter of Agreement is produced to capture specific flight procedures and other information which is submitted to the CAA through the ACP process and in the form of an Operational Risk Assessment which is assessed before an Operational Authorisation for these flight operations can be issued. This process is conducted in parallel with the ACP process to establish this temporary airspace change.

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Statement of Need

The existing Airspace is all class G with the corresponding mixture of ad hoc GA, Emergency Services, Commercial Helicopter Operations and Military traffic. This proposal aims to design and establish a TDA which will be appropriate to achieve the objective above for up to 15 flights within a 90 day period. As this is a temporary airspace change, there is no estimated forecast growth within the 90 day period that the TDA would be published.

Flylogix's operations align with two of the four drivers for airspace modernisation, namely improving sustainability and encouraging aviation innovation to support UK economic growth.

These operations also align with the 4 objectives of the AMS:

- Safety by directly replacing manned aviation for the same function
- Integration by applying new RPAS technologies and gathering data to support un-segregated operation of manned and un-manned aircraft
- Simplification by innovating and gathering data to support the integration of RPAS into normal air traffic. This will lead to the simplification of airspace as segregated airspace for manned and unmanned aircraft will no longer be required.
- Environment by utilising more efficient and environmentally friendly aircraft and equipment for survey work

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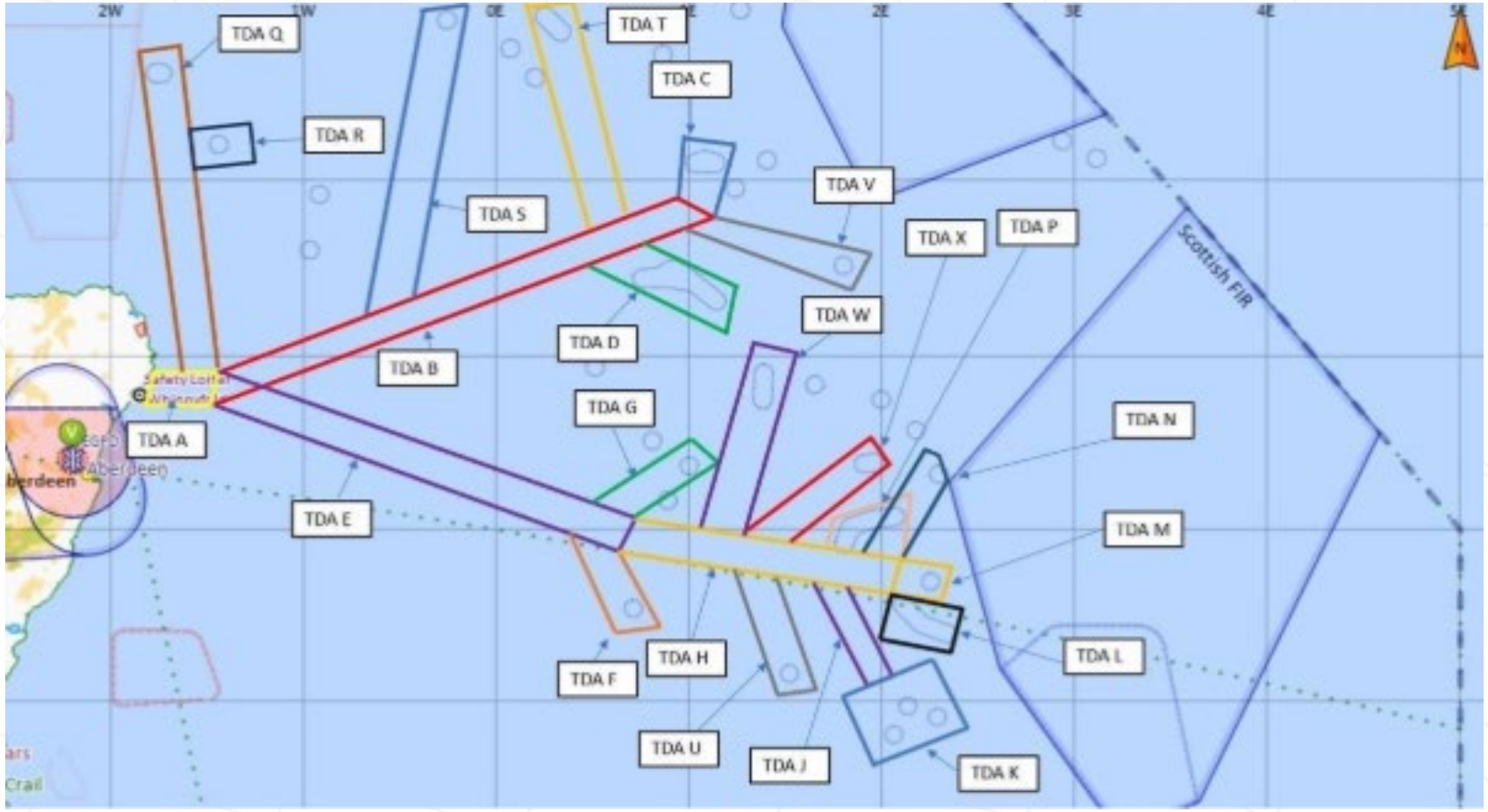
Current Day Scenario - Central North Sea Operating Area
INDICATIVE OPERATING AREA ONLY



Stakeholders

Engagement iaw CAP1616g Chapter 5.

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.

BLACKSWAN will draw on experience from the four successful FLYLOGIX ACPs in 2025. As the ACPs are temporary of nature and broadly replicate the last two years of operations and Stakeholders are used to the operation we propose scaling the Targeted Engagement to four weeks and ACP-2025-033 and 035 will be conducted simultaneously to reduce nugatory effort. The temporary nature of the operations appears to be acceptable to most Stakeholders as they always know they will not be hindered by the activity for any lengthy period and it is now a well established and safe, efficient operation.

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Stakeholders

ANSP is NATS Aberdeen Radar who have agreed to provide SUACS

Oil and Gas helicopters

- All taking service from Aberdeen Radar
- 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
- Avinor
- Nature Scot
- Natural England

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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 Methane Emissions to ensure compliance with HMG limits.

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

Operations

Fully utilise Stakeholder contacts and build on experience gained from the same operations during 2025.

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Provisional Process Timescales

ACP Number/TASK Originator	Statement of Need	Assessment Meeting	COORDS and TDA Design Required	Engagement	ACP Submission	CAA Decide Gateway	AIC Submission	AIC Publication	Flight Operations/Implementation
ACP-2025-033 CNS1	July 25	20 Aug 25	X	01 Sep 25	17 Nov 25	17Dec 25	26 Dec 25	05 Feb 26	27 Feb 26
ACP-2025-034 NNS	July 25	20 Aug 25	x	01 Dec 25	2 Feb 26	4 Mar 26	20 Mar 26	30 Apr 26	27 May 26
ACP-2025-035 CNS 2	July 25	20 Aug 25	x	02 Feb 26	01 Apr 26	6 May 26	15 May 26	25 Jun 26	08 July 26
ACP-2025-036 SNS	July 25	20 Aug 25	x	06 Apr 26	01 June 26	01 July 26	10 July 26	20 Aug 26	01 Sept 26

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AOB and Next Steps

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

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

BLACKSWAN formally Propose Timeline.

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FLYLOGIX
ALWAYS GOING FURTHER