

## Proposal for a Temporary Airspace Change

### 1.0 Definition

The following document seeks to define the requirement for a temporary restriction to airspace by the creation of a temporary danger (TDA) above Network Rail infrastructure for the purposes of beyond visual line of sight flight operations utilising a small unmanned aircraft as detailed within the enclosed Operational Safety Case.

The intended duration would be 90 days (during the first half of 2021), with a view to extending if other stakeholders were in agreement and complaints were kept to a minimum.

The operating height requested is no higher than 400ft AGL, with the lateral dimensions defined within the images detailed below. The widest extremities of the proposed restriction take into account a glide ratio of 1:20, being the worst case scenario in the event of propulsion failure. For the purposes of the proposed flight, intended track is immediately above the East to West Railway line (Bicester to Bletchley).

### 2.0 Consultation

Recognised stakeholders and likely affected air users within the area of operation:

- Network Rail
- Network Rail Aviation – Likely affected air user
- Bicester Gliding Club - Likely affected air user

Other agencies will be notified of air operations in the usual manner, this would include National Police Air Service.

The proposed take off and landing site is Bicester Gliding Club who seek to establish further aviation business including the development of unmanned aircraft operations around their area of operation. On the basis the proposed route is to commence from their aerodrome the owners and operators are in full agreement with this proposal and would be a key planning factor in any flight operation (they and their PPR visitors would be aware of any ongoing flight).

Due to the size of Network Rail and the operation of their own aviation assets all applicable divisions have been notified and for the purposes of this consultation, including Network Rail Air Operations (who are the sponsor of this request).

Other air users have been noted in the outlying areas of the proposed flight operation. However it is thought that due to the maximum proposed height (400ft AGL), a minimum risk is posed to those air users. Unplanned air users being

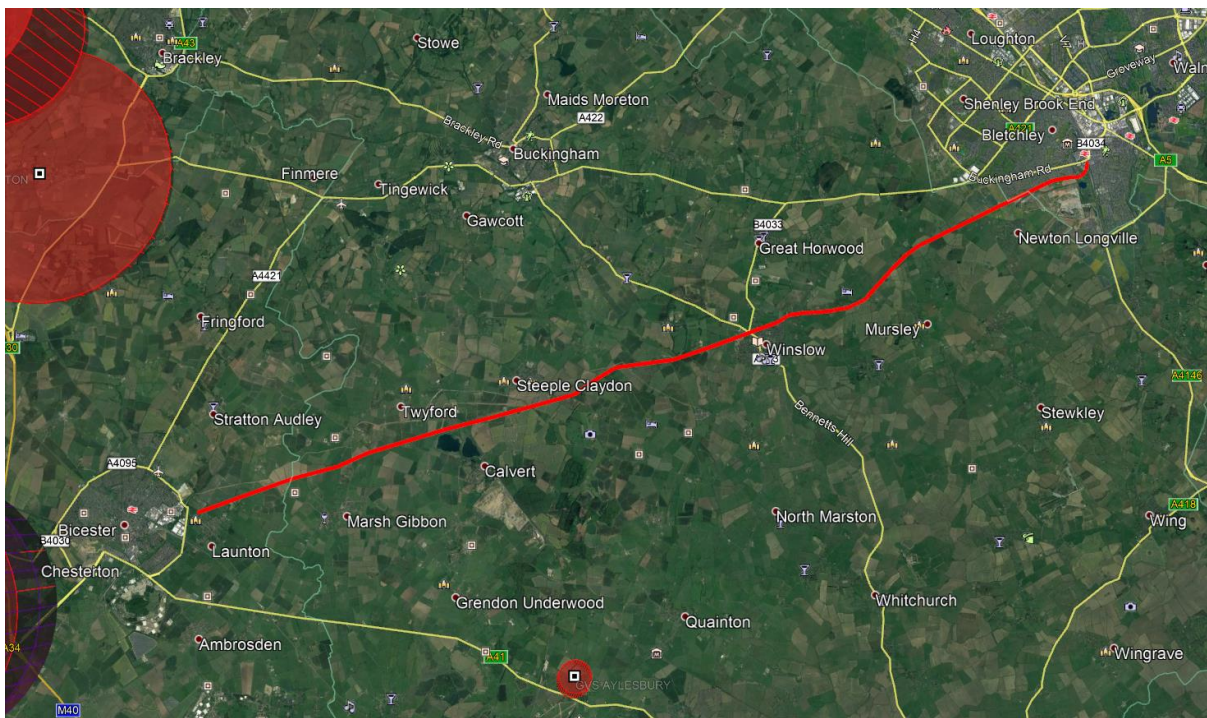
National Police Air Services (NPAS) will be notified directly as part of the standard flight planning process. This would include regional Air Ambulance Services where relevant and if an incident were to occur within the area of operation, in which case flying activities would be halted.

The process of NOTAM application is expected to capture wider stakeholders that might need to be aware of the temporary restriction whilst en route. The proposed operational height is seen to be low risk to general aviation at 400ft AGL. It is noted that a rail line presents a major navigation feature.

As required by CAP 1616 a process for collating any objections or complaints has been established (refer to Section 4.0 of this document). Furthermore engagement with local air users was established in the third quarter of 2020, notably Bicester Gliding Club.

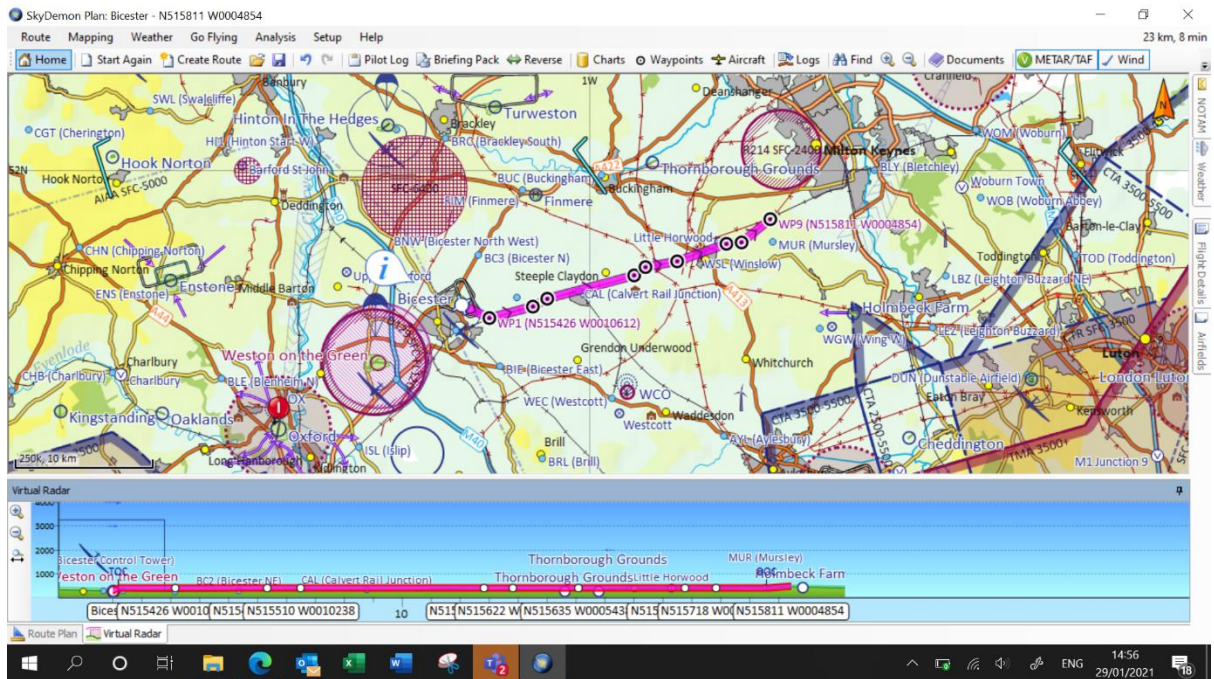
All stakeholders have been consulted and raise no objection or complaint to the proposal.

### 3.0 Proposed Area of Operation

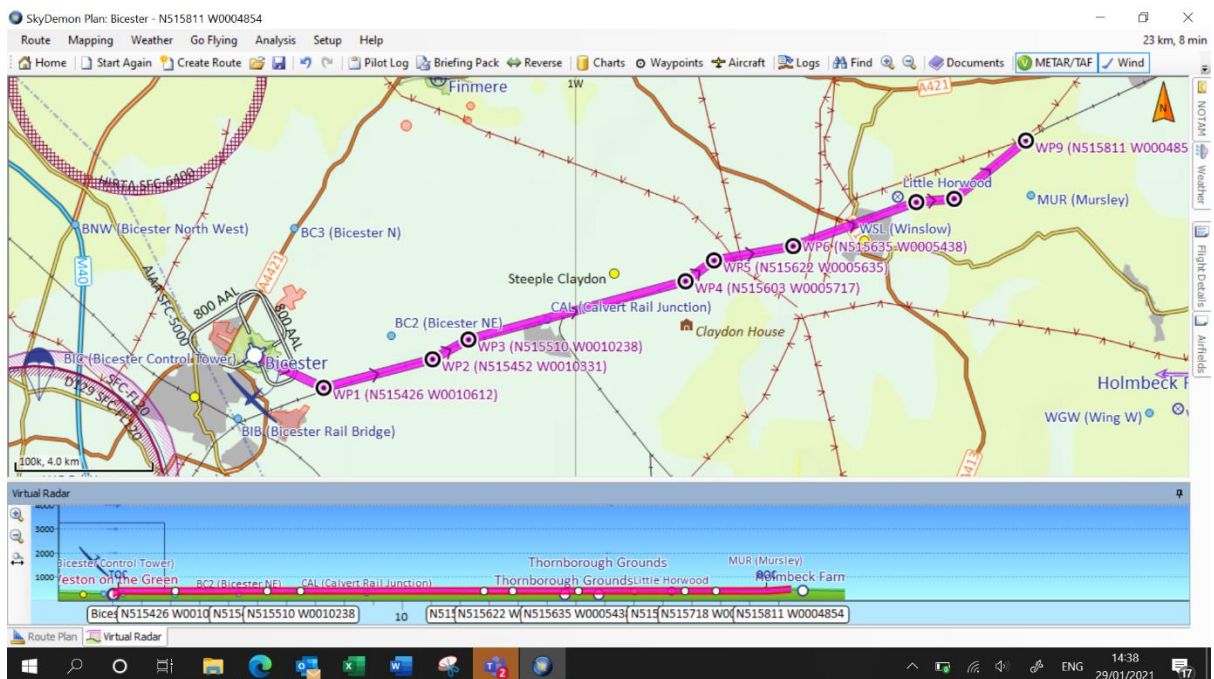


Topographical Map highlighting extent of East to West Railway line – Image 1

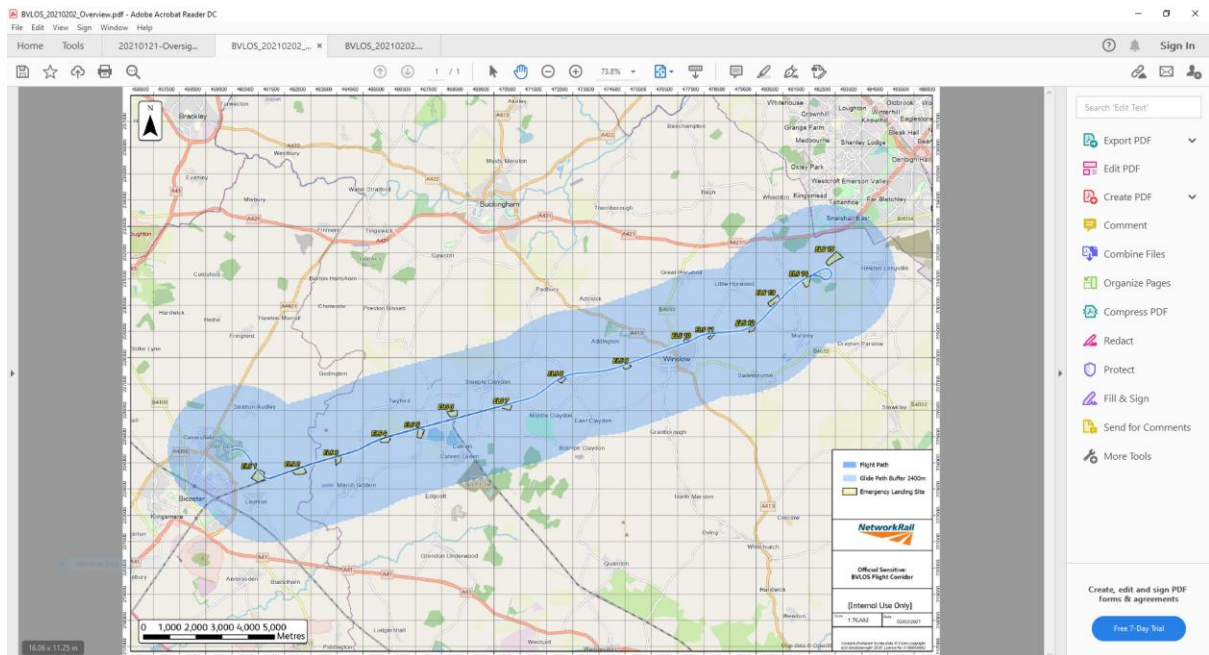




SkyDemon VFR Flight Plan, detailing surrounding airspace and proposed flight track (magenta line) – Image 2



SkyDemon VFR Flight Plan, detailing surrounding airspace and proposed flight track (magenta line) – Image 3



ESRO ARC GIS Map, detailing glide free area surrounding proposed flight track (Light blue shaded area) – Image 4

### Requested Area co-ordinates:

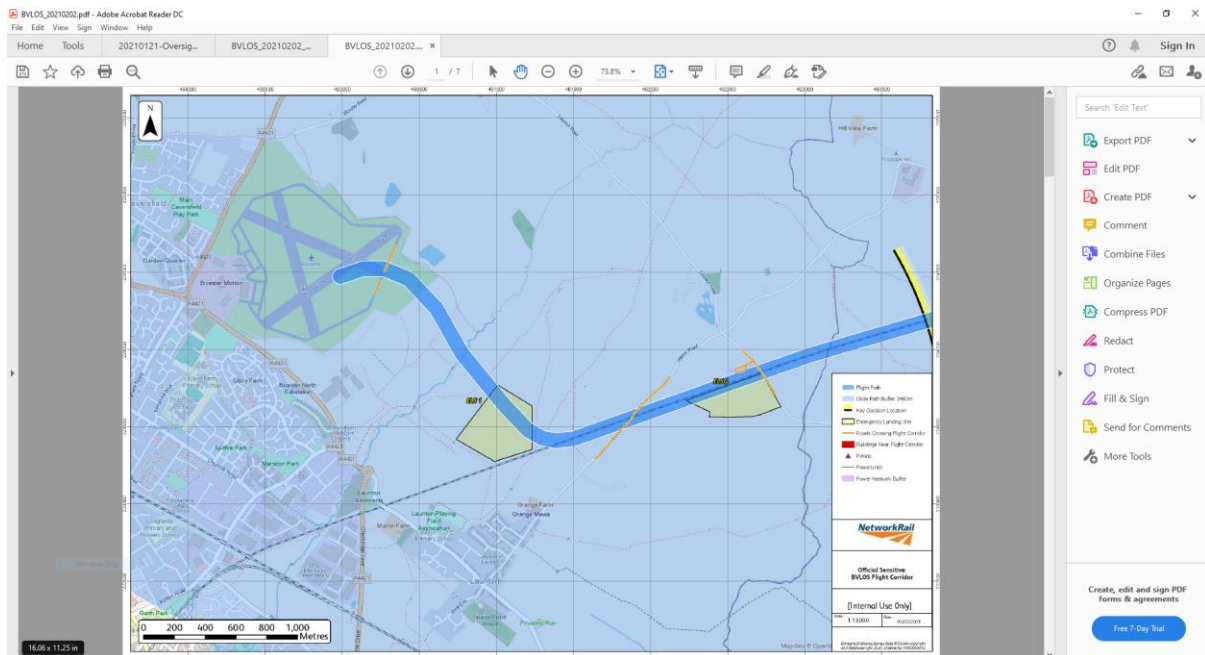
Furthest point north: 51°58'39.87"

Furthest point east: 0°45'43.93"

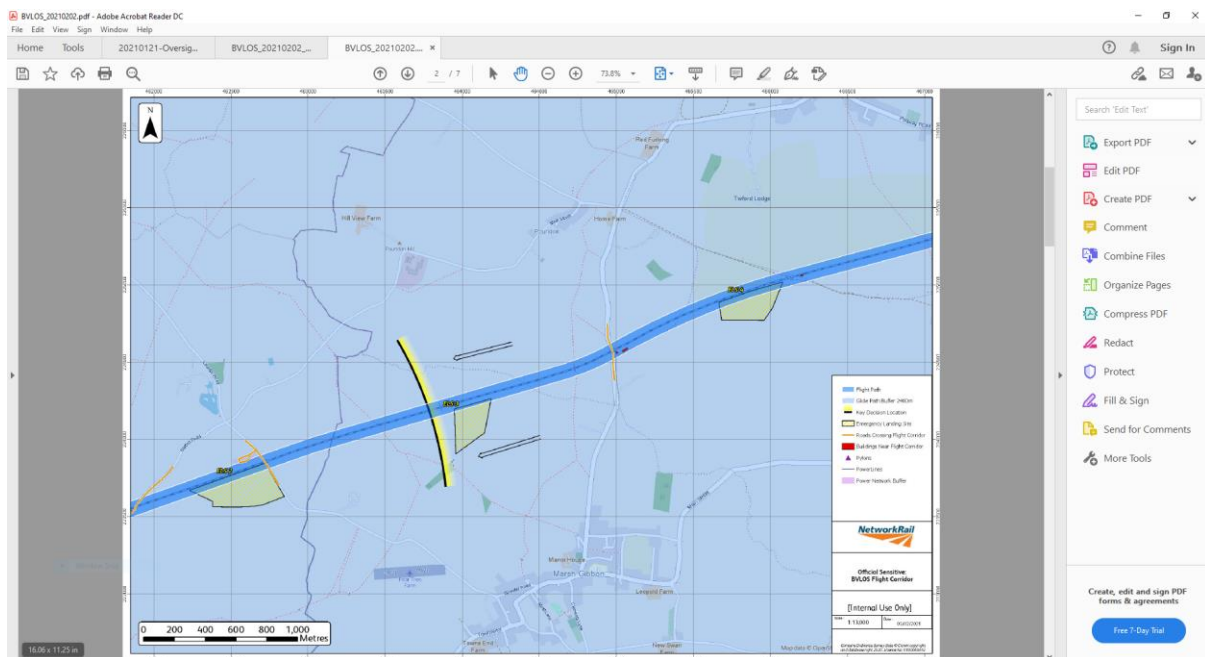
Furthest point south: 51°51'42.70"

Furthest point west: -1°9'57.64"

**Note: This is the requested area of operation (for the Temporary Danger Area)**

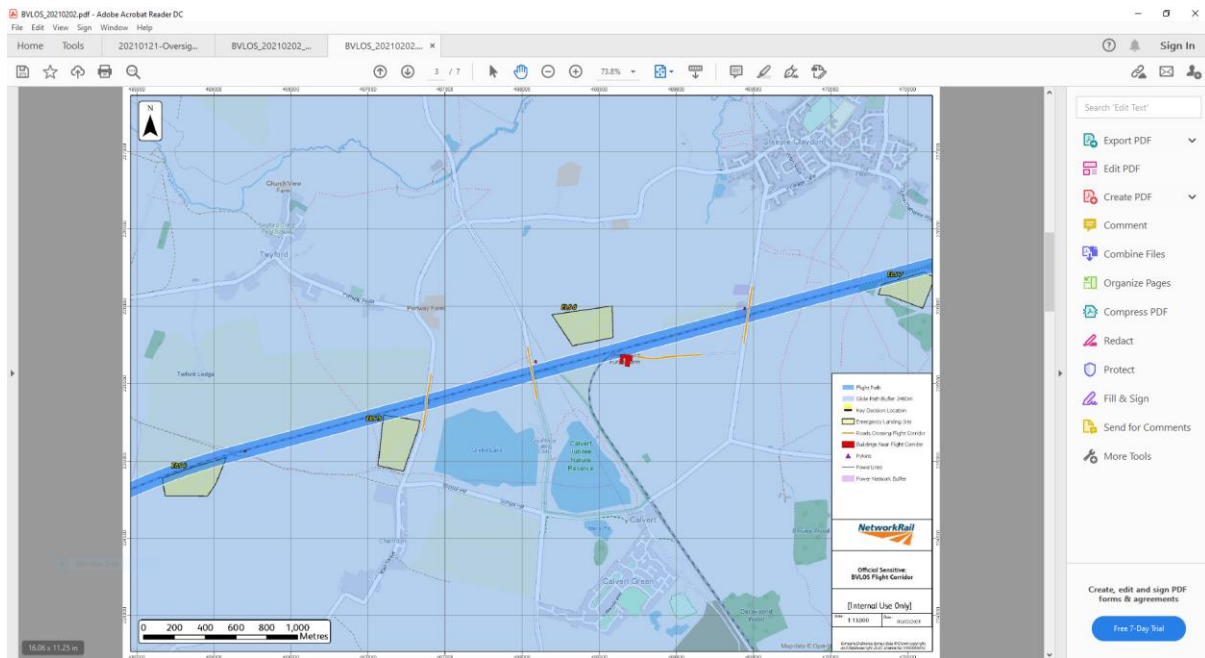


ESRO ARC GIS Map, detailing proposed aircraft track in relation to East to West Railway Line, including GO/NO GO boundaries, alternate landing sites, higher risk urban areas and proximity to power lines – Image 5

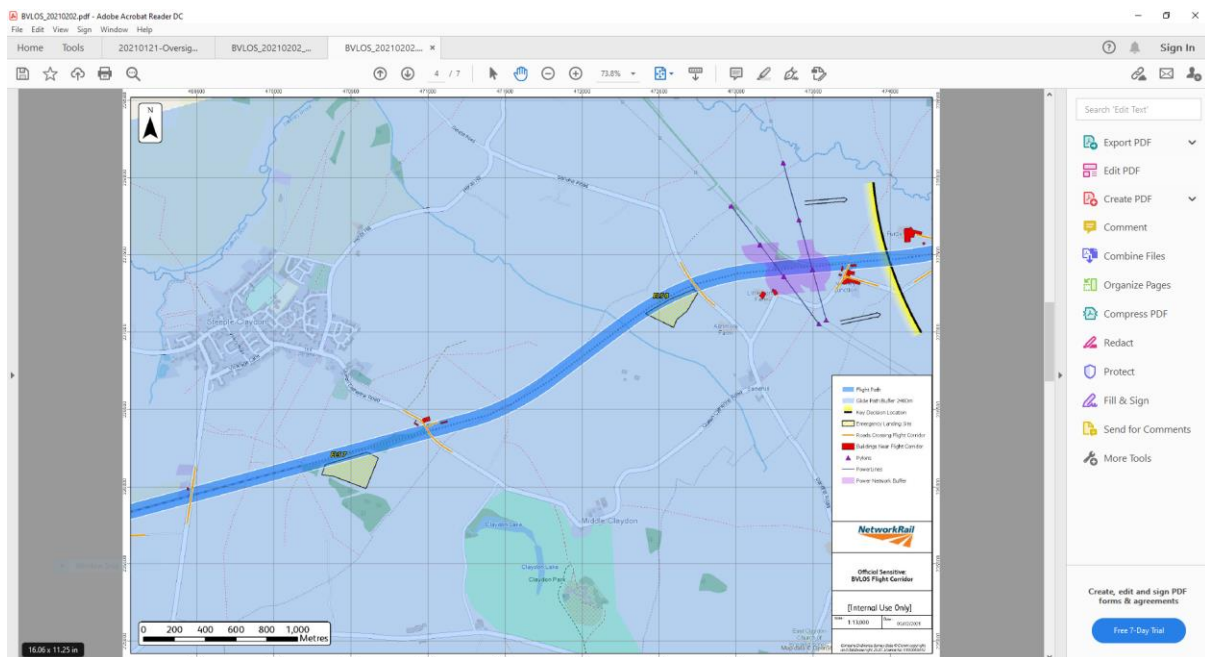


ESRO ARC GIS Map, detailing proposed aircraft track in relation to East to West Railway Line, including GO/NO GO boundaries, alternate landing sites, higher risk urban areas and proximity to power lines – Image 6





ESRO ARC GIS Map, detailing proposed aircraft track in relation to East to West Railway Line, including GO/NO GO boundaries, alternate landing sites, higher risk urban areas and proximity to power lines – Image 7



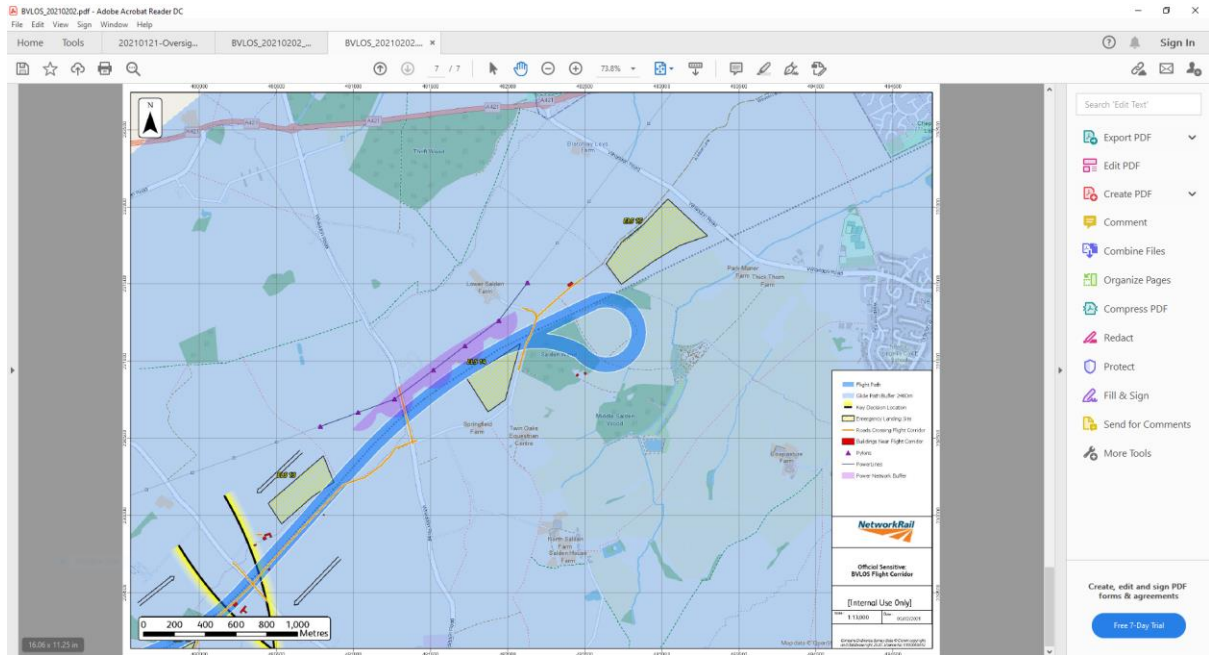
ESRO ARC GIS Map, detailing proposed aircraft track in relation to East to West Railway Line, including GO/NO GO boundaries, alternate landing sites, higher risk urban areas and proximity to power lines – Image 8

The screenshot shows a PDF document titled 'BVL05\_20210202.pdf' open in Adobe Acrobat Reader DC. The main content is a map of a rural area, likely in the UK, showing a proposed flight path and corridors. The map includes a legend with the following items:

- Flight Path (Blue line)
- Class B Airfield (Black line)
- Class C Airfield (Yellow line)
- Proposed Landing Site (Orange line)
- Stands Covering Flight Corridor (Green area)
- Full Size Test Flight Corridor (Red area)
- Field (Green area)
- Woodland (Dark Green area)
- Power Network Buffer (Pink area)

The map also features a scale bar (0 to 1000 metres) and a north arrow. The PDF viewer interface includes a top menu bar with 'File', 'Edit', 'View', 'Sign', 'Windows', and 'Help'. The bottom of the viewer shows a scale bar (0 to 1000 metres) and a status bar indicating the page number (6 of 7).

ESRO ARC GIS Map, detailing proposed aircraft track in relation to East to West Railway Line, including GO/NO GO boundaries, alternate landing sites, higher risk urban areas and proximity to power lines – Image 10



ESRO ARC GIS Map, detailing proposed aircraft track in relation to East to West Railway Line, including GO/NO GO boundaries, alternate landing sites, higher risk urban areas, proximity to power lines – Image 11



#### 4.0 Record of Responses / Complaints from other Stakeholders / Air Users

[illegible]