



**ACP-2021-030**  
**Radnor BVLOS TDA**  
**3<sup>rd</sup> Stakeholder Engagement**  
**May 2023**

## Table of Contents

Abbreviations .....	4
Section One – Background .....	5
Why Re-engage?.....	5
Revised Timeline .....	5
Re-Engagement Methodology .....	7
Section Two – Targeted Engagement Stakeholders .....	8
Fresh Engagement .....	8
Concluding Previous Engagement.....	9
Re-engaging with Existing Stakeholders .....	11
Engagement Summary .....	12
Section Three – Final Proposal Design .....	13
Overview.....	13
TDA Dimensions.....	13
Validity and Activation.....	13
DAAIS .....	14
Letters of Agreement .....	14
Activity Distribution List.....	14
Stakeholder Feedback.....	14
Complaints.....	14
Map Representations.....	15
Appendix A – Radnor Existing Stakeholder Renewed Engagement Letter .....	17
Appendix A - TDA Proposed Design.....	20
Appendix B – New Stakeholder Engagement Letter .....	22
Project Outline .....	22
TDA Dimensions.....	22
Validity and Activation.....	23
DAAIS .....	23
Map Representations.....	24
Appendix C – Stakeholder Engagement Evidence.....	27
Shobdon User Group Meeting .....	27
Herefordshire Gliding Club .....	30
Swift Light Flight, BMAA, Shobdon.....	35
██████████ Woonton Airstrip .....	36
Mid Wales Hang Gliding & Paragliding Club.....	39

██████████ Broadmeadow Flying Club .....	41
BMAA Head Office.....	43
██████████ Long Mynd Soaring Club.....	49
██████████ Welsh Borders Paragliding Club .....	56
Elan Valley Trust.....	58

## Abbreviations

<b>Abbreviation</b>	<b>Meaning</b>
ACP	Airspace Change Proposal or Airspace Change Portal
AGL	Above Ground Level
ALARP	As Low As Reasonably Practicable
AMSL	Above Mean Sea Level
ATPL(A)	Air Transport Pilot's Licence (Aeroplane)
ATPL(H)	Air Transport Pilot's Licence (Helicopter)
ATSU	Air Traffic Service Unit
ATZ	Aerodrome Traffic Zone
BOCAS	Base of Controlled Airspace
BVLOS	Beyond Visual Line of Sight
CAA	Civil Aviation Authority
CADS	Centralised Aviation Data System
CUAS	Counter Unmanned Aerial System
DAAIS	Danger Area Activity Information Service
DACS	Danger Area Crossing Service
EOP	Emergency Operating Procedure
EVLOS	Extended Visual Line of Sight
GA	General Aviation
LoA	Letter of Agreement
MESA	Minimum Enroute Safety Altitude
NATMAC	National Air Traffic Management Advisory Committee
NOTAM	Notice to Airmen
OEM	Original Equipment Manufacturer
SA	Situational Awareness
SoN	Statement of Need
TDA	Temporary Danger Area
UAS	Unmanned Aerial System



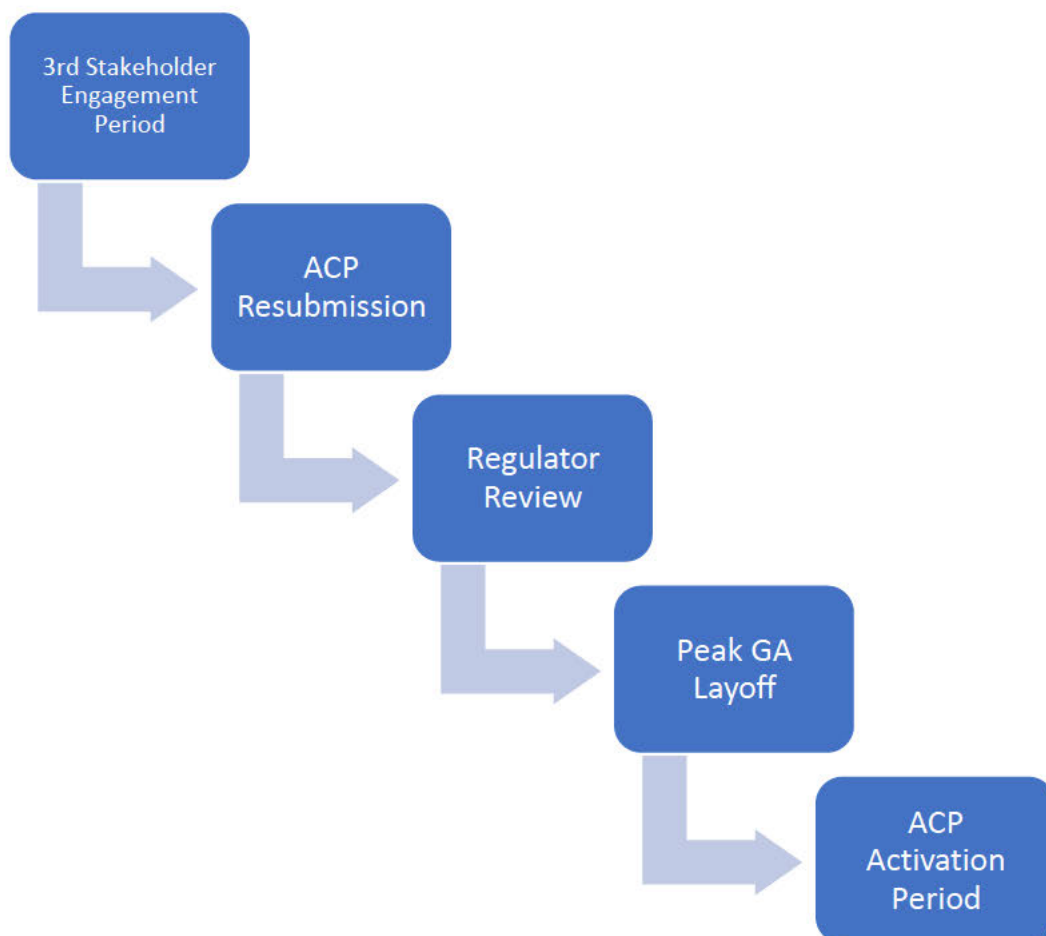
## Section One – Background

### Why Re-engage?

In December 2022, the Sponsor submitted their application for ACP-2021-030 to the Regulator for consideration. The CAA identified a number of areas of Stakeholder Engagement where they felt the Sponsor had not engaged as widely as they might have liked to have seen, and that some targeted engagement could have been pursued further to seek a defined conclusion. Furthermore, it was felt that the Sponsor could have provided clearer guidance to Stakeholders as to the proposed design of the TDA which would have aided their understanding of the proposal. In February 2023, the CAA provided feedback to the Sponsor outlining particular areas that they wished to see re-examined before the ACP would be given further consideration. The CAA also asked that a proposed strategy was submitted to them outlining the Sponsor's pathway forwards, including which Stakeholders would be contacted and an estimated timeline. This strategy was submitted on 26<sup>th</sup> February 2023 and approved by the CAA on 28<sup>th</sup> February 2023.

### Revised Timeline

The Sponsor's re-engagement strategy can be briefly summarised below:



### 3<sup>rd</sup> Stakeholder Engagement Period

Dates: 9<sup>th</sup> March – 20<sup>th</sup> April 2023

Duration: 6 weeks

Outline: The 6-week period allowed sufficient continued and fresh engagement with local Stakeholders to understand both the impact of this ACP on their activities, and the impact of the revised timeline outlined in this document. The Sponsor began the period with a fresh, clear document outlining the current ACP proposed design and its activity timeline. This re-engagement period focussed on 3 key Stakeholder groups:

1. Fresh engagement with local clubs. Examples include (but not limited to) BMAA club member sites such as Woonton, Lane Farm, Hardwicke and Elan Valley. The Sponsor believes the 6-week period of engagement provided ample opportunity for Stakeholders to review the proposal, engage in meaningful discussion and raise any concerns that the proposal might present.
2. Conclusion of previous Stakeholder engagement. The Regulator had previously concluded that some previous engagement, could have been pursued further – particularly focussing around the Long Mynd Soaring Club. This 6-week re-engagement period allowed these established communication lines to be renewed with the aim of achieving a decisive view from the Stakeholders as to the impact of the ACP.
3. Re-engagement with other local Stakeholders. Whilst the Sponsor had been grateful for productive engagement with many local Stakeholders during the previous 2 periods of Stakeholder engagement, this period offered the opportunity to update them on ACP progress. Of particular note is the revised design submitted in the December 2022 submission that aimed to minimise disruption for local Stakeholders.

Notwithstanding the areas of focus for the groups outlined above, the main thrust of the 3<sup>rd</sup> Stakeholder engagement period was the clear communication of the proposed ACP activation period (detailed below) and for the Sponsor to understand its impact on Stakeholders. Much of the negotiation and mitigation for Stakeholders has centred around an ACP that deliberately deconflicted from peak GA activity by utilising the winter months. Whilst the Sponsor does not feel they should be entirely constrained to this period, it must be recognised that the revised timeline is likely to have a significant impact on the response of Stakeholders. The revised timeline was clearly outlined to all Stakeholders, offering them the opportunity to identify any new or additional issues this may raise.

### ACP Resubmission

Dates: 20<sup>th</sup> April – 4<sup>th</sup> May 2023

Duration: 2 weeks

Outline: This 2-week period enabled all previous Stakeholder communications to be accurately documented, assessed and presented. The period also allowed other areas highlighted by the Regulator to be addressed e.g. process for forwarding of

complaints to the CAA. The Sponsor also used this period to further conclude any Stakeholder discussions that ran beyond the formal engagement period.

#### Regulator Review

Dates: 4<sup>th</sup> May – 1<sup>st</sup> June 2023 (tbc)

Duration: 4 weeks

Outline: Much as with the December 2022 submission, the Sponsor and their assigned CAA Case Officer will negotiate the submission timeline to encompass submission completion, CAA departmental workload and airspace review meeting schedules.

#### Peak GA Layoff

Dates: 1<sup>st</sup> June – 6<sup>th</sup> September 2023 (tbc)

Duration: 14 weeks

Outline: It is recognised that the delay in this ACP is in no way attributable to our Stakeholders; the Sponsor is keen to honour our agreements to do our best to deconflict from their activities. By their nature, GA activities typically take advantage of the better weather and longer periods of daylight. Whilst the Sponsor could theoretically submit this ACP timeline for activation in August 2023, we believe this would do damage to our relationship with Stakeholders and cause them unnecessary disruption. The Sponsor therefore proposes to delay the request to activate the TDA until at least September 2023 whilst re-committing to deconflicting from local Stakeholder activity, where possible.

#### ACP Activation Period

Dates: 7<sup>th</sup> September – 6<sup>th</sup> December 2023

Duration: 90 days

#### Re-Engagement Methodology

Taking onboard the Regulator's comments, the Sponsor disseminated updated documentation for established local Stakeholders to advise them of ACP progress, the Regulator's feedback and the proposed timeline from the Sponsor. A similar document was distributed to new Stakeholders; these can be found at Appendix A and B respectively.

Whilst these documents seek to outline the updated submission, the Sponsor utilised face-to-face meetings and telephone calls to ensure clear understanding by Stakeholders. Where appropriate, these were minuted and followed up by email to ensure conclusions were accurately documented for the Regulator's review.

## Section Two – Targeted Engagement Stakeholders

### Fresh Engagement

Stakeholder	Contact Means	Stakeholder Responded
██████████ Swift Light Flight, BMAA Shobdon	Face-to-face & email	Yes
██████████, ██████████, Broadmeadow Flying Club	Telephone & email	Yes
██████████ Woonton Airstrip	Telephone & email	Yes
██████████ Bally, Lane Farm Airstrip	Telephone & email	Yes
██████████ Welsh Borders Paragliding Club	Email	Yes
██████████ Mid Wales Hang Gliding & Paragliding Club	Email	Yes
Elan Valley Trust, Elan Valley Airstrip	Telephone & email	No (indirect reply from user group)
Hardwicke Airfield	None available	Shobdon users believe this site is no longer active

#### Method of Engagement

The Sponsor utilised face-to-face meetings, phone calls and emails to adequately engage with these new Stakeholders. The Sponsor must thank many of our existing Stakeholders for using their networks to ascertain contact details for the new Stakeholders – this proved invaluable.

As can be seen, despite follow up emails and phone calls, the Elan Valley Trust did not provide feedback to our proposal but some Elan Valley user groups did respond. The Sponsor was unable to find landowner details for Hardwicke, but was advised by a number of local users at Shobdon that the site is no longer active.

#### Key Issues

1. Deconflicting from summer GA activity
2. Minimising use of larger TDA
3. Communication of planned activity

#### Sponsor Response

1. The Sponsor believes their self-imposed timeline of operating outside the peak summer period has been well received by all Stakeholders – indeed many mention this in their feedback. Whilst the Sponsor maintains that they intend to stick to the published timeline, there is flexibility to delay whilst still only utilising the winter months.



2. The Sponsor recognises the disruption a 3nm TDA would cause – many users highlight this encompasses some of their launch sites and may push GA traffic towards other airstrips. The Sponsor’s original Statement of Need identifies the requirement to test at longer range in order to gain a full understanding of the limits of this site for UAS operations. The Sponsor has committed to considered and responsible use of this larger TDA due to its impact on other airspace users. Test plans will be carefully scheduled to focus on fewer, yet intense periods of activity for the 3nm TDA to complete the testing aims as effectively as possible.
3. The Sponsor had already committed to distributing a programme of planned activity to local Stakeholders. This 3<sup>rd</sup> Stakeholder engagement period has enabled the Sponsor to extend the reach of this information to a wider audience. This will take the form of an email distribution list, published at least a week in advance coupled with the normal NOTAM activation process. Short notice cancellations will be promulgated by similar means and also encompass notifying the DAAIS provider.

Disruption level to the Stakeholders

Some disruption to launch sites located within the 3nm TDA, however, all Stakeholders affected by this outlined that they had alternate sites they could use in this instance. Key to minimising this disruption is the planned activity distribution list which will forewarn Stakeholders and enable them to utilise other locations. GA activity is unlikely to be significantly affected due to the time of year and relatively low traffic density within the area. Again, the planned activity distribution list, coupled with the active engagement of Shobdon Airfield will further reduce any disruption.

Flight Safety risk to the Stakeholders

Many paragliders and hang gliders are used to freedom to operate from all sites with little disruption and few NOTAMs that will affect their activities. Clear early communication to clubs and reminders to check NOTAMs, coupled with operator lookout towards paragliding sites will be key mitigators against unintentional airspace incursions. Alongside this, the Sponsor’s operating safety buffers and EOPs for airspace incursion provide another layer of mitigation to enhance flight safety.

Concluding Previous Engagement

Stakeholder	Contact Means	Stakeholder Responded
██████████ Long Mynd Soaring Club	Telephone & email	Yes
██████ ██████████ BMAA	Email	No, extenuating personal circumstances

### Method of Engagement

Both Stakeholders were contacted with the renewed information regarding the ACP. The Sponsor took the opportunity to talk at length on the phone with Long Mynd's Club Chairman to fully understand the impact on the club and to ask for assistance in contacting other local clubs such as Elan Valley, where contact via the landowner had proven difficult. Records of the discussions were summarised by email to ensure the Stakeholder's views and agreed pathways forward were accurately documented. The Sponsor elected to re-open discussion with the BMAA Headquarters, who didn't seem to have received some replies from previous engagement periods. At the BMAA's request, the points of contact were extended to other representatives from the organisation and previous Sponsor replies were redistributed. Unfortunately, the main contact was unable to review the Sponsor's replies due to extenuating personal circumstances. Despite multiple prompts by phone and email, no replies were received from other BMAA representatives.

### Key Issues

1. Deconflicting from summer GA activity
2. Minimising use of larger TDA
3. Communication of planned activity

### Sponsor Response

1. As can be seen from the Stakeholder's replies, most of their activity is concentrated between April and September. By beginning TDA activity into September the Sponsor believes they have proposed a solution that reduces disruption as much as possible. This is coupled with weekday activity which aims to deconflict with more frequent GA activity at the weekends. The Sponsor is more than happy to consider requests from Stakeholders for particular dates of planned GA activity in the hope to better integrate with established airspace users.
2. As already highlighted, the Sponsor is alive to the impact of a 3nm TDA. As part of the engagement, it was suggested that the Sponsor would aim to schedule the 3nm TDA testing towards the end of the AIC schedule – perhaps from October onwards – when Stakeholder activity would be further reduced by the approaching winter weather.
3. The Sponsor and Stakeholders are clearly united in their approach of clear, open communication aiming to minimise disruption for all. The Stakeholders have kindly offered to contact the Sponsor where they see potential conflict with planned activity and the Sponsor has committed to being as flexible as possible, whilst achieving the aims of the ACP Statement of Need.

### Disruption level to the Stakeholders

Long Mynd Club have a couple of identified sites which sit within the 3nm TDA alongside approximately 10 other sites that they use within the whole region. Clearly activation of this TDA will have a disruptive effect, highlighting the need for clear communication with Stakeholders and considered use of the 3nm TDA. The Sponsor



believes the mitigations outlined above, coupled with the alternative sites available to Long Mynd and seasonal deconfliction, make this a reasonable proposition – a viewpoint supported by the Long Mynd Chairman.

Flight Safety risk to the Stakeholders

Many paragliders and hang gliders are used to freedom to operate from all sites with little disruption and few NOTAMs that will affect their activities. Clear early communication to clubs and reminders to check NOTAMs, coupled with operator lookout towards paragliding sites will be key mitigators against unintentional airspace incursions. Alongside this, the Sponsors safety buffers and EOPs for airspace incursion provide another layer of mitigation.

Re-engaging with Existing Stakeholders

Stakeholder	Contact Means	Stakeholder Responded
██████████ ██████████ Shobdon Airfield	Face-to-face meeting & telephone	Yes
██████████ & ██████████ Herefordshire Gliding Club	Face-to-face meeting	Yes

Method of Engagement

The Sponsor utilised a face-to-face meeting to both update Shobdon Stakeholders on ACP progress and identify any changes in the feedback they might wish to raise as a result of the ACP delay. The meeting was minuted (enclosed within Appendix C) to ensure an accurate record can be presented to the Regulator.

Key Issues

1. Minimising use of larger TDA
2. Communication of planned activity

Sponsor Response

1. As raised by the Stakeholder, the period of peak Club gliding will largely be complete by the end of August 23 leading to significantly reduced disruption. Nonetheless, the historical trace (showing only some of the tracked club activity over an 18-24 month period) outlined by the Club does highlight that this is an area utilised by Herefordshire Gliding and that the TDA does sit on the edge of their ‘playground’ in given weather conditions. This reinforces the recurring theme that the Sponsor must understand the consequence of activating this airspace, and do so in a considerate manner.
2. Both the Gliding Club and airfield management believe the email distribution list will provide a robust means of notifying planned activity and mitigating against airfield users inadvertently infringing the TDAs. The Sponsor also re-emphasises that the planned activity distribution email is a ‘2-way street’ – it

enables Stakeholders to identify periods when local GA activity might be higher and therefore the Sponsor can review the potential to deconflict activity dates. This concept was well received by Stakeholders.

#### Disruption level to the Stakeholders

By enabling operators time to plan in advance for different routes, no Stakeholders viewed the ACP as a cause for significant concern. Shobdon identified the ease in which transiting GA traffic could avoid the TDA and the Gliding Club believed alternative operating areas could easily be utilised.

#### Flight Safety risk to the Stakeholders

The ability of Shobdon ATC to advise departing traffic of TDA activation provides an effective additional mitigation to airspace infringement for airspace that will be unusual for local and visiting operators. This safety barrier is in addition to the activation NOTAMs and the Sponsor's existing OSC mitigations and EOPs.

#### Engagement Summary

The 3<sup>rd</sup> Stakeholder Engagement Period has proven to be a productive period for the Sponsor. Not only have many additional Stakeholders been identified, but the Sponsor has re-engaged with other Stakeholders and strengthened relationships with those existing airspace users.

The Sponsor believes the feedback summarised above shows a clear pattern of where Stakeholder's concerns might lie. Moreover though, there is a willingness to work constructively with the Sponsor, so the aims of the ACP can be achieved. It is clear that the Sponsor must carefully plan the timing and scale of testing that utilises the 3nm TDA by means of co-ordinated planning and visibility to local Stakeholders. This volume of airspace has an impact for almost all Stakeholders, but crucially, none suggested that the challenges of its activation present an unacceptable amount of disruption to their operations – even those with launch/landing sites within the 3nm TDA explained their options to utilise other locations. Perhaps even more importantly, the Sponsor and Stakeholders believe the mitigations outlined in this ACP mean that the risks it presents to airspace users are both ALARP and Tolerable.



## Section Three – Final Proposal 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.

Whilst the construct of the proposed TDAs have not changed as a result of this 3<sup>rd</sup> Stakeholder Engagement Period, the reach of the email distribution list has significantly increased as has the assistance provided by Stakeholders in ‘spreading the word’ such that disruption can be minimised and infringement risk reduced.

### 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 AIP 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.

## Letters of Agreement

LOAs will be written for HEMS Babcock and NPAS to ensure swift, safe access to the TDA.

## Activity Distribution List

An email of planned weekly activity for the following week will be distributed to the Stakeholders outlined below by the Monday evening of the preceding week. This aims to ensure Stakeholders have an accurate schedule of activity based on timely weather forecasts. This enables Stakeholders adequate time to plan accordingly and that negotiations could take place to reschedule activity if there are potential conflicts.

Babcock Mission Critical Services	Broadmeadow Flying Club	Herefordshire Gliding Club, Shobdon
Lane Farm Airstrip	Long Mynd Soaring Club	Mid Wales Hang Gliding & Paragliding Club
National Police Air Service	Shobdon Airfield Manager	Swift Light Flight, BMAA Shobdon
Welsh Borders Paragliding Club	Woonton Airstrip	

## Stakeholder Feedback

The email address [radnorfeedback@nexusnine.co.uk](mailto:radnorfeedback@nexusnine.co.uk) will be publicised for Stakeholders to feed back to the Sponsor during the TDA activity window. Where possible, the Sponsor will engage with local GA organisations and UAS operators regarding proposed TDA activation times.

## Complaints

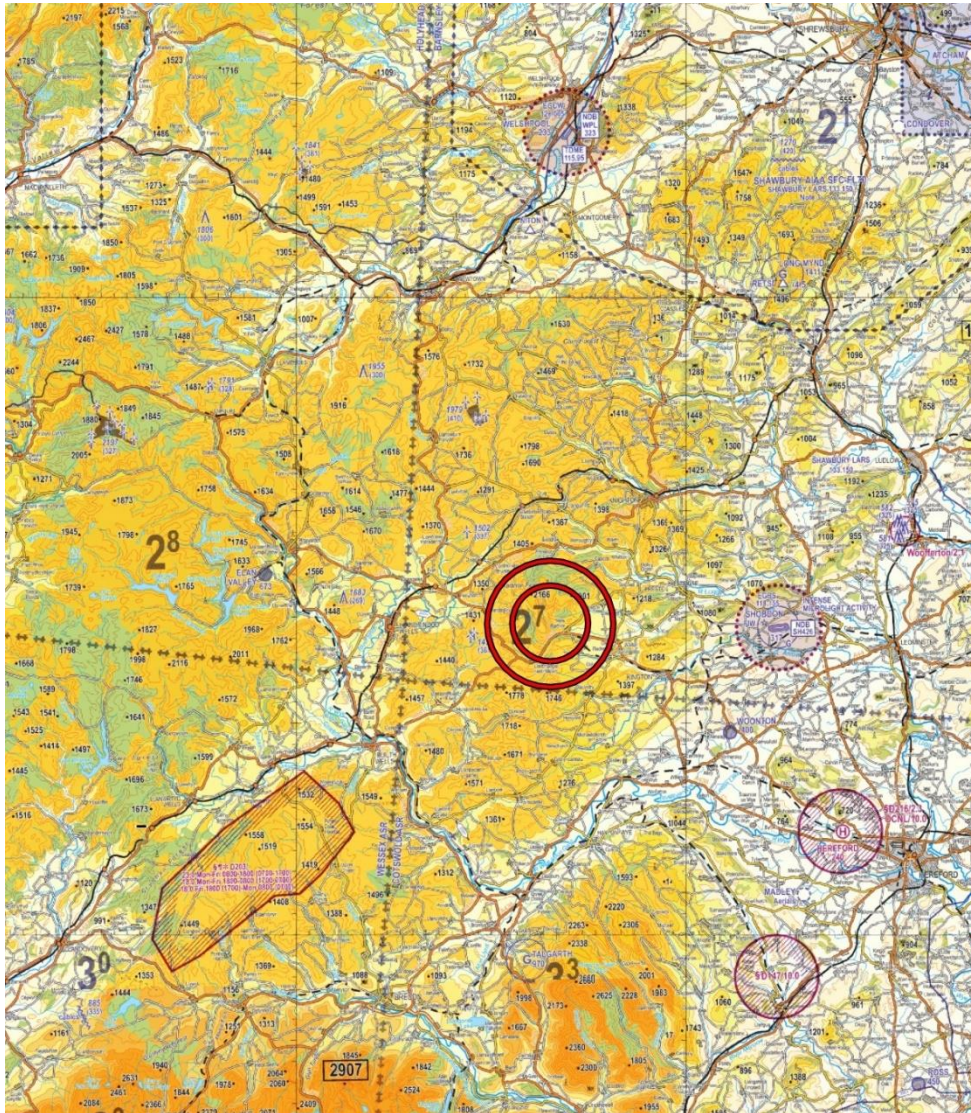
### Sponsor Responses

The Sponsor is committed to responsible utilisation of airspace in a professional manner. Should a Stakeholder wish to raise a formal complaint regarding UAS activity, they may do so utilising the email address [radnorcomplaints@nexusnine.co.uk](mailto:radnorcomplaints@nexusnine.co.uk). All Stakeholders raising a complaint will be replied to and the Sponsor will discuss potential solutions; such contact might include an individual reply, or a list of FAQs which seek to adequately answer the concerns raised by the complainant. A record of all complaints will be held by the Sponsor.

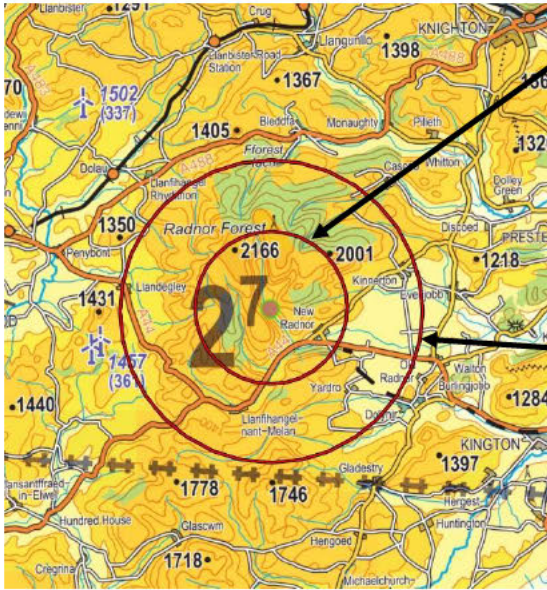
## Regulatory Oversight

CAP 1616 clearly defines the requirement of the Sponsor to advise the Regulator of complaints. All complaints will be forwarded to the Regulator within 7 days of receipt to ensure that adequate oversight of the airspace is facilitated. At the Regulator's request, the Sponsor will be available to discuss any particular concerns. A summary of complaints will be forwarded to the Regulator on completion of the ACP activity period.

## 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

## Appendix A – Radnor Existing Stakeholder Renewed Engagement Letter

Nexus Nine Ltd,



Building 330,  
Westcott Venture Park,  
Westcott,  
HP18 0XB

9<sup>th</sup> March 2023

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

#### **3<sup>rd</sup> Engagement Period: 9<sup>th</sup> March to 20<sup>th</sup> 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.

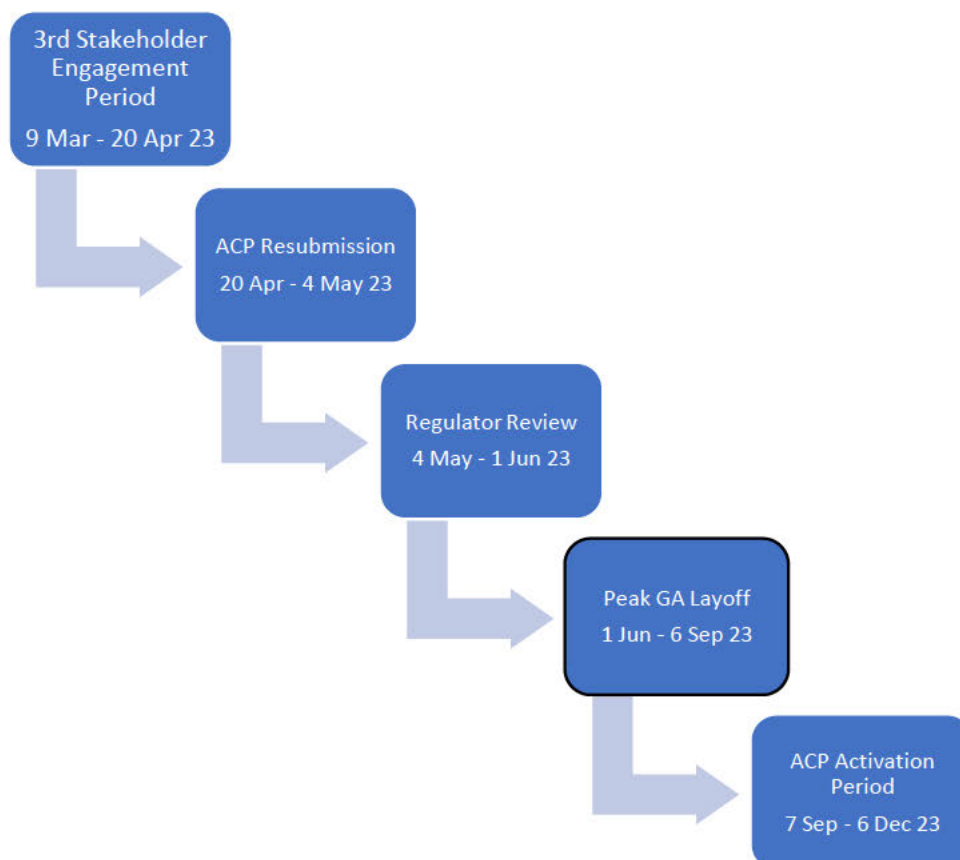
We submitted our proposal for the Radnor TDA to the Regulator in November 2022 which was reviewed at the end of January 2023. This proposal saw some significant changes from our original design, largely borne out of an understanding of the impacts this ACP might have for local airspace users and our 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 3<sup>rd</sup> 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](mailto:RadnorACP@nexusnine.co.uk).

Best regards and we appreciate your time



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.

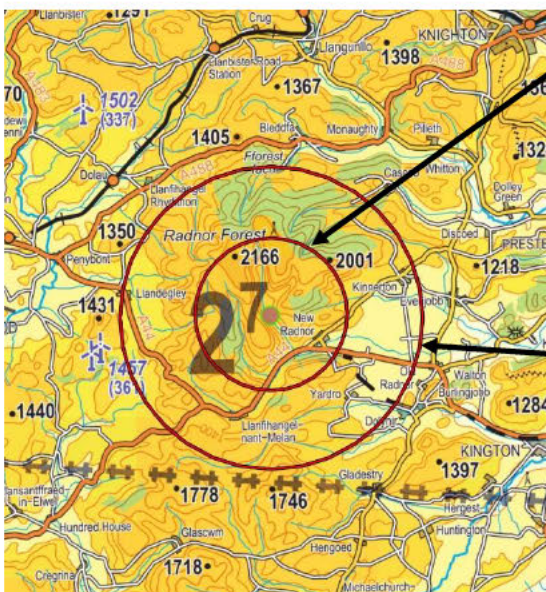
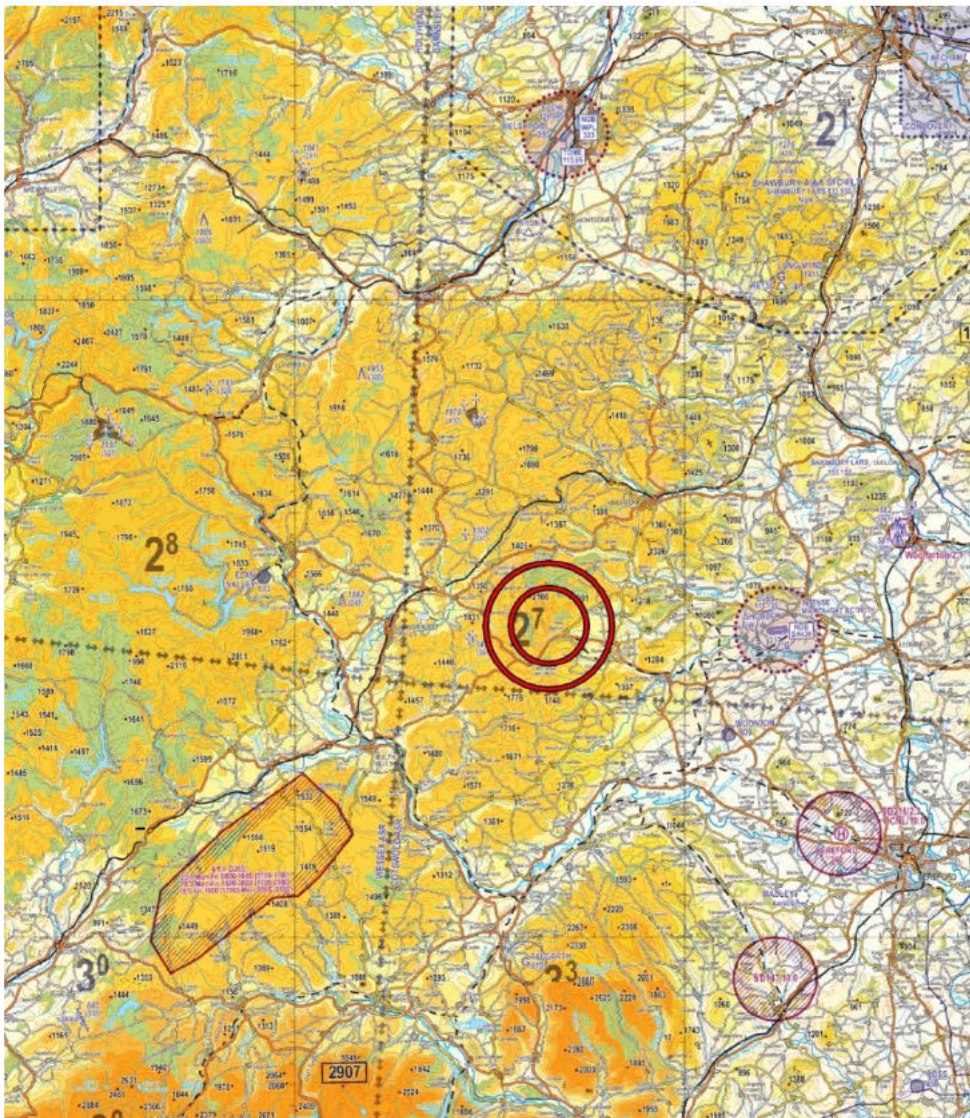
A telephone/satellite phone number will be provided for the on-site Remote Pilot for the duration of daily activity.

### 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

## Appendix B – New Stakeholder Engagement Letter



Nexus Nine Ltd,  
Building 330,  
Westcott Venture Park,  
Westcott,  
HP18 0XB

20<sup>th</sup> March 2023

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

**3<sup>rd</sup> Engagement Period: 9<sup>th</sup> March to 20<sup>th</sup> April 2023**

Dear Sir/Madam,

We have recently approached your organisation with respect to a Airspace Change Proposal at Radnor, Presteigne. Our proposal was reviewed by the CAA in January 2023 where they asked us to look at little more widely at some of our local Stakeholders; hence the approach to yourselves.

The aim of this letter is to provide you with all of the information regarding our ACP, in order for you to be able to understand how it might affect you; we'd then ask for your feedback. The information below hopefully provides you with a good overview.

#### **Project Outline**

The purpose of this Temporary Danger Area (TDA) is to enable the test and evaluation of a variety of Unmanned Aerial Systems (UAS) in the Beyond Visual Line of Sight (BVLOS) environment. With most platforms operating up to 10km (5.4nm) we believe a maximum radius TDA of 3nm is reasonable and allows a full understanding of platform capabilities.

We have endeavoured to responsibly and respectfully understand the concerns and impact for all Stakeholders when submitting our design. We have already 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, but welcome additional feedback from yourselves.

#### **TDA Dimensions**

We propose two concentric TDAs of differing radius; one at 1.5nm and one at 3nm. The 3nm radius allows us to test our 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, we aim to keep as much

airspace free for the GA community as possible, activating the larger of the two TDAs only when required.

Each TDA would have a ceiling of approx. 1000' above the surface, equating to 3500' AMSL due to surrounding terrain.

#### Validity and Activation

Whilst the TDAs would be valid in the AIC for 90 days, we plan 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 we 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.

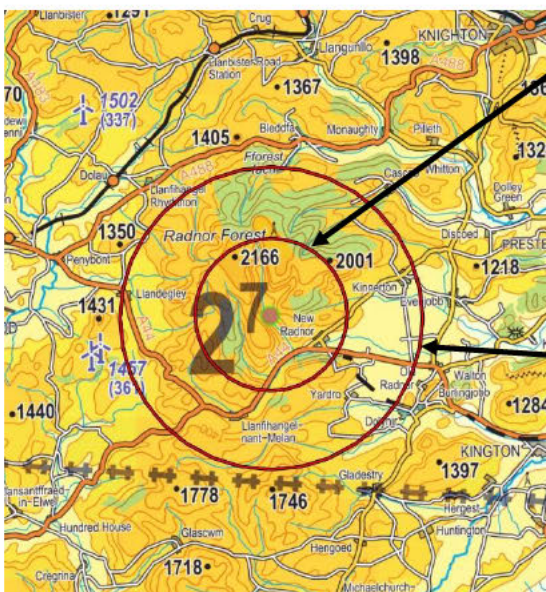
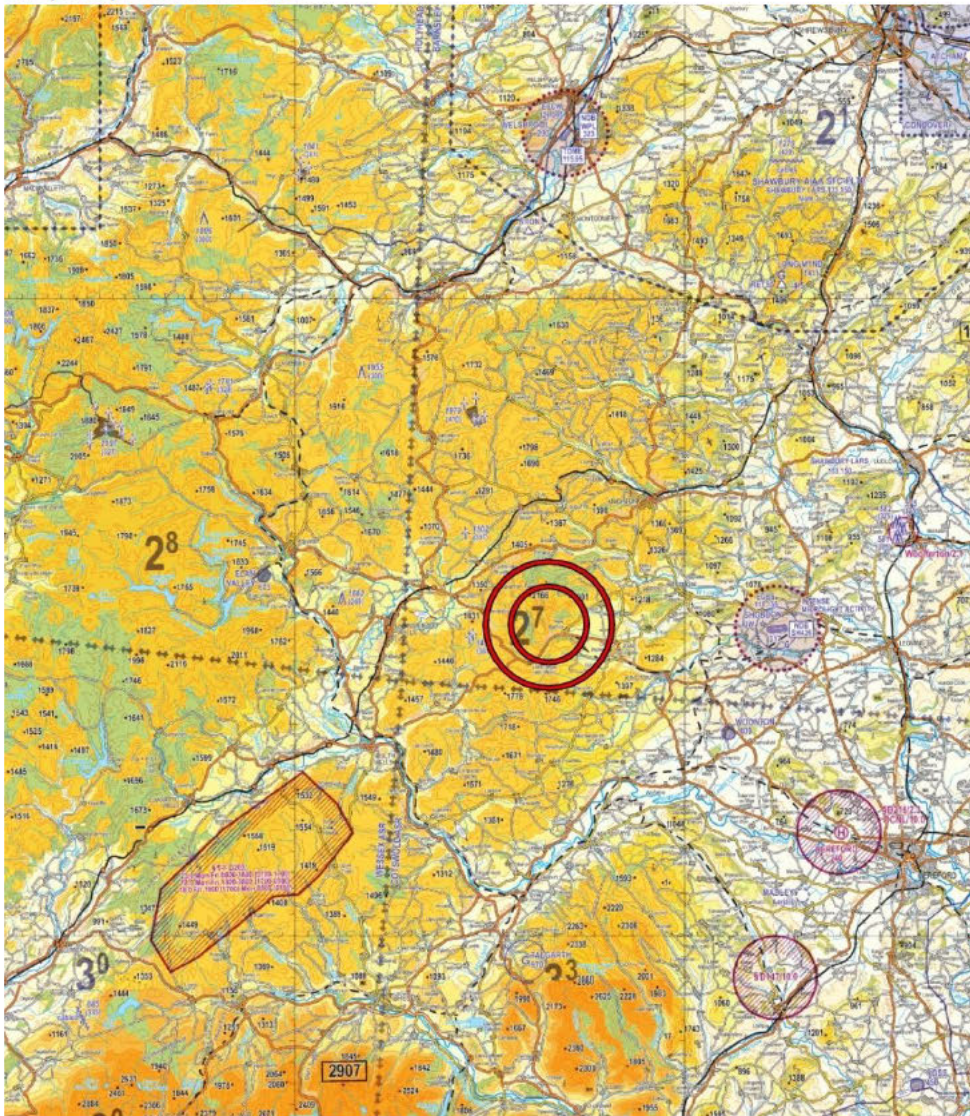
A telephone/satellite phone number will be provided for the on-site Remote Pilot for the duration of daily activity.

#### 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)

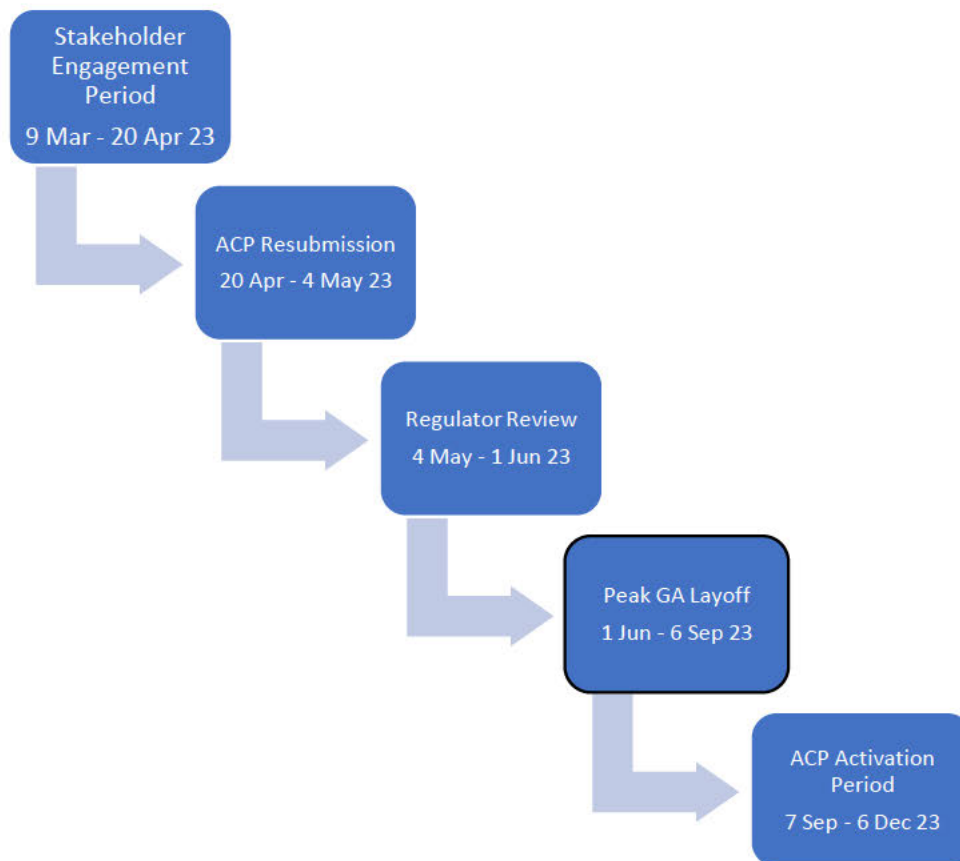
Surface to 3500' AMSL.

Activated by NOTAM.

DAAIS: London Information 124.75



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 GA 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.

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](#).

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](mailto:RadnorACP@nexusnine.co.uk).

Best regards and we appreciate your time



Accountable Manager  
Nexus Nine Ltd

## Appendix C – Stakeholder Engagement Evidence

### Shobdon User Group Meeting

#### MINUTES OF RADNOR BVLOS UAS TDA (ACP-2021-030) STAKEHOLDER ENGAGEMENT MEETING ON 10<sup>TH</sup> MARCH 2023 AT SHOBDON AIRFIELD

Present	Appointment	Representing
██████████ (HH)	Airfield Manager	Shobdon Airfield
██████████ (PK)	Club Airspace Officer	Herefordshire Gliding Club
██████████ (BP)	Chief Flying Instructor	Herefordshire Gliding Club
██████████ (SE)	Chairman	BMAA Shobdon
██████████ (MB)	Accountable Manager	Nexus Nine (Sponsor)

#### Shobdon Stakeholder Meeting

The purpose of this meeting was for the Sponsor to outline the revised design and implementation periods for ACP-2021-030. This then gave Stakeholders the opportunity to ask questions and provide feedback as to the likely effects for their activities. Appropriate mitigations were then discussed to minimise the impact of the proposal.

	ACTION
<p><b>Introduction</b></p> <p>MB welcomed each of the Stakeholders and thanked them for taking the time to contribute to the engagement process for this ACP. Each Stakeholder introduced themselves and the organisation they represented.</p>	<p><b>Nil</b></p>
<p><b>Summary of Situation</b></p> <p>MB outlined both how the initial ACP had been delayed and how the initial airspace design had been modified as a result of the feedback that had been received in previous Stakeholder engagement periods. Utilising the letter published on 9<sup>th</sup> March 2023, the current proposed dimensions and arrangement of 2 concentric TDAs at 1.5nm and 3nm was detailed.</p> <p>MB explained that, as a result of additional Stakeholder engagement that the CAA had asked the Sponsor to look into, the timeline of Winter/Spring 2023 would not be viable. The Sponsor detailed that, on its current timeline, the ACP could be ready for implementation in Jun/Jul 2023 but the Sponsor had elected to delay this until Sep 2023 to avoid the peak periods of GA activity during the summer months. Current planned activation period was 7 Sep to 6 Dec 23 with planned activity over a total of approximately 18 days, likely weekday only.</p> <p>MB invited each respective Stakeholder to comment on the proposal.</p>	<p><b>Nil</b></p>

<p><b>Herefordshire Gliding Club</b></p> <p>BP provided images of national BGA waypoints that are used by clubs for navigation exercises. He highlighted some clubs use the area to achieve long-range navigation awards as well as more local clubs utilising them for more generic navigation exercises. No national waypoints fall within the 1.5nm TDA; one falls within the 3nm TDA. BP highlighted that all users should check NOTAMs prior to commencing exercises to ensure they avoid all airspace restrictions. Both BP and PK didn't believe the TDA would have a significant impact on such navigation exercises.</p> <p>PK provided a historical trace of some club activity over the previous 18-24 months in the vicinity of the TDA. He outlined how it showed that, by utilising a smaller 1.5nm TDA for most activity, this allowed the gliding club significantly more flexibility in their normal area of activity. He did equally highlight that much club activity subsides by Sept resulting in less potential impact. MB re-iterated that the 3nm TDA would only be utilised for longer-range testing, and significantly less than the 18 days of planned 1.5nm TDA activity.</p> <p>BP also highlighted during the planned activity period, 'wave' winds provide particular conditions within the area of the TDA due to the topography. Both he and PK agreed that, whilst club members enjoyed flying in these conditions, their frequency (approx. once per week) meant that there would be little impact on club members.</p> <p>All agreed that Shobdon Gliding activity could easily be deconflicted by means of effective communication. MB suggested that the Sponsor is likely to generate an email distribution list to provide effective advanced warning of planned activity. BP advised all club competition activity is likely to be completed by the end of Aug 23 and, by effectively communicating daily activity via HH and the airfield, the Club could advise members when the TDA was active. BP and PK suggested many members utilise moving maps which would assist in avoiding the TDA. PK raised that, in this instance, users without moving maps would be more challenged to utilise the area and adopt the CAA advised "Take 2" rule. BP suggested these members would be better to avoid the area by a wider margin during periods of activity and that the Club would explain this to their members. MB to set up distribution lists and ensure daily SOPs include informing HH's team of daily activations.</p>	<p><b>MB</b></p>
<p><b>BMAA.</b></p> <p>SE outlined that he believed the proposal would have little impact on his club's activity. He explained that some club members did travel west from launch at Shobdon but would typically operate in the area at heights above that of the proposed TDAs. He also raised that members could easily navigate around the TDA, much as they do for existing areas such as Sennybridge.</p> <p>SE was able to provide further guidance and some contact information for other local clubs. Details for Lane Farm and Broadmeadow Flying Club were passed for MB to contact. Likewise, whilst SE believed both Woonton and Hardwicke were no longer active, he passed details for the Woonton landowner for MB to confirm.</p>	<p><b>MB</b></p>
<p><b>Shobdon Airfield</b></p> <p>HH detailed that Shobdon was a busy GA airfield but most traffic either stayed in the circuit or departed north, east or south. She advised that some flights do depart to the</p>	



<p>west but could easily route around the TDA given the 3nm area is still 6nm from the ATZ boundary.</p> <p>MB asked about recent parachuting activity; HH explained this only happened a few times per year and could easily be deconflicted in both time and space. MB explained that the Radnor landowner already had established lines of communication with the user unit.</p> <p>HH, along with all Stakeholders, highlighted that the proposal shouldn't be an issue but that the key was effective communication. MB suggested he would add Shobdon to their daily activity distribution list (alongside HEMS, NPAS etc) which would involve a phone call prior to commencing activity and after cessation to ensure Shobdon Tower can advise local GA users. This would sit alongside pre-notification of planned activity, aiming to give at least 1 weeks' notice.</p> <p>HH did not believe the TDA would significantly affect Shobdon's user activity.</p>	<b>MB</b>
<p><b>Item 7 – Any other business</b></p> <p>MB thanked all participants for their feedback on this ACP and their willingness to work collaboratively during this short period of planned activity.</p> <p>No further questions or business was noted, and the meeting closed.</p>	<b>Nil</b>

Nexus Nine  
ACP Sponsor

## Herefordshire Gliding Club

**From:** [REDACTED]  
**Sent:** 14 March 2023 10:18  
**To:** [REDACTED] <[REDACTED]@co.uk>  
**Subject:** RE: Radnor BVLOS UAS TDA

[REDACTED]

Excellent, thanks. I'll amend as you suggest.

**Best Regards**

[REDACTED]

[REDACTED]  
**Accountable Manager**  
**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)  
**E-mail:** [REDACTED]@[nexusnine.co.uk](mailto:[REDACTED]@nexusnine.co.uk)

**Nexus Nine Ltd**  
**Company Number:** 10731020  
**Building 330, Westcott Venture Park, Westcott, HP18 0XB**

**From:** [REDACTED] <[REDACTED]@co.uk>  
**Sent:** 13 March 2023 15:16  
**To:** [REDACTED] <[REDACTED]@nexusnine.co.uk>  
**Cc:** 'Airfield Ops' <[airfieldops@shobdonairfield.co.uk](mailto:airfieldops@shobdonairfield.co.uk)>; [REDACTED] <[REDACTED]@hotmail.com>  
**Subject:** RE: Radnor BVLOS UAS TDA

**Caution: External Message**

Hi [REDACTED]

Thanks for the meeting which I feel was very useful. Your minutes look good to me. A few of points of detail:

1. Although based at Shobdon the name of the gliding club is **Herefordshire Gliding Club** (HGC).
2. My role in HGC is **Club Airspace Officer**. I also have a role as a member of the British Gliding Association (BGA) Airspace Committee.
3. [REDACTED] is HGC **Chief Flying Instructor**.

I hope your ACP goes to plan this time.

[REDACTED]

**From:** [REDACTED] <[REDACTED]@nexusnine.co.uk>  
**Sent:** 13 March 2023 14:31  
**To:** Airfield Ops <[airfieldops@shobdonairfield.co.uk](mailto:airfieldops@shobdonairfield.co.uk)>; [REDACTED] <[REDACTED]@hotmail.com>  
**Cc:** [REDACTED] <[REDACTED]@co.uk>  
**Subject:** RE: Radnor BVLOS UAS TDA

Team,

Many thanks for your time on Friday; a really worthwhile meeting from our point of view and I hope you felt the same. I've typed up a quick set of minutes to ensure that all of your points and our agreed way forward are captured. If I could ask you to cast your eyes over them and let me know if I've missed anything or you would like anything added.

■■■■ do you have a good contact email for ■■■■ please so I can forward on to him too?

**Best Regards**

■■■■

■■■■ ■■■■

**Accountable Manager**

**Tel:** +44 (0) ■■■■

**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

**E-mail:** ■■■■ [nexusnine.co.uk](mailto:■■■■@nexusnine.co.uk)

**Nexus Nine Ltd**

**Company Number: 10731020**

**Building 330, Westcott Venture Park, Westcott, HP18 0XB**

---

**From:** ■■■■ <■■■■@■■■■.co.uk>  
**Sent:** Friday, February 10, 2023 10:01:29 PM  
**To:** ■■■■ ■■■■ <■■■■@nexusnine.co.uk>  
**Cc:** ■■■■ ■■■■ <airfieldops@shobdonairfield.co.uk>; ■■■■ <■■■■@hotmail.com>  
**Subject:** RE: Radnor BVLOS UAS TDA

**Caution:** External Message

■■■■

Shall we go for 10 am Friday 10 March at Meg's café? Or Monday 13<sup>th</sup> would suit if you prefer. ■■■■ is away on holiday after that.

■■■■

**From:** ■■■■ ■■■■ <■■■■@nexusnine.co.uk>  
**Sent:** 10 February 2023 15:42  
**To:** ■■■■ <■■■■@■■■■.co.uk>  
**Cc:** ■■■■ ■■■■ <airfieldops@shobdonairfield.co.uk>  
**Subject:** RE: Radnor BVLOS UAS TDA

■■■■

Thanks for getting back to me so quickly and I hope your ■■■■ bounces back to full health very soon.

Meeting at Shobdon sounds like a great plan, I know the coffee shop well so no doubt it'll involve a bacon butty. I've met ■■■■ before, so it'll be great to catch up again and it would also be great to meet ■■■■ too.

Timelines are not a rush; I equally duck off on a CAA course on the 19<sup>th</sup> Feb until about the 8<sup>th</sup> Mar so hopefully this would get you well the other side of ■■■■. Looking a little in advance might also give us all a bit more

flexibility in the diaries. I could do March 10<sup>th</sup>, 13<sup>th</sup>, 16<sup>th</sup> or 17<sup>th</sup> as a starter for 10 with the opportunity to reschedule if needed???

Best Regards

██████████

██████████ ██████████

Accountable Manager

Tel: +44 (0) ██████████

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

E-mail: ██████████ [nexusnine.co.uk](mailto:██████████@nexusnine.co.uk)

Nexus Nine Ltd

Company Number: 10731020

Building 330, Westcott Venture Park, Westcott, HP18 0XB

From: ██████████ <██████████@██████████.co.uk>

Sent: 10 February 2023 13:34

To: ██████████ ██████████ <██████████@██████████.nexusnine.co.uk>

Subject: FW: Radnor BVLOS UAS TDA

Caution: External Message

██████████

If/when we meet for a coffee the Shobdon Airfield Manager ██████████ ██████████ would like to attend as well.

██████████

From: ██████████ <██████████@██████████.co.uk>

Sent: 10 February 2023 11:59

To: ██████████ ██████████ <██████████@██████████.nexusnine.co.uk>

Cc: ██████████ (██████████@hotmail.com) <██████████@hotmail.com>

Subject: RE: Radnor BVLOS UAS TDA

██████████

Good to hear from you. I'm well, but my ██████████ has ██████████ so I'm isolating at the moment.

I'm not clear what you are saying about the timing of this TDA. I note that the draft AIC gives the period as 9 March – 6 June. Is that going to change?

It would be great to meet at Shobdon. Our CFI – Chief Flying Instructor ██████████ would like to meet you too. It may be best to avoid fixing the date until I'm clear of ██████████ but I can't say how long that will be.

██████████

From: ██████████ ██████████ <██████████@██████████.nexusnine.co.uk>

Sent: 10 February 2023 10:00

To: ██████████ <██████████@██████████.co.uk>

Subject: FW: Radnor BVLOS UAS TDA

██████████

It's been a little while and I hope this finds you well.



We'd previously spoken regarding our TDA application at Radnor where you provided us with some great feedback. We've since had our case reviewed by the CAA, who have asked us to speak with a few other user groups. The net effect of this is our delayed Winter 2023 TDA wouldn't be approved until the Spring of this year; this is due to the review and AIRAC planning cycle. The TDA would then run for 90 days towards the Summer – no doubt your busiest time for gliding. We'd still only anticipate up to 18 days of activity and our proposal still would see a 1.5nm TDA for the majority of time; the 3nm would only be used for short periods and specific test purposes.

During this period of further Stakeholder Engagement, it makes sense for us to try and gain some feedback from you as to whether our existing proposed mitigations and your schedules etc still mean that the plan works, given the altered timeline. We'd hope that the key to successful shared use of the area is great communication as to each other's plans so we can simply deconflict wherever possible. Nonetheless, how does this sit with you and your Club? We'd welcome your feedback, and if its more productive we'd be happy to pop up to Shobdon to chat it through over a coffee.

**Best Regards**

██████

██████ ██████

**Accountable Manager**

**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

**E-mail:** ██████ [nexusnine.co.uk](mailto:██████@nexusnine.co.uk)

**Nexus Nine Ltd**

**Company Number: 10731020**

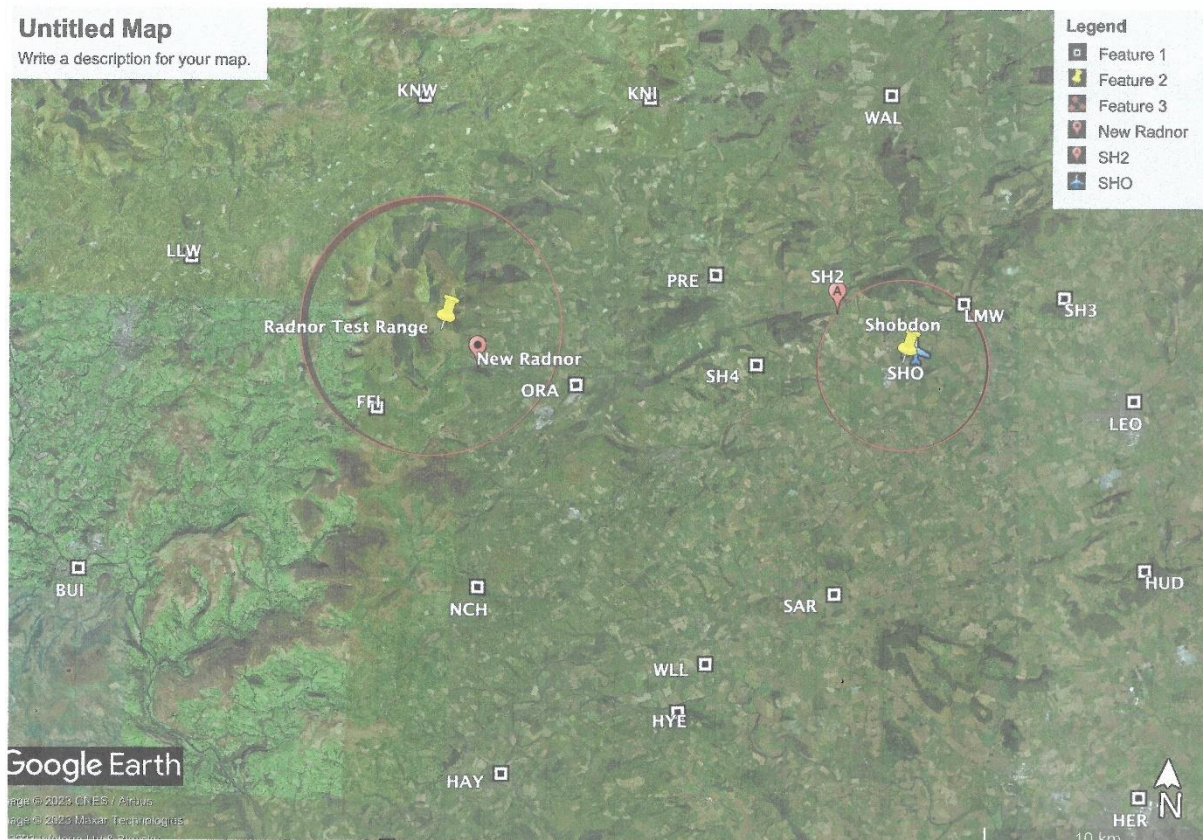
**Building 330, Westcott Venture Park, Westcott, HP18 0XB**

### Historical Activity Trace



Activity Period 2021-2023. Red rings represent the 1.5nm and 3nm TDAs.

## UK Gliding National Waypoints



The map shows national gliding waypoints in the immediate vicinity. No waypoints fall within the 1.5nm TDA; 1 waypoint sits inside the 3nm TDA.

## Swift Light Flight, BMAA, Shobdon

**From:** [REDACTED] <[REDACTED]@swiftlightflight.co.uk>  
**Sent:** 13 March 2023 16:05  
**To:** [REDACTED] <[REDACTED]@nexusnine.co.uk>  
**Subject:** Re: ACP-2021-030 Minutes From Friday's Meeting

Caution: External Message

[REDACTED]  
Good to meet you on Friday.  
Your notes look like a far reflection and I have no changes.

Thanks

[REDACTED]

Sent from my iPhone

On 13 Mar 2023, at 15:54, [REDACTED] <[REDACTED]@nexusnine.co.uk> wrote:

[REDACTED]

Hope you had a great weekend and thanks for your time on Friday. I've typed up a few minutes from the meeting, just to ensure all of the points are captured. I'd be grateful if you could cast your eyes over them and come back to me with any additions/changes.

Thanks

Best Regards

[REDACTED]

[REDACTED]  
Accountable Manager

**Tel:** +44 (0) [REDACTED]

**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

**E-mail:** [REDACTED]@nexusnine.co.uk



## Woonton Airstrip

**From:** [REDACTED]  
**Sent:** 05 April 2023 22:43  
**To:** [REDACTED]@gmail.com  
**Subject:** RE: Radnor Temporary Danger Area Proposal

[REDACTED]

Great to hear from you and thanks so much for taking the time to reply – it's really appreciated.

You're absolutely spot on with the height of the terrain – 2166' it is, but I think we have a small (ish) mast at about 100' up on the hill. Because it falls below the Obstacle Plane Value (300') for the chart, it doesn't feature on there. This pushes us up to 3300' to give us the 1000' above obstructions. Our proposal has elected to utilise 3500' AMSL for a couple of reasons:

Firstly it keeps it to round, cardinal figures which we believe is likely to keep the TDA as simple as possible for local users, particularly as it (by its nature) will be unusual airspace for local users. It is equally for this reason that we elected not to step down the 3nm TDA below 3500' (the ground drops away significantly outside of 2nm) as we thought this is likely to cause confusion, increase the likelihood of an infringement and, ultimately, degrade safety.

Secondly, the BMAA Club at Shobdon suggested they're likely to operate above the TDA (>3500'). Whilst we have a safety buffer between our platforms and the top of any TDA, knowing there are likely to be users directly above our platforms it makes sense to increase this buffer slightly to de-risk the chance of collision. We're still only likely to operate up to 1000' agl but this gives us a greater gap to other users directly above us.

You made some really valid points about Shobdon. I was fortunate to have a productive meeting there on the 10<sup>th</sup> of March. This included the Airfield Manager, Gliding Club and Microlight Club where we chatted through how this might affect each of the users; hence it makes sense to look at the secondary effect towards Woonton. Your weekday suggestion is perfect – this suits us, suits Shobdon and hopefully most GA users. The gliding club also highlighted that most of their activity is likely done by September which shouldn't mean too much, if any, traffic is pushed towards Woonton. [REDACTED] (Airfield Manager at Shobdon) suggested that, whilst some traffic does travel west, most don't and if they do it tends to be transiting to the coast hence they're likely to route around the TDA and continue west.

Obviously these measures will not eradicate the concerns that you've sensibly raised. As part of our liaison with Shobdon, we'll be informing them of planned activity via email in advance – it would make sense for us to keep you in the loop too so your flyers can be alive to the potential for slightly unusual traffic patterns if others choose to fly elsewhere when the TDA is active. Would this work for you?

Grateful for any further comments and concerns – we're keen to get this right and to do what we can to mitigate its effects so if we're 'missing the mark' for Woonton it'd be great to be able to learn and adjust our plans accordingly.

**Best Regards**

[REDACTED]

[REDACTED]  
**Accountable Manager**

**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

**E-mail:** [REDACTED]@[nexusnine.co.uk](http://nexusnine.co.uk)



Nexus Nine Ltd  
Company Number: 10731020  
Building 330, Westcott Venture Park, Westcott, HP18 0XB

From: [REDACTED]@gmail.com <[REDACTED]@gmail.com>  
Sent: 04 April 2023 22:59  
To: [REDACTED] <[REDACTED]@nexusnine.co.uk>; RadnorACP <RadnorACP@nexusnine.co.uk>  
Subject: RE: Radnor Temporary Danger Area Proposal

Caution: External Message

Hi [REDACTED]

Thank you for your email regarding your proposed Temporary Danger Area.

I have read the details and I have a question. Your information states: "Each TDA would have a ceiling of approx. 1000' above the surface, equating to 3500' AMSL due to surrounding terrain." The highest elevation within the proposed area is 2166'. 1000' AGL would equate to 3200' (to the nearest 100'). What is the reason for not limiting the proposed TDA to 3200' AMSL?

My only concern regarding your current proposal is the potential impact on both powered flying and gliding operations from Shobdon that may cause more congestion and, hence, the potential for airborne conflict in the vicinity of my airfield (Woonton). Given that most GA flying takes place at weekends, I think the potential for conflict could be reduced if your TDA was activated only during week days.

Notwithstanding my point above, given the duration of the proposed TDA and the time of year the proposed TDA would be active, I have no other significant concerns. I think the restriction of access by other users to this airspace is acceptable given the temporary duration, time of year and low number of predicted activation days.

Best regards,

[REDACTED]

From: [REDACTED] <[REDACTED]@nexusnine.co.uk>  
Sent: 20 March 2023 10:23  
To: [REDACTED]@gmail.com  
Subject: Radnor Temporary Danger Area Proposal

[REDACTED]

Great to chat on Saturday morning; thanks for your time. I promised you some information on our proposal – please find this attached. We'd really value your thoughts on this and how it might affect flying at Woonton.

Chat soon

Best Regards

[REDACTED]

[REDACTED]

**Accountable Manager**

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

E-mail: [\[REDACTED\]@nexusnine.co.uk](mailto: [REDACTED]@nexusnine.co.uk)

## Mid Wales Hang Gliding & Paragliding Club

From: [REDACTED]  
Sent: 20 April 2023 06:52  
To: [REDACTED] <[REDACTED]@gmail.com>  
Subject: RE: Radnor Temporary Danger Area Proposal

[REDACTED]

Many thanks for getting in touch and your feedback is most welcome. We will ensure that it is included in our report to the CAA to put forward the views of your club. We're equally glad that our proposal has already mitigated against many of the concerns that your club might have by utilising the Autumn/Winter period and only activating the airspace when its actually being used.

By means of assurance, I think its unlikely that the TDA will be delayed into the next year; much of our mitigation against disrupting clubs such as yours is the chosen time of year when we know you're less likely to be flying. If approved, we will be given a set 90-day window in which we can operate; we have absolutely no plans to request an extension or delay to this - and we're even more unlikely to be granted it by the CAA. We cannot foresee a circumstance where the TDA would be utilised beyond 6 Dec 23.

I'm currently compiling a distribution list of local Stakeholders that we can contact with planned activity times. I think this might be useful for your club so you have some advanced warning for your club members and might select operating areas accordingly on the few days that we plan to utilise the TDA. Do you have a club email address that we could add to our list?

Many thanks again for your input.

Best Regards

[REDACTED]

[REDACTED]  
Accountable Manager

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)  
E-mail: [REDACTED]@nexusnine.co.uk

-----Original Message-----

From: [REDACTED] <[REDACTED]@gmail.com>  
Sent: 18 April 2023 20:53  
To: RadnorACP <RadnorACP@nexusnine.co.uk>  
Subject: Radnor Temporary Danger Area Proposal

Caution: External Message

Dear Nexusnine,

The plan proposed looks very reasonable, and hard to argue against.

We especially like the activate by NOTAMS and operating during winter months.

Our concerns are potential time over run into spring, perhaps due to poor weather, and anticipating future projects with a precedent set.

This is an area that is to date uncommonly free of controlled airspace. Routes from West Wales, North Wales, West Midlands and South Wales all pass over or close to the Radnor Forest. Also the Welsh Borders Paragliding Club's launch sites that are within the Proposed TDA would be at risk if this facility were extended beyond the current proposal.

We wish you good luck with your current proposal.

██████████

Mid Wales Hang Gliding & Paragliding Club

**From:** ██████████ ██████████  
**Sent:** 17 April 2023 18:37  
**To:** ██████████@hotmail.com  
**Subject:** Radnor Temporary Danger Area Proposal

██████████

I hope this finds you well, I was given your Club's contact details via ██████████ at the Long Mynd Club.

We've recently been engaging with a number of local aviation Stakeholders regarding a proposal we have submitted to the CAA for a Temporary Danger Area (TDA) at Radnor, Presteigne supporting the testing of Unmanned Aerial Systems. We have tried at some length to contact aviation operators utilising the Elan Valley site to seek their thoughts on the proposal but have found it difficult to identify such users – ██████████ suggests your club might use the site?

I attach a copy of a document we've already sent to a number of Stakeholders to gain feedback – hopefully it adequately outlines what we're proposing, why, and when. We'd be grateful for your thoughts so we can understand what this might mean for your Club and its members. This also gives us an opportunity to (hopefully) allay concerns, adapt our plans to mitigate or reduce any unintended effects and work together to ensure the airspace is effectively utilised for everyone.

Your input is really important to us, as we try to integrate with existing airspace users and cause least disruption.

If you have any questions please do not hesitate to let me know.

**Best Regards**

██████████

██████████ ██████████

**Accountable Manager**

**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

**E-mail:** ██████████@[nexusnine.co.uk](mailto:██████████@nexusnine.co.uk)



██████████ Broadmeadow Flying Club

**From:** ██████████  
**Sent:** 17 April 2023 18:42  
**To:** ██████████ <██████████@btinternet.com>  
**Subject:** RE: Radnor Temporary Danger Area Information

██████████

Hope you're well. Just wondering if you'd had the opportunity to read through our info and if there are any points you wished to raise. We'll shortly be looking at writing up our report for the CAA and keen to get all Stakeholder's points captured.

Many thanks

Best Regards

██████████

██████████ ██████████  
**Accountable Manager**  
**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)  
**E-mail:** ██████████ [nexusnine.co.uk](mailto:██████████@nexusnine.co.uk)

**Nexus Nine Ltd**  
**Company Number:** 10731020  
**Building 330, Westcott Venture Park, Westcott, HP18 0XB**

**From:** ██████████ <██████████@btinternet.com>  
**Sent:** 21 March 2023 21:13  
**To:** ██████████ <██████████@nexusnine.co.uk>  
**Subject:** Re: Radnor Temporary Danger Area Information

**Caution: External Message**

All received thanks ██████████

██████████

Mob: +44 (0) ██████████  
██████████ [btinternet.com](mailto:██████████@btinternet.com)

On 21 Mar 2023, at 17:20, ██████████ <██████████@nexusnine.co.uk> wrote:

██████████

Great to chat this evening - thanks for your time. As promised, please find attached an information letter regarding our temporary airspace application for your club's review. If you have any questions, please let me know but it'd be great for us to get feedback from the club to submit in our report to the CAA.

Grateful if you could acknowledge receipt of this email just so I know its found its way to you.

Chat soon

**Best Regards**

██████

████████████████

**Accountable Manager**

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

E-mail: [██████@nexusnine.co.uk](mailto:██████@nexusnine.co.uk)

## BMAA Head Office

**From:** [REDACTED] <[REDACTED]@bmaa.org>  
**Sent:** 17 April 2023 18:57  
**To:** [REDACTED] <[REDACTED]@nexusnine.co.uk>  
**Subject:** Automatic reply: ACP-2021-030 Radnor TDA Contacts

Caution: External Message

I am on leave and also travelling to Aero Expo in Friedrichshafen until Sunday.

Replies may be delayed though I will respond on my return.

[REDACTED]  
Chief Executive Officer  
[www.bmaa.org](http://www.bmaa.org)

**We're moving!** From 5<sup>th</sup> May 2023...  
New address: 6 Somerville Court, Banbury Business Park, Adderbury, OX17 3SN  
Telephone numbers and email addresses remain the same.

**From:** [REDACTED] <[REDACTED]@nexusnine.co.uk>  
**Sent:** 18 April 2023 08:10  
**To:** [REDACTED] <[REDACTED]@gmail.com>  
**Subject:** Re: ACP-2021-030 Radnor TDA Contacts

[REDACTED]  
I'm so sorry to hear this. Please accept my best wishes for [REDACTED] speedy recovery.

I'll chat with [REDACTED] once he is back from leave.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@gmail.com>  
**Sent:** Tuesday, April 18, 2023 8:04:59 AM  
**To:** [REDACTED] <[REDACTED]@nexusnine.co.uk>  
**Cc:** [REDACTED] <[REDACTED]@bmaa.org>; Airspace Policy <[Airspace.Policy@caa.co.uk](mailto:Airspace.Policy@caa.co.uk)>  
**Subject:** Re: ACP-2021-030 Radnor TDA Contacts

Caution: External Message

Hello [REDACTED]

I'm sorry, I have more important things on my mind. [REDACTED]  
[REDACTED] so I have not been able to even think about these ACP issues.

Hopefully [REDACTED] can look at this and let any of the BMAA team know.

Regards

██████████

On 17 Apr 2023, at 18:56, ██████████ <██████████@nexusnine.co.uk> wrote:

██████████

Our scheduled 3<sup>rd</sup> Stakeholder Engagement Period is due to complete within the next few days. I am conscious though that you'd raised a number of points, but we haven't had the chance to discuss your thoughts since my reply on 14<sup>th</sup> March 23. Was there anything you wished to review with us before we look at submitting our report in the coming weeks?

Many thanks for your time.

Best Regards

██████████

██████████  
Accountable Manager

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

E-mail: ██████████@nexusnine.co.uk

From: ██████████

Sent: 05 April 2023 22:47

To: ██████████@gmail.com

Cc: ██████████ <██████████@bmaa.org>; 'Airspace Policy' <Airspace.Policy@caa.co.uk>

Subject: RE: ACP-2021-030 Radnor TDA Contacts

██████████

It has been a couple of weeks since I'd dropped you a reply to your previous email. I just wanted to check that you've received it and give the BMAA the chance to come back to us with additional comments, questions or thoughts. It would be great to hear from you.

Best Regards

██████████

██████████  
Accountable Manager

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

E-mail: ██████████@nexusnine.co.uk

From: ██████████

Sent: 14 March 2023 10:16

To: ██████████@gmail.com

Cc: ██████████ <██████████@bmaa.org>; 'Airspace Policy' <Airspace.Policy@caa.co.uk>

Subject: RE: ACP-2021-030 Radnor TDA Contacts

██████████

Hope this finds you well; I'd promised to get back in touch as we enter our formal 3<sup>rd</sup> Engagement Period. I attach our Stakeholder letter which outlines our pathway forward, including the timeline – this has been



approved by the CAA following a recent meeting regarding the ACP. Our current 3<sup>rd</sup> Engagement Period is pencilled in to last 6 weeks between 9<sup>th</sup> March and 20<sup>th</sup> April 2023.

Taking up the points that you raised in your email of 11 Feb 23 I've added my comments to your thoughts for your reply – these are shown in blue below in the email trail. Having gone back to our previous correspondence, I can see that there might have been an email that has perhaps gone astray that hopefully covers most of your previous points (its dated 16<sup>th</sup> Sept 22 so slightly after the date you mentioned). I've attached the whole email trail so you can trace back, review and I'd be grateful for your thoughts.

You'll also find attached the minutes from a recent meeting at Shobdon, which hopefully goes some way to answering some other the concerns you had regarding breadth of engagement and areas of concern e.g. parachuting.

We look forward to engaging with the BMAA over this 3<sup>rd</sup> Engagement Period.

Best Regards

██████████

██████████ ██████████

Accountable Manager

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

E-mail: ██████████ [nexusnine.co.uk](mailto:██████████@nexusnine.co.uk)

From: ██████████ ██████████

Sent: 17 February 2023 10:07

To: ██████████ [gmail.com](mailto:██████████@gmail.com)

Cc: ██████████ <██████████@bmaa.org>; 'Airspace Policy' <[Airspace.Policy@caa.co.uk](mailto:Airspace.Policy@caa.co.uk)>

Subject: RE: ACP-2021-030 Radnor TDA Contacts

██████████

Great to hear back from you and glad you're on the mend. I'll make sure ██████████ is cc'd in all our future correspondence for your records.

Just to update you as to where we are regarding the ACP – we had a meeting with the CAA on Monday where they provided feedback on our proposal and the areas that they feel we still need to address. The CAA are currently reviewing the minutes of this meeting before I upload them to the Airspace Change Portal where you can view them, if you wish.

The CAA are keen for us to agree a proposed timeline for how we move forward; they're equally keen that we try and ensure most of our future engagements with organisations such as the BMAA fall within a formal engagement period. Whilst we need to agree this timeline, I think this is likely to begin in early to mid-March and run for about 6 weeks – we'll update you on this as soon as the CAA approve our plan. Between now and then I'll be able to go back through our correspondence relating to the points that you have raised before we come back to you with formalised responses. These responses, alongside your comments, will all be submitted to the CAA when we re-submit our proposal.

In all honesty, I'd misunderstood your comments regarding BMAA members using other locations such as Lane Farm and Woonton (along with the other sites you mentioned) – my mistake and this will be an important part of our engagement in the coming months.

As part of this renewed process we're reviewing the delayed timeline and what this means for the commitments we've already made to Stakeholders such as the BMAA; it also gives us the opportunity for new discussions to see if things have changed, what the delayed timeline means for our Stakeholders and how we might need to further adapt our proposal as a result. We have a face-to-face meeting planned in early March

with [REDACTED] at Shobdon alongside the BGA; it would equally be great to try and get the BMAA representative there too so we'll renew this request to engage.

Hope this suitably brings you and [REDACTED] up to date, look forward to chatting in the near future.

Best Regards

[REDACTED]

[REDACTED] [REDACTED]

Accountable Manager

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

E-mail: [REDACTED]@[nexusnine.co.uk](mailto:nexusnine.co.uk)

From: [REDACTED]@[gmail.com](mailto:nexusnine.co.uk) <[REDACTED]@[gmail.com](mailto:nexusnine.co.uk)>

Sent: 11 February 2023 10:32

To: [REDACTED] <[REDACTED]@[nexusnine.co.uk](mailto:nexusnine.co.uk)>

Cc: [REDACTED] <[REDACTED]@[bmaa.org](mailto:bmaa.org)>; 'Airspace Policy' <[Airspace.Policy@caa.co.uk](mailto:Airspace.Policy@caa.co.uk)>

Subject: RE: ACP-2021-030 Radnor TDA Contacts

Caution: External Message

Dear [REDACTED]

Thank you for your message.

1. I note that you have not copied the below message from [REDACTED] the BMAA CEO, as he both and I are on the contact list for ACPs on the NATMAC list. You need to ensure both of us are included. In fact, I have not been able to keep in contact, due to health reasons, during the intervening 5 months but, luckily, I have just recently been able to respond. [REDACTED] and your 'Airspace Policy' group email address will now be included in all of our correspondence.
2. I note that it is about 5 months since you replied to my points. Hopefully the attached email summarises our reply to your previous points. Equally I hope the renewed stakeholder engagement letter summarises our activities over recent months as we awaited the feedback from the CAA on our submission.
3. Most of the points I made in your email dated 14/09/22 have not been addressed, although I note that you said my comments were submitted to the CAA in December 2022. So, the only point you have addressed (1 out of 4 points) is that whether the airfields I listed had been properly engaged. Please see the attached email trail, and we would welcome your thoughts on our comments. Clearly the process has moved on a little since that email back in September. It would be fair to say the Regulator shared some of your concerns regarding our engagement and they have made clear to us where our engagement and submission fell short of the mark. We have already begun the process to try and make our submission more comprehensive and would welcome your thoughts.
4. I note that you have had communications and response from Long Mynd Gliding Club, but it is a member of the British Gliding Association, not of the British Microlight Aircraft Association (BMAA). From our interactions with the Long Mynd Soaring Club we've identified that a number of clubs have access to this site represented by different organisations. What we're finding challenging is identifying contact details for the representative clubs, the BMAA being one. If you have any contact details for a club representative at Long Mynd, I'd be grateful.
5. I am surprised that you have not had a response from Shobdon airfield, since it is a significant airfield and close to your proposed operations. For example, this month there is a NOTAM about a parachuting exercise covering your proposed area so it is a significant airfield. Since you have mentioned the name of the airfield manager [REDACTED] I would suggest



that you, again, make positive contact – including a telephone conversation – because of the closeness. As the CAA has said, it is important that you revisit this and other airfields for positive engagement. We had a very useful meeting at Shobdon last Friday and were grateful for the time of [REDACTED] from the resident BMAA Club. I've also attached a copy of the meeting minutes for you which covers additional areas that you mentioned such as parachuting.

6. I suggest that over the last 5 months you need to make more effort to contact the airfields I have mentioned. Since we are not 'members' of those airfields we can only suggest that you engage positively for these owners/operators. You can look up contacts for these airfields via, for example, Sky Demon moving map system. Woonton and Lane Farm (including nearby airfields) have telephone numbers and emails are listed. However, it is for you, as the sponsor, to ensure you have covered the engagement for this ACP, rather than our responsible. I am just suggesting that your engagement is comprehensive. Remember that owners/operators of small airstrips may need to be contacted outside of their other business hours, so probably evenings or weekends is better. Many thanks for your guidance on this. [REDACTED] was able to provide me with a few contacts from his address book which should let us pursue the sites you have previously mentioned.
7. Overall, we suggest that your engagement with other airspace users has not been as comprehensive as it could. Clearly, the CAA felt so far. I would reiterate the points in my September engagement message and ask you to respond on the other points. Your concerns are genuinely taken onboard. We hope to utilise this 3<sup>rd</sup> engagement period to engage more widely as you'd suggested. We welcome your thoughts on both our previous and current responses.

Regards

[REDACTED]  
BMAA Airspace Team

**From:** [REDACTED] <[REDACTED]@nexusnine.co.uk>  
**Sent:** 10 February 2023 10:35  
**To:** [REDACTED]@gmail.com  
**Subject:** ACP-2021-030 Radnor TDA Contacts

[REDACTED]

I hope this finds you well.

Just to refresh the name, you were good enough to reply to our airspace change proposal back in 2021 as we engaged with Stakeholders regarding a proposal for Radnor (Mid-East Wales). The comments that you raised were put into our report which was finally submitted to the CAA in December 2022. Alongside this we were able to add comments from the Long Mynd Club Chairman who provided some useful feedback and suggestions as to how this might affect their Club's activities. We'd also already approached Shobdon Airfield through their manger [REDACTED] to try and get in contact with your Club there, albeit unfortunately we didn't receive a response from the Club. We then struggled a little with the other sites you mentioned (Lane Farm, Woonton, Hardwicke and Elan Valley) to try and get contact details for the Club representatives; indeed we believe the Woonton site is potentially for sale?

As part of the CAA's review of our application they have asked us to revisit the opportunity to engage with these clubs. I was wondering if you might have contact details for them so we can try and gain some additional feedback?

Best Regards

[REDACTED]

[REDACTED]  
Accountable Manager

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)  
E-mail: [████████@nexusnine.co.uk](mailto:████████@nexusnine.co.uk)



██████████ Long Mynd Soaring Club

**From:** ██████████  
**Sent:** 20 April 2023 06:42  
**To:** chairman@longmynd.org  
**Subject:** RE: Radnor UAS BVLOS TDA (ACP-2021-030)

██████████

Thank you so much for all your assistance; its been a genuine pleasure and I've no doubt your club will miss the efforts you bring to the Committee. Please rest assured we'll do all we can to minimise the impact for all of our Stakeholders. I'll ensure that the email addresses you provided are added to our distribution list and we'll be as pragmatic as we can be with utilising the airspace if its approved.

Safe flying!

**Best Regards**

██████████

██████████  
██████████  
**Accountable Manager**  
**Tel:** +44 (0) ██████████  
**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)  
**E-mail:** ██████████ [nexusnine.co.uk](mailto:██████████@nexusnine.co.uk)

**From:** [chairman@longmynd.org](mailto:chairman@longmynd.org) <[chairman@longmynd.org](mailto:chairman@longmynd.org)>  
**Sent:** 17 April 2023 22:05  
**To:** ██████████ <[██████████@nexusnine.co.uk](mailto:██████████@nexusnine.co.uk)>  
**Subject:** RE: Radnor UAS BVLOS TDA (ACP-2021-030)

**Caution: External Message**

Hi ██████████

Thanks for that, speaking for paraglider & hang glider pilots your interest & effort in minimizing impact to us as much as possible will be greatly appreciated. It is really difficult without an engine to get around controlled airspace!

I agree good communications would be key and yes please add me to your distribution list. I shall be stepping down at tomorrow nights AGM and coming off the committee due to time constraints however this email address will be monitored by the new chairman though to be extra sure if you could add both the following email addresses please:

[chairman@longmynd.org](mailto:chairman@longmynd.org)  
[club@longmynd.org](mailto:club@longmynd.org)

I will update the incoming committee members on this TDA application and the information we have shared, so nothing will be lost/wasted.

Yes I was wondering about the 'Long Mynd' strip. Our club has a launch/landing field literally opposite the Midland Gliding Club. We have 13 agreed sites but the Long Mynd field is the only site that we own.

The Midland Gliding Club which is a sailplane club, is: <https://www.midlandgliding.club/>

There was, might still be, a pilot flying autogyro's into the field just roughly below where your marker on the map is but its literally just a field below the hill and as far as I'm aware only himself that flies into it – just in case that is showing up somewhere. My guess is what you are referring to is either our field or the Midland Gliding sailplane club.

Best wishes,

Kind regards

██████████ | ██████████  
Long Mynd Soaring Club (LMSC) | Chairman  
[chairman@longmynd.org](mailto:chairman@longmynd.org) / [www.longmynd.org](http://www.longmynd.org)

**From:** ██████████ <██████████@nexusnine.co.uk>  
**Sent:** Monday, April 17, 2023 5:24 PM  
**To:** [chairman@longmynd.org](mailto:chairman@longmynd.org)  
**Subject:** RE: Radnor UAS BVLOS TDA (ACP-2021-030)

██████████

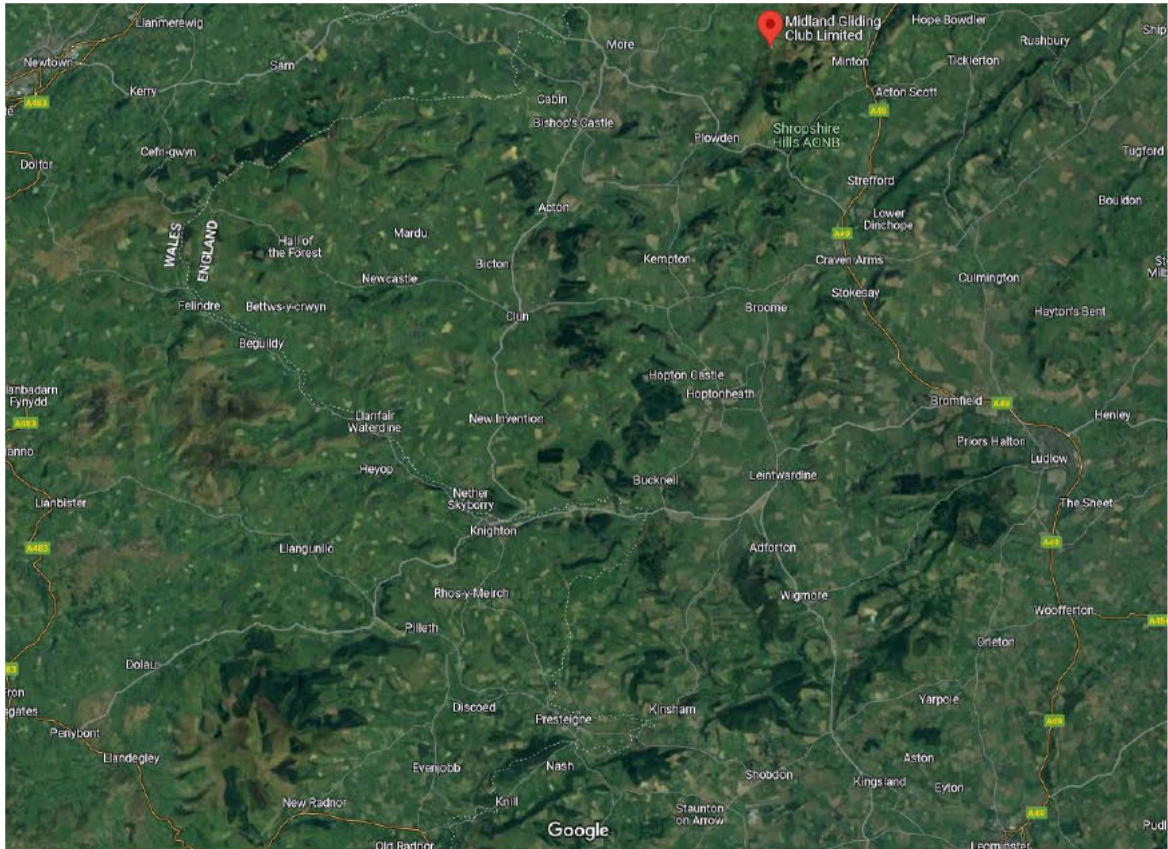
Great to hear from you as always and I hope the new job is going well.

Your feedback seems spot on and I think we can make things work in the vast majority of cases. We'll only be operating weekdays so this should deconflict from a lot of your activity and, again, we'll only use the 3nm TDA when we really must as we do appreciate this does constitute a significant volume of airspace. It would perhaps make sense for us to push the longer range testing towards the end of our schedule when your activities will be reduced and we move towards winter.

Ultimately I think the key to all of this is going to be communication. We'll be setting up an email distribution list that notifies a number of stakeholders of our planned activity at least a week in advance (including which TDA we plan to utilise) – it makes sense for us to add your club to this, if only for information rather than to ask you to plan around us. This may then trigger a reply from your members if, a little closer to the dates, the weather looks favourable for them to fly so we are at least aware of what each other are up to and we can see if the planned TDA is going to conflict. Whilst we'll do what we can, I'd just highlight that we will need to do some longer range testing at times and hence we will utilise the 3nm TDA – respectful of its implications for others.

As far as other sites go, I've spoken directly to the estate owners at Elan but not had a reply yet, so I'll try chasing via your PoC concurrently. I've had a number of different people advise that Hardwicke is no longer active, but if you have info to the contrary that would be interesting to know. I've got hold of Lane Farm too which is great.

Long Mynd strip seems illusive – I'm not sure if the BMAA HQ are confusing this with the Midland Gliding Club site which is up by Church Stretton and a good 20nm away from Radnor but seems to be the only site in the area for their activities. Here is a screenshot from Google....



Let me know if there is anything else that you wish us to include in our report to the CAA, or if you wish to come back to me on any of the points above.

Many thanks again for getting back to me 😊

Best Regards

██████████

██████████ ██████████

Accountable Manager

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

E-mail: ██████████ [nexusnine.co.uk](mailto:nexusnine.co.uk)

From: [chairman@longmynd.org](mailto:chairman@longmynd.org) <[chairman@longmynd.org](mailto:chairman@longmynd.org)>

Sent: 17 April 2023 08:08

To: ██████████ ██████████ <[██████████@nexusnine.co.uk](mailto:██████████@nexusnine.co.uk)>

Subject: RE: Radnor UAS BVLOS TDA (ACP-2021-030)

Caution: External Message

Hi ██████████

I hope you are well and had a great weekend!

Apologies for the erratic replies, new work is leaving me very short on time.



For our club and paragliders/hang gliders generally, running this over winter will cause us the least inconvenience and to hear that is your intention is brilliant. We have 2 sets of pilots, those that tend to soar remaining close to the hill and those that try to get high and go cross country. Over winter cross country grinds to a virtual halt due to the weather (lack of strong enough thermals) and even ridge soaring drops off significantly due to colder & wetter weather. November, December, January & February would affect us the least. The worst time that would conflict would be April to September as that is when both soarers would be out in greater numbers and the weather would be often suitable for flying cross country.

The 1.5nm would of course be far better for us than the 3nm one. As we don't have an engine and our aircraft are better suited to flying downwind except on very light wind days, if we are flying towards a 3nm wide airspace that is 3500' alt, that's some significant airspace to maneuver over/around and will significantly affect flights in that direction – often forcing a pre-mature landing. Effort to avoid the TDA would need to be taken quite early on.

In addition the 3nm radius cuts our Shepherds Tump hill that we launch from and soar, almost in half. It would be tricky to fly it and avoid the TDA. It completely envelopes the Bache Hill site, not an official club site but increasingly regularly flown.

This all said, its noted you intend to use it only 18 days out of 90. If weekends were avoided then again that would be far less conflict with when the majority of pilots fly.

However we do chase the better, thermic weather and this can be any day of the week. Not far from us is Elan Valley, and the UK cross country record by paraglider was broken from there with a flight over 300km's – this record could be chased from the Shepherds Tump site as downwind it gives a long stretch of little controlled airspace to affect flights.

Unfortunately liaising with you to deconflict I would guess is unlikely to work – as we are so weather reliant and the UK weather changes often at short notice we could often find ourselves telling you we will be flying on a particular day to then find we cannot. We can only make a weather call starting from a week in advance and 3 days is much more realistic. Likewise if you were to offer us days, we would have no idea if those days would be suitable till very short notice. Perhaps there could be a system where we could notify you and you could voluntarily if possible agree the 1.5nm TDA for that day, though I imagine you would plan activities well in advance and that may not be possible.

The most helpful things for us if the TDA does go ahead would be the TDA operates over winter months as much as possible, it remains a temporary DA, it operates during the week rather than weekends and is the smaller 1.5nm radius as much as possible and maybe can also be restricted to 1.5nm on request.

Our affected site: Shepherds Trump  
[http://www.longmynd.org/?page\\_id=282](http://www.longmynd.org/?page_id=282)

Other sites affected:

Bache Hill – currently not a club site but increasingly flown

Elan Valley – a bit further away but cross countrys will towards the TDA. Contact: here:  
<https://www.flymidwales.org.uk/contacts> ((The Elan site is not listed on the clubs website as it is a members only site that is sensitive).)

Cowlod – right next to (south of) Shepherds Tump and completely within the 3nm TDA

To try to answer your previous queries but I haven't found much:

Hardwicke I'm told is at the bottom of bache Hill, that and Lane farm may be registered strips?  
Elan as above

Could you send me a map with rough location for Long Mynd strip owner then I might be able to help?



Thanks,

Kind regards

██████████ | ██████████  
Long Mynd Soaring Club (LMSC) | Chairman  
[chairman@longmynd.org](mailto:chairman@longmynd.org) / [www.longmynd.org](http://www.longmynd.org)

**From:** ██████████ <██████████@nexusnine.co.uk>  
**Sent:** Tuesday, April 11, 2023 7:42 PM  
**To:** [chairman@longmynd.org](mailto:chairman@longmynd.org)  
**Subject:** RE: Radnor UAS BVLOS TDA (ACP-2021-030)

Hi ██████████

As our Stakeholder Engagement period draws to a close in the next week or so I was wondering if you'd had the chance to review the documents that I'd sent through – it'd be great to see if our plans work for you.

I was also wondering if you might have contact details for the Long Mynd strip landowner; I'm struggling to find them anywhere and would like to touch base with them.

Many thanks

Best Regards

██████████

██████████ ██████████  
**Accountable Manager**  
**Tel:** +44 (0) ██████████  
**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)  
**E-mail:** ██████████@nexusnine.co.uk

**From:** [chairman@longmynd.org](mailto:chairman@longmynd.org) <[chairman@longmynd.org](mailto:chairman@longmynd.org)>  
**Sent:** 10 March 2023 10:35  
**To:** ██████████ <██████████@nexusnine.co.uk>  
**Subject:** RE: Radnor UAS BVLOS TDA (ACP-2021-030)

**Caution: External Message**

Hi ██████████ thanks and yes got it, I've been away for a bit with work so now catching up. I'll read this later today and respond!

Kind regards

██████████ | ██████████  
Long Mynd Soaring Club (LMSC) | Chairman  
[chairman@longmynd.org](mailto:chairman@longmynd.org) / [www.longmynd.org](http://www.longmynd.org)

**From:** ██████████ <██████████@nexusnine.co.uk>  
**Sent:** 09 March 2023 18:57  
**To:** [chairman@longmynd.org](mailto:chairman@longmynd.org)  
**Subject:** RE: Radnor UAS BVLOS TDA (ACP-2021-030)

██████████

Hope this finds you well and you've got some flying in around the snow.

We kick off our formal 3<sup>rd</sup> engagement period today which enables us to update you on that plans we've previously discussed, but crucially its where we'd welcome your thoughts on what it means for you and the club members. I've attached a quick update letter which hopefully summarises and outlines timelines etc so you have all the information you might need – if not please do come back to me with questions. When you're ready we'd welcome your thoughts.

I'd be grateful if you could acknowledge receipt, just so I know you've received the info.

Speak soon.

**Best Regards**

██████████

██████████  
██████████  
**Accountable Manager**

**Tel:** +44 (0) ██████████  
**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)  
**E-mail:** ██████████ [nexusnine.co.uk](mailto:nexusnine.co.uk)

**From:** [chairman@longmynd.org](mailto:chairman@longmynd.org) <[chairman@longmynd.org](mailto:chairman@longmynd.org)>  
**Sent:** 13 February 2023 10:12  
**To:** ██████████ <██████████@nexusnine.co.uk>  
**Subject:** RE: Radnor UAS BVLOS TDA (ACP-2021-030)

**Caution:** External Message

Morning ██████████

Just to confirm I've received this email – hope to reply later today but trying to get further first with some of the sites that you have mentioned and not yet got through to the person who might be able to help!

Thanks,

Kind regards

██████████ | ██████████  
Long Mynd Soaring Club (LMSC) | Chairman  
[chairman@longmynd.org](mailto:chairman@longmynd.org) / [www.longmynd.org](http://www.longmynd.org)

**From:** ██████████ <██████████@nexusnine.co.uk>  
**Sent:** 10 February 2023 16:30  
**To:** [chairman@longmynd.org](mailto:chairman@longmynd.org)  
**Subject:** FW: Radnor UAS BVLOS TDA (ACP-2021-030)

██████████

Great to chat today – thank you again for your time. As promised, worthwhile I think that I summarise the points we discussed to ensure they're captured and I also attach that copy of the final ACP submission that you asked for.

From our discussions, your Club operate from a number of sites but you would see that your Shepherd's Trump site would be most affected by the proposed TDA. Indeed this site is used by a number of Clubs and individuals who might be affiliated to different clubs. Whilst this site favours a SW wind, there is little pattern to its scale or frequency of activity due to the variety of users and the different skills and techniques that they might be utilising (from local ridge soaring, to triangular routes or cross-country land-aways).

We discussed that your diagrams reflected the 3nm proposed TDA. Therefore the 1.5nm TDA is less of an issue as it's well away from the Shepherd's Trump site but did raise the valid point that highlighting the presence of the airspace might be important – particularly as your sport requires no formal qualifications and pilots may not be aware of the TDA. There also lies the potential issue that high soarers might descend into the TDA from above.

The 3nm TDA poses you more disruption, affecting both your Shepherd's Trump, and lesser used Bach Hill site. We discussed the real potential for airspace infringement due to wind effects. Key to preventing these would be liaison between Nexus Nine as a proposed Operator, and the Clubs with forecast activity dates and the ability to find an activity schedule that works as best as it can. As I said, we see this ownness lying with us as the Operator to give you ample warning, but also only utilising the 3nm TDA when we absolutely need to. If the TDA is approved we might be able to also do some constructive education for flyers; this could range from posting activity on your Facebook group for wider reach, perhaps putting a sign up at the entrance to the sites with a map and a means of checking for activity and, if you'd like us to, we'd also be happy to host a Webinar to advise members why we're asking for the temporary airspace, field any questions and provide useful advice as to how to avoid airspace infringements, such as the CAA's Take 2 rule. We'd also discussed that, since neither your flyers or many of our platforms are electronically conspicuous, the only real way to ensure your flyers safety is by the use of the TDA as segregated airspace – making awareness and infringement avoidance all the more important.

I feel we had a really constructive chat – as I say, we're keen to work with you and much of the responsibility lies with us as a responsible Operator. We'd welcome your thoughts and ideas and equally your comments.

I'd be grateful if you might have those contact details for other clubs – we'd ideally like to speak with Elan Valley, Lane Farm, Woonton and Hardwicke amongst others.

**Best Regards**

■■■■

■■■■ ■■■■

**Accountable Manager**

Web: [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

E-mail: ■■■■ [nexusnine.co.uk](mailto:■■■■@nexusnine.co.uk)

██████████ Welsh Borders Paragliding Club

**From:** ██████████ <██████████.co.uk>  
**Sent:** 20 April 2023 09:28  
**To:** ██████████ <██████████.nexusnine.co.uk>  
**Subject:** Re: RADNOR TEMPORARY DANGER AREA PROPOSAL

Caution: External Message

Hi ██████████

Good morning, thank you for such a swift reply.

If you could please send any future correspondence to two email address, [will@fforestfields.co.uk](mailto:will@fforestfields.co.uk) and ██████████.co.uk I will certainly spot one of them!

I shall certainly annotate our flying sites that are adjacent to the TDA and get them to you shortly.

KR

██████████  
██████████

On 20 Apr 2023, at 07:04, ██████████ <██████████.nexusnine.co.uk> wrote:

██████████,

Thanks very much for getting in touch. I've equally just had the Mid Wales Club contact me which enables is to capture the views of both of your clubs alongside our other Stakeholders.

We'll certainly add your club to our distribution list – is this a good email address, or is there a more suitable one? We're likely to have a dedicated mobile phone number for the TDA too – whilst this will only be on for planned activity days it at least gives you another PoC alongside our monitored email addresses.

By means of reassurance, for the vast majority of the time this airspace will remain free for all to use as you have done in the past – we're very cognisant of disruption for established airspace users. With this in mind, would you be able to annotate a map with your current launch sites and flying areas for us? This just gives us a better awareness of where you are, the effect of using the 3nm TDA vs the 1.5nm etc, all aiming to disrupt you the least. We're glad though that the seasonal deconfliction will help minimise the too though.

Look forward to hearing from you.

**Best Regards**

██████████

██████████  
██████████  
**Accountable Manager**

**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

**E-mail:** ██████████.nexusnine.co.uk

**From:** ██████████ <██████████.co.uk>  
**Sent:** 19 April 2023 14:20



To: RadnorACP <[RadnorACP@nexusnine.co.uk](mailto:RadnorACP@nexusnine.co.uk)>  
Subject: RADNOR TEMPORARY DANGER AREA PROPOSAL

Caution: External Message

Sirs,

Welsh Borders Paragliding Club

I have received notice of the 3rd Engagement Period 9th March until the 20th April 2023 from a neighbouring paragliding club. Welsh Borders have registered sites within the proposed TDA and would be grateful if you could add our details to your list of organisations to contact in future.

The plan as proposed looks reasonable and we are grateful the for notice. We are happy to use NOTAMS and pleased that they will be operating.

I think our main concern is that this sets a precedent, accepting these proposals does not automatically mean that we will agree to future ones.

As you are already saying that the testing planned to start in early 2023 is now not be possible, the revised timeline approved by the CAA will be acceptable but we would be grateful if you could let us know of any changes to this timeline if they happen. Thank you for delaying the main activity until after the summer flying season.

We have paragliding sites within the proposed area which are frequently used as a launch for cross country flights and we have other sites that would cross the proposed TDA too. This is an area that is uncommonly free of controlled airspace and would appreciate being kept in the loop with any information and dates & contact numbers for NOTAMS to be applied.

Sincerely

██████████  
████████████████████  
██████████

PLEASE ACKNOWLEDGE RECEIPT OF THIS EMAIL.

## Elan Valley Trust

**From:** [REDACTED]  
**Sent:** 20 April 2023 13:09  
**To:** info@elanvalleytrust.org  
**Subject:** RE: Radnor Temporary Danger Area Stakeholder Engagement

Hi,

I just wondered if I could chase up an email I'd sent through to you on 30<sup>th</sup> March 23. This related to a proposed Temporary Danger Area for drone activity at Radnor, Presteigne. I believe your plan was to pass this on to local groups who utilise your land for flying so you could identify any potential issues. Could you please advise if there were any questions you wished to ask or points you would wish to make.

Many thanks

**Best Regards**

[REDACTED]

[REDACTED]

**Accountable Manager**

**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

**E-mail:** [REDACTED] [nexusnine.co.uk](mailto:[REDACTED]@nexusnine.co.uk)

**From:** [REDACTED]  
**Sent:** 30 March 2023 16:54  
**To:** [info@elanvalleytrust.org](mailto:info@elanvalleytrust.org)  
**Subject:** Radnor Temporary Danger Area Stakeholder Engagement

Hi,

I believe we spoke briefly on the phone where I'd outlined an Airspace Change Proposal (ACP) we are currently progressing with the Civil Aviation Authority. To explain a little more about this proposal I've attached a bit of a fact sheet which hopefully should give you all the information; if you have any questions do please get back to me. Overall we'd value your feedback to understand what this proposal might mean for your flyers and if there is anything we can do to try and mitigate against any disruption.

As I mentioned on the phone, could I please just ask for a quick "received" email so I know its got through, whilst you have the chance to review the proposal in the coming days and weeks.

Thanks for your time

**Best Regards**

[REDACTED]

[REDACTED]

**Accountable Manager**

**Tel:** +44 (0) [REDACTED]

**Web:** [www.nexusnine.co.uk](http://www.nexusnine.co.uk)

**E-mail:** [REDACTED] [nexusnine.co.uk](mailto:[REDACTED]@nexusnine.co.uk)