Nexus Nine Ltd,
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9th March 2023

**Airspace Change Proposal ACP-2021-030 (Temporary Danger Area)**
**Renewed Engagement**

**3rd Engagement Period: 9th March to 20th April 2023**

Dear Sir/Madam,

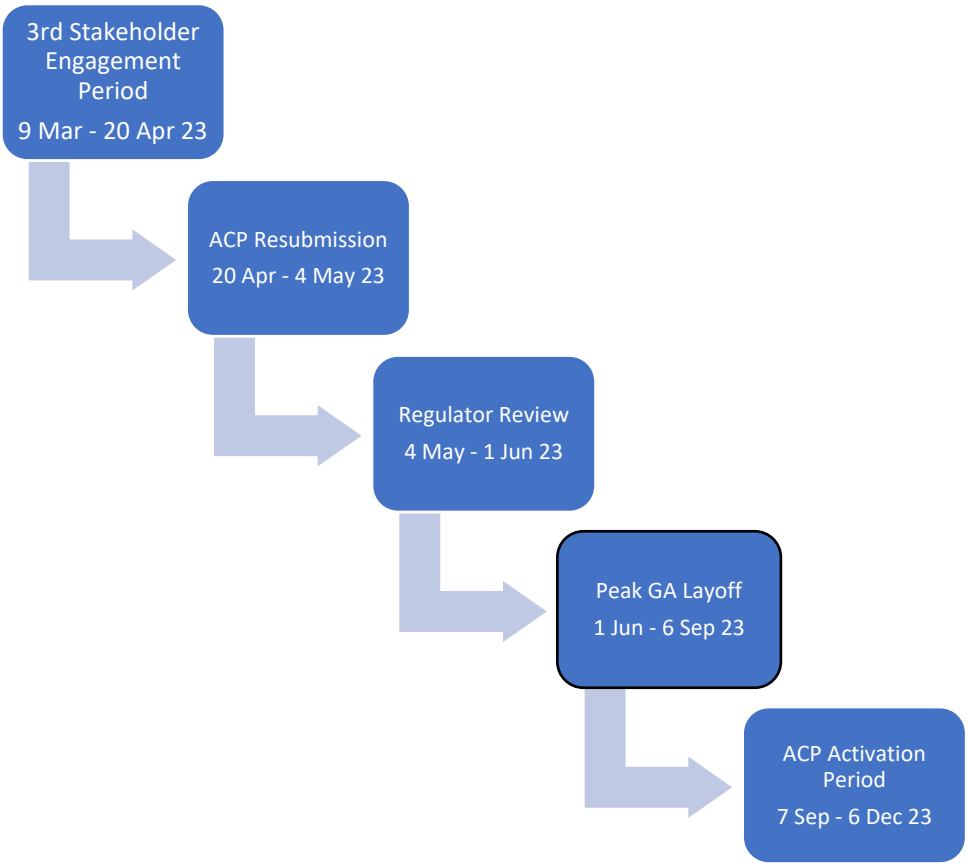
It has been a few months since we last engaged with your organisation regarding our proposed UAS TDA at Radnor. We thought it was important to bring you up-to-date with recent progress and some further work that the Civil Aviation Authority (CAA) have asked us to do.

We submitted our proposal for the Radnor TDA to the Regulator in November 2022 which was reviewed at the end of January 2023. This proposal saw some significant changes from our original design, largely borne out of an understanding of the impacts this ACP might have for local airspace users and our agreed pathway forwards to try and mitigate against those impacts. Please find Appendix A, at the end of this document, which is an extract of our CAA submission and outlines our proposed design.

Nonetheless, the CAA have asked us to pursue a few more avenues of Stakeholder engagement in order for them to have all the information they require to make an informed and balanced judgement in line with their guidance policy. Information on the process that we have been following and the CAA policy is contained within CAP1616; this is available from the CAA's website or via the link here. Furthermore, a direct link to our proposal on the CAA Airspace Change Portal, alongside all of our work to-date can be found here.

As a result of this ongoing process, we have opened a 3rd formal Engagement Period which enables us to open those new lines of communication and renew some existing ones. It enables us to make clear to you what our proposal currently looks like and invite any new comments you might wish to make. As a result of the additional work we've been asked to do, our timeline for the TDA has significantly changed.

Whilst we had hoped to conduct our testing in the early part of 2023, this now will not be possible. We are conscious of the agreements we made with many Stakeholders to try and deconflict from peak recreational activities during the spring/summer months and we would wish to continue to deconflict as best we can. Consequently, we submitted a proposed revised timeline to the CAA in February 2023, which has been accepted; we outline this below:




As you might be able to see, we've chosen to delay our activation period until September 2023 as we know your organisations will be trying to make the best of the longer days and better weather of the British summertime. We hope this will go some way to reassuring that, whilst we have a project we are keen to progress, we are equally cognisant of its effects on others.

We hope this brings you up-to-date. Moreover, we're keen to hear how these changes might affect your organisation and how we can try to work together to deconflict and mitigate. For example, it's likely we'll set up an email distribution list which will enable us to post planned activity times well in advance; we'd equally be grateful for your diaries of any major activity windows so we can work around them.

We're firm believers that open and effective communication should help us to achieve everyone's aims with minimal disruption – hence we'd be really grateful for your thoughts. To ensure your thoughts go to our entire team, if you could direct them to the email address RadnorACP@nexusnine.co.uk.

Best regards and we appreciate your time

[redacted]
Accountable Manager
Nexus Nine Ltd

# Appendix A - TDA Proposed Design

## Overview

The purpose of this TDA is to enable the Sponsor to test and evaluate the performance and operating ranges of each of its platforms in the BVLOS environment. With most platforms operating up to 10km (5.4nm) the Sponsor believes a maximum radius TDA of 3nm is reasonable and allows a full understanding of platform capabilities.
The Sponsor has endeavoured to responsibly and respectfully understand the concerns and impact for all Stakeholders when submitting their final design. It is clear that procedures must be put into place to ensure all Emergency Services aircraft can have unhindered access to the TDA as swiftly as possible. Moreover, the frequent local GA user community should not be disrupted any more than is reasonable during this short-duration ACP. The Sponsor has taken on board feedback from both this ACP alongside meaningful engagement suggestions from ACP-2021-029 (Moreton-In-Marsh), with the aim of minimising disruption.

## TDA Dimensions

The Sponsor proposes two concentric TDAs of differing radius; one at 1.5nm and one at 3nm. The 3nm radius allows the Sponsor to test their platforms at suitable range to understand their operating capabilities in the environment. However, some testing will only require shorter range operations. By utilising two different radii, the Sponsor is able to keep as much airspace free for the GA community as possible, activating the larger of the two TDAs only when required. The Sponsor believes the risk of lateral airspace incursion, due to confusion of TDA radius, is outweighed by the reduced impact to airspace users. The severity of an airspace incursion is also mitigated by the Sponsor's CAA approved Operating Safety Case.
Each TDA would still have a ceiling of 3500' due to surrounding terrain. This also reduces the likelihood of confusion for other airspace users around the two TDA parameters.

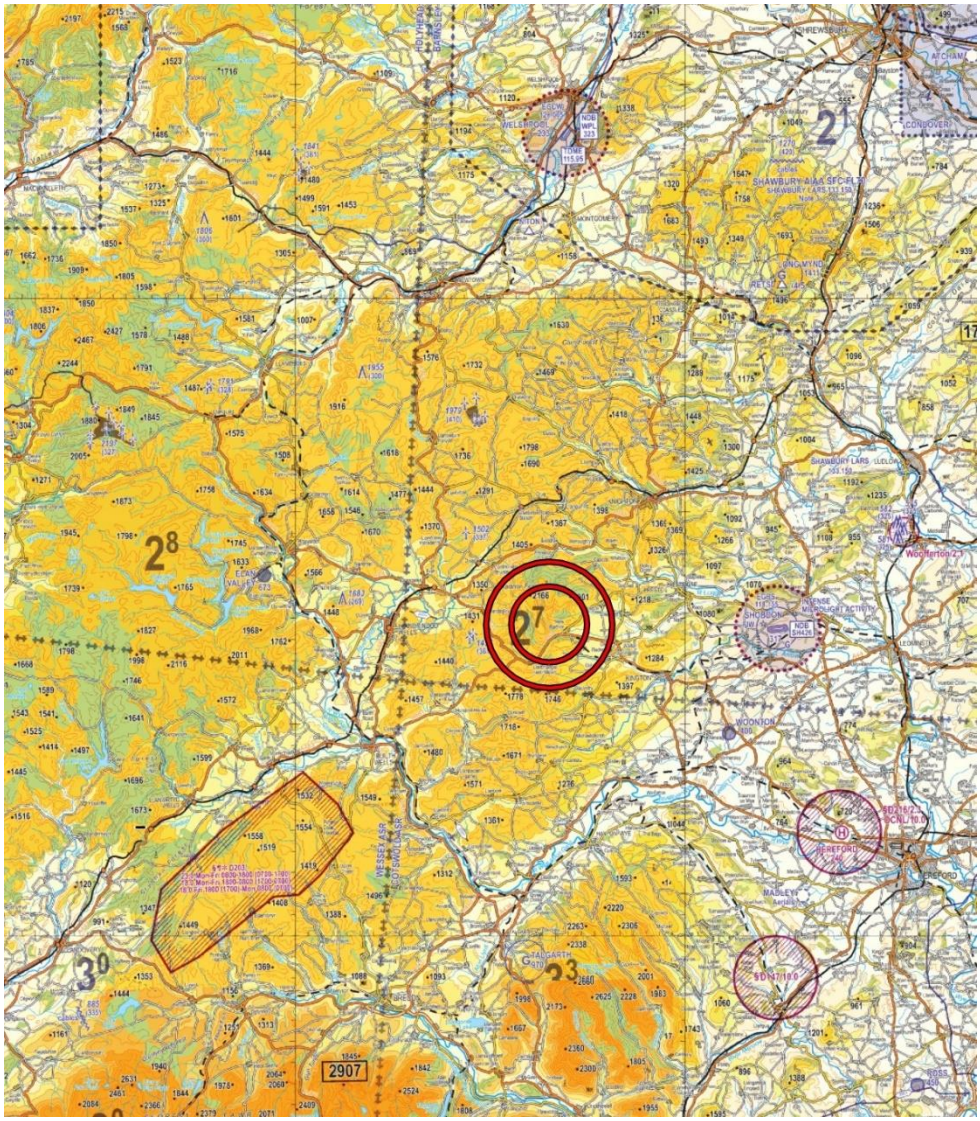
## Validity and Activation

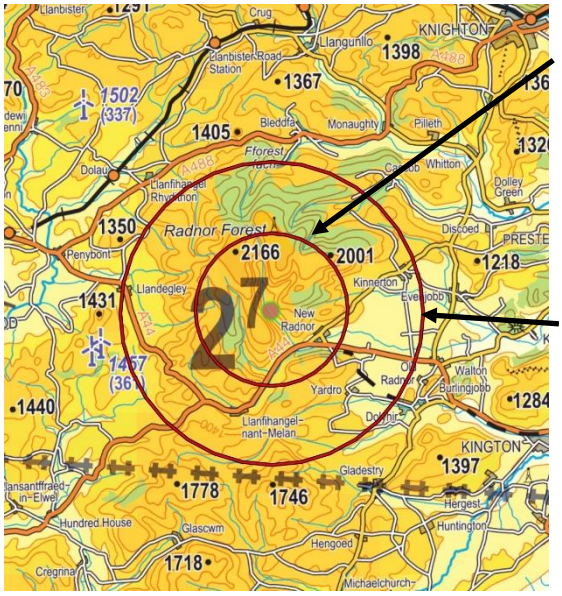
Whilst the TDAs would be valid in the AIC for 90 days, the Sponsor plans on using them for approximately 18 of those 90 days. Additional dates may be utilised within the 90-day window of validity if flying has been lost due to, for example, weather.
The TDAs would be activated by NOTAM and the Sponsor would schedule these both simply, to avoid confusion, yet sympathetically, so as not to block out airspace when activity is not taking place. An example might be 0900 to 1130 and 1300 to 1530 thus enabling a 5-hour flying day with a break in the middle.
A telephone/satellite phone number will be provided for the on-site Remote Pilot for the duration of daily activity.

## DAAIS

A DAAIS will be provided by London Information on 124.75 for the duration of activities. If planned flying is curtailed or cancelled then London Information will be informed to ensure the airspace is made available to other airspace users.

## Map Representations




TDA 1
1.5nm centred on Radnor Range (N52˚14.89 W003˚10.77)
Surface to 3500’ AMSL.
Activated by NOTAM.
DAAIS: London Information 124.75

TDA 2
3.0nm centred on Radnor Range (N52˚14.89 W003˚10.77)
Surface to 3500’ AMSL.
Activated by NOTAM.
DAAIS: London Information 124.75