

ACP-2020-096

## TDA connecting the UK with continental Europe for UAS cargo operations

### Targeted Engagement with Aviation Stakeholders



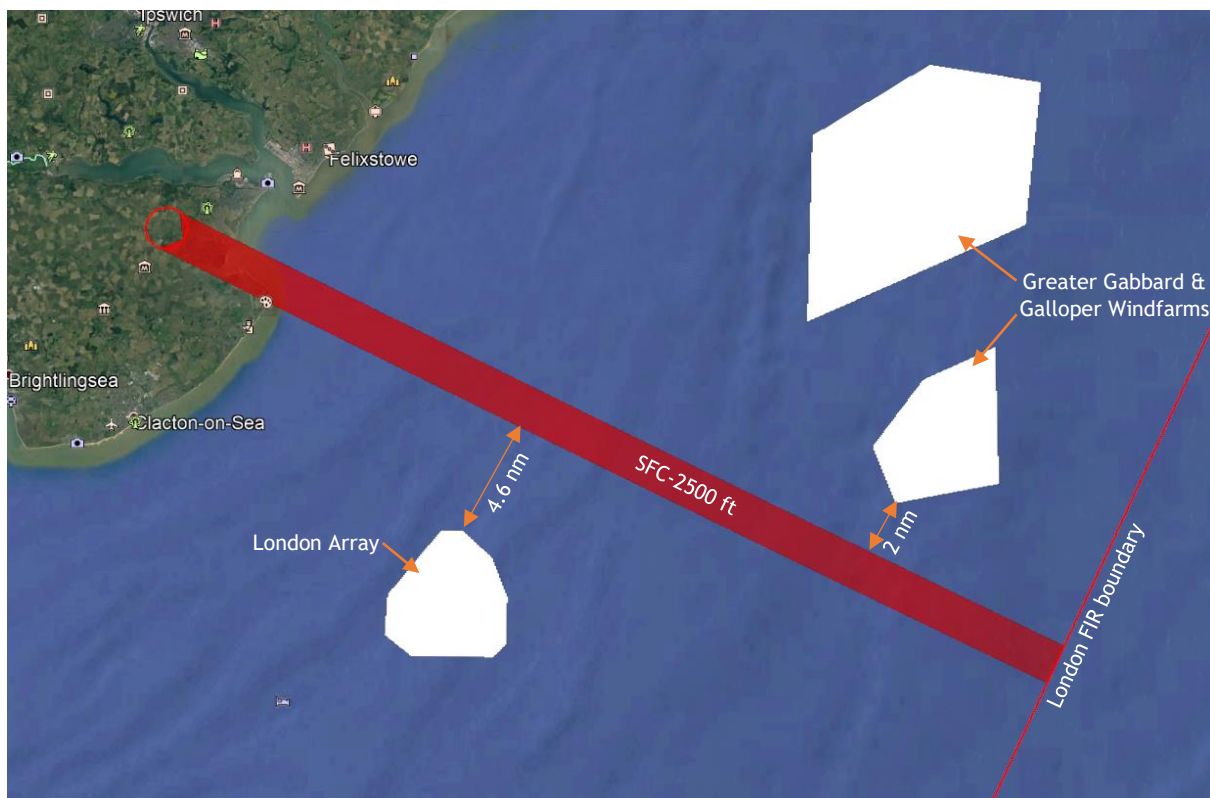
Dear Stakeholder,

We are contacting you to relate some updates on the proposal which some stakeholders have requested.

Having identified a set of features in the area we would like to present two TDA design options, detailed below. We request that you consider both of these options and advise which is more suitable to minimise impact on your operations. If there are improvements that can be made to reduce the impact of the TDA, we would welcome any further feedback.

This ACP process can be consulted in the [Airspace Change Portal](#).

#### Option 1



**TDA:** The TDA is a 1.54 nm wide corridor connecting Great Oakley Airfield with the London FIR boundary and extends from SFC-2500 ft.

**Route:** The UAS will fly the route directly down the centreline of the TDA shown above at 2000ft. There will be a brief climb-out from Great Oakley Airfield.

## Option 2



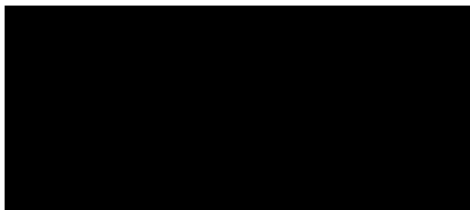
**TDA:** The TDA has the same lateral dimensions as Option 1. However, it is broken into two segments with different altitude ranges. Segment A extends from SFC-3000 ft. Segment B is a floating TDA between 3000-4000 ft.

**Route:** The UAS will climb in segment A to 3000 ft before entering segment B, where it will cruise at 3500 ft. As in option 1, the aircraft will fly the route directly down the centreline of the TDA.

If both of these options are considered not to be appropriate, please let us know how the lateral and vertical dimensions presented in option 1 and 2 could be changed to reduce impact on your operations.

We look forward to hearing from you.

Yours Faithfully,



Windracers Limited