



Nexus Nine Ltd,  
Fire Service College,  
London Road,  
Moreton-in-Marsh,  
Gloucestershire,  
GL56 0RH

16<sup>th</sup> August 2021

### **Airspace Change Proposal (Temporary Danger Area)**

**Engagement Period: 16<sup>th</sup> August – 10<sup>th</sup> October 2021**

Dear Sir/Madam,

We write to you with reference to an application for a Temporary Danger Area for the conduct of Unmanned Aerial System (UAS) activity. This letter forms part of the Civil Aviation Authority (CAA) Targeted Engagement Process which aims to understand your views and the potential impact for your organisation or airspace users, as a result of this proposal. We hope to develop and shape our application to best suit all aviation stakeholders as a result of your input into our consultation process.

#### **Airspace Change Proposals (ACPs)**

All ACPs are vetted and managed by the CAA in line with strict processes documented in CAP1616. This document outlines the requirements of us as a Sponsor, who we must engage with and the thresholds we must meet if our application is to be successful. A copy of CAP1616 can be downloaded from the CAA's website and all stages of these applications are made available to the public via the Airspace Change Portal (<https://airspacechange.caa.co.uk>).

#### **About the Sponsor**

This ACP is sponsored by Nexus Nine Ltd. As an organisation, our core activities focus around the independent test and evaluation of UAS and Counter UAS systems on behalf a number of customers including the UK Government. Furthermore, we conduct training of UAS Remote Pilots in Enhanced Operations including Beyond Visual Line of Sight flight to ensure the safe integration of UAS amongst the busy airspace of the UK. Our aviation expertise comes from a background of both manned and unmanned pilots and engineers focussed on the safe delivery of UAS operations in the national interest.

## **Sponsor Requirement and Opportunities**

To date, our test and evaluation activities have taken place within the boundaries of the disused airfield at Moreton-In-Marsh. This has enabled us to conduct short-range testing of Counter UAS systems over a number of years. We have flown a variety of different types of UAS with great success and have a strong safety record. However, as technology in both UAS and Counter UAS develops, we see the need to be able to expand the scale and range of testing to provide assurance to our customers as to the effectiveness of the Counter UAS systems under test. As a result of this, we need to understand the capability of our platforms to operate Beyond Visual Line of Sight (BVLOS) within the Moreton-In-March area. Such evaluations will include looking at command and control operating ranges, effect of local electromagnetic interference (e.g. Wi-Fi signals etc) and topography. Under current CAA regulation, all BVLOS UAS activity must be conducted within segregated airspace – in this case a Temporary Danger Area (TDA).

## **Your Input**

We recognise that any potential airspace change, even temporary ones, have an impact on the wider aviation community. We are committed to a flexible approach, aiming to minimise the potential adverse effects that this ACP may bring to your organisation or clients. To ensure your views are represented, and impacts mitigated, we would encourage you to raise questions and reply with the short feedback form in Appendix B.

Details of the initial application, and subsequent ACP progress can be found by searching the Airspace Change Portal (<https://airspacechange.caa.co.uk>).

We will respond to any requests for clarification or questions you might have as swiftly as we can but the engagement period will close after 8 weeks on 10<sup>th</sup> October 2021. Comments made after this date may not be included in any engagement feedback that we provide to the CAA.

We thank you for your time and look forward to hearing from you in the near future.

Best Regards



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Nexus Nine Ltd  
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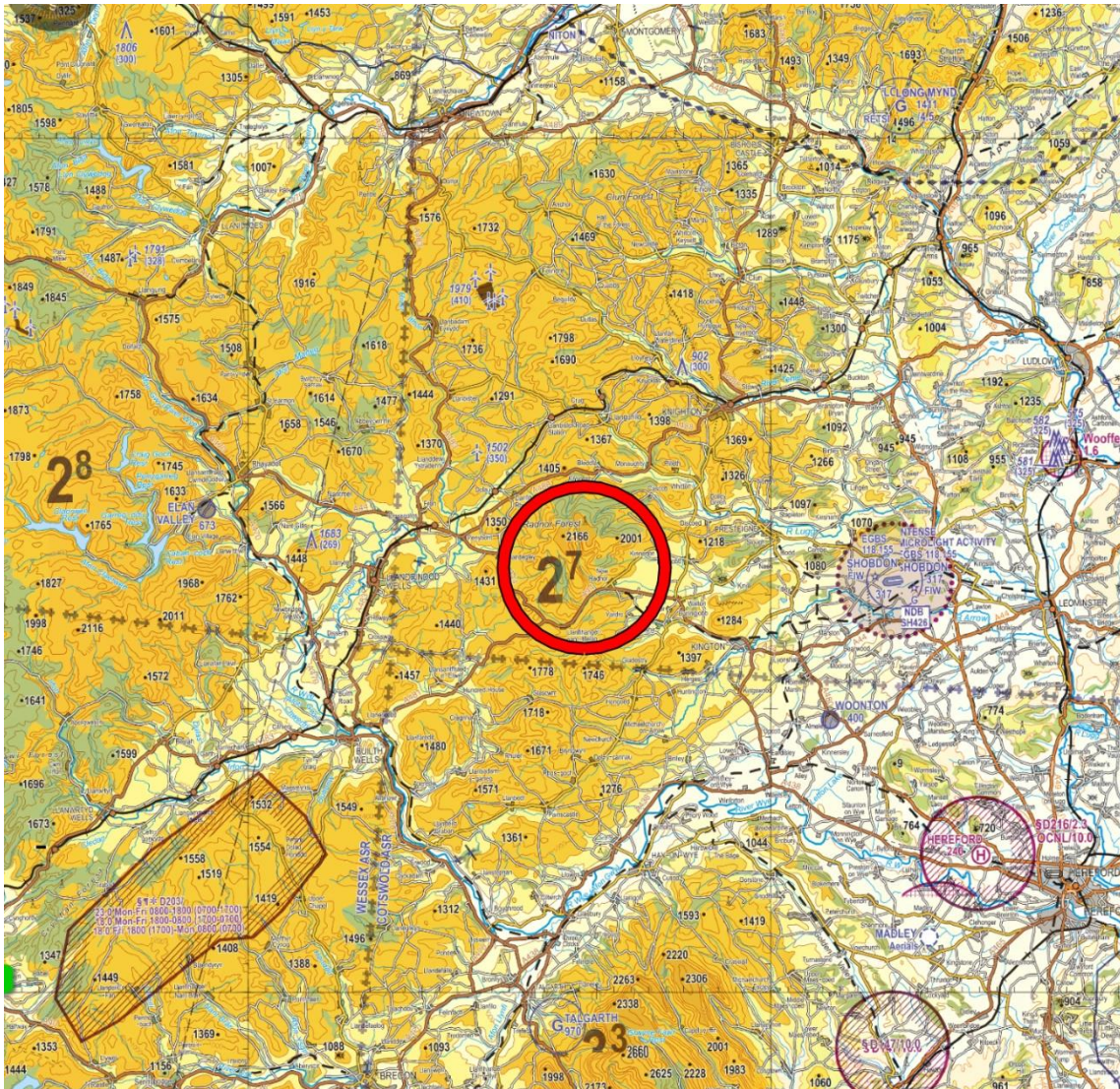
## **Appendix A - ACP-2021-030 (Radnor TDA)**

Radnor is a commercial munitions test and evaluation facility located in an austere location within Class G airspace. It is approximately 11nm West of Shobdon airfield. This ACP application is for a TDA lasting up to 90 days centred on the munitions range with a radius of 3nm. The proposal activates the airspace from the surface to 3500' AMSL due to the height of surrounding terrain. Initial TDA activity is planned to commence from AIRAC 2204 (21 Apr 22).

The TDA will be activated by NOTAM via the NATS system, aiming to give at least a weeks' notice of intended activity. Options for the provision of a Danger Area Activity Information Service (DAAIS) are currently being reviewed and the Sponsor would provide a mobile number for PPR co-ordinated activity within the TDA where it is practical. UAS operations would always immediately cease upon requests to enter the TDA by Emergency Services aircraft.

It is anticipated that the TDA will only be utilised during weekday daylight hours in blocks of up to 3 days at a time. We will aim to conduct 2 'blocks' of activity per month, totally approximately 18 days of activity during the 90-day TDA validity period. We would though, reserve the right to amend this plan.

A map of the suggested TDA is given below:



**TDA Origin:** N52° 14.89 W003° 10.77  
**Radius:** 3nm  
**Vertical Extent:** SFC-3500' AMSL  
**Activated by:** NOTAM  
**DAAIS:** TBC

**Appendix B – ACP-2021-030 (Radnor) Feedback Form**

<b>Name of Contact</b>	
<b>Organisation</b>	
<b>Postal Address</b>	
<b>Email Address</b>	

**Feedback Points:**