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

20th March 2023

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

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

Dear Sir/Madam,

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

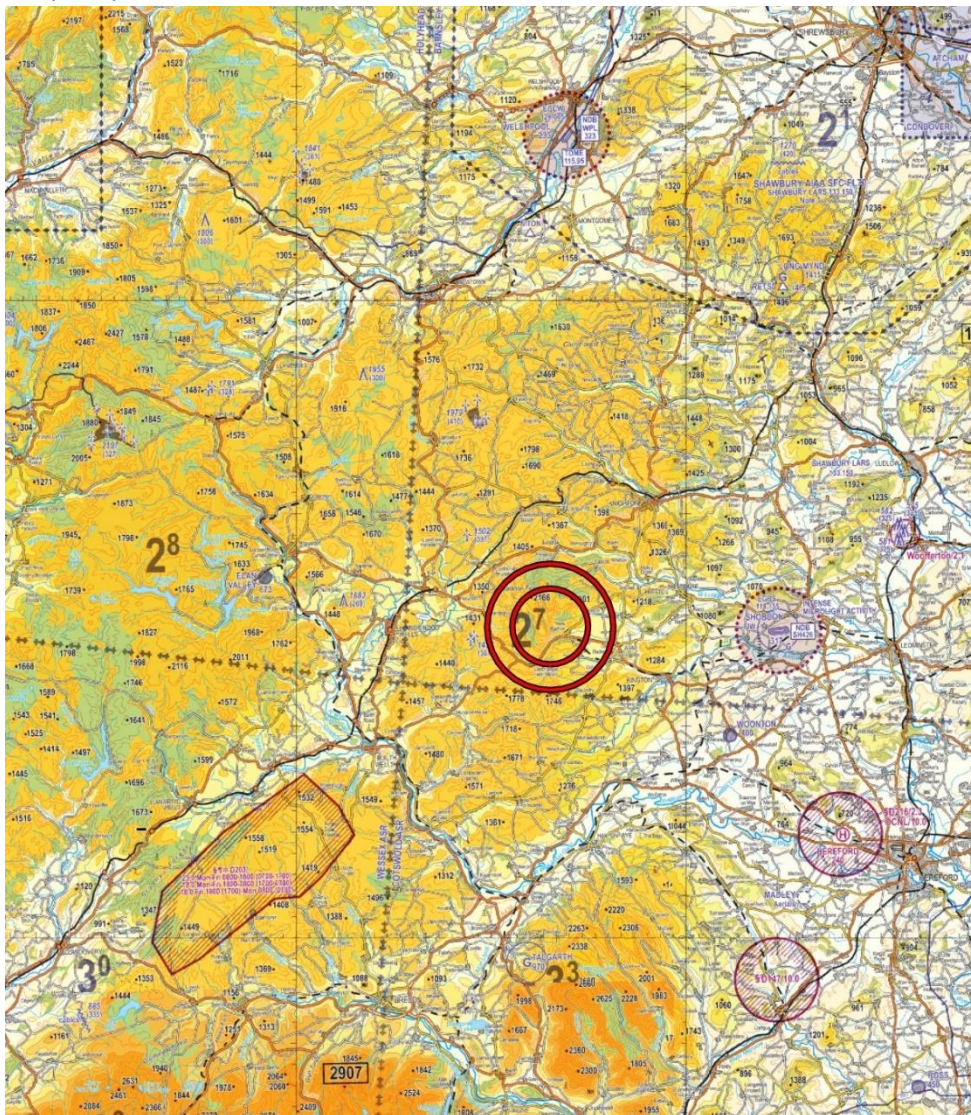
would be activated by NOTAM and we would schedule these both simply, to avoid confusion, yet sympathetically, so as not to block out airspace when activity is not taking place. An example might be 0900 to 1130 and 1300 to 1530 thus enabling a 5-hour flying day with a break in the middle.

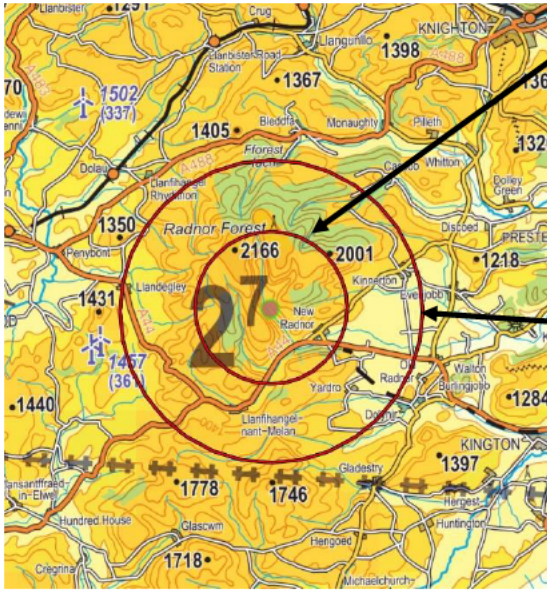
A telephone/satellite phone number will be provided for the on-site Remote Pilot for the duration of daily activity.

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

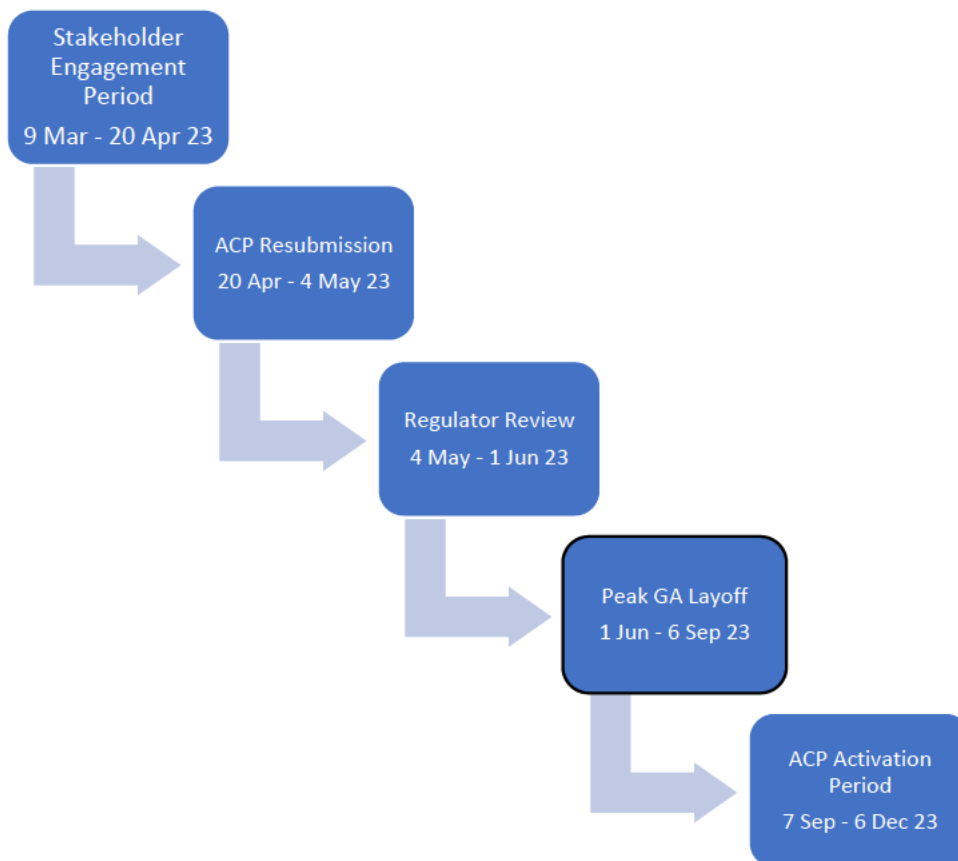
3.0nm centred on Radnor Range (N52°14.89 W003°10.77)

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.

Best regards and we appreciate your time



Accountable Manager
Nexus Nine Ltd