STIRLINGX

# Appendix E
# Airspace Design Supporting Material

**Norwich BVLOS Regulatory Sandbox – Stage 4 (Update and Submit)**

**Version 0.1**

# Appendix E

# 1 Airspace Design Summary

## 1.1 Proposed flight area

The flight area is dictated by the location of the NOWZ cable corridor.

The operational volume has been created in line with UK SORA requirements for a required maximum height of 400 ft AGL. This leads to the creation of a contingency volume with a maximum height of 540 ft AGL. The flight volume (green), contingency volume (yellow) and ground risk buffer (red) are shown in figures 1 and 2.

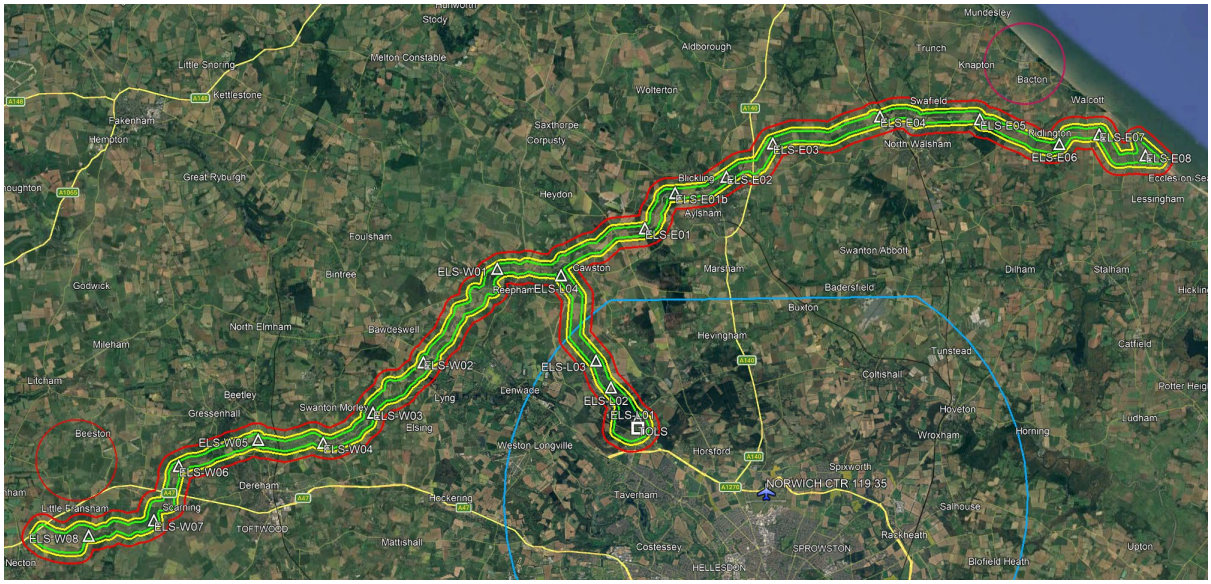


***Figure 1:*** *2D Operational volume and ground risk buffer.*

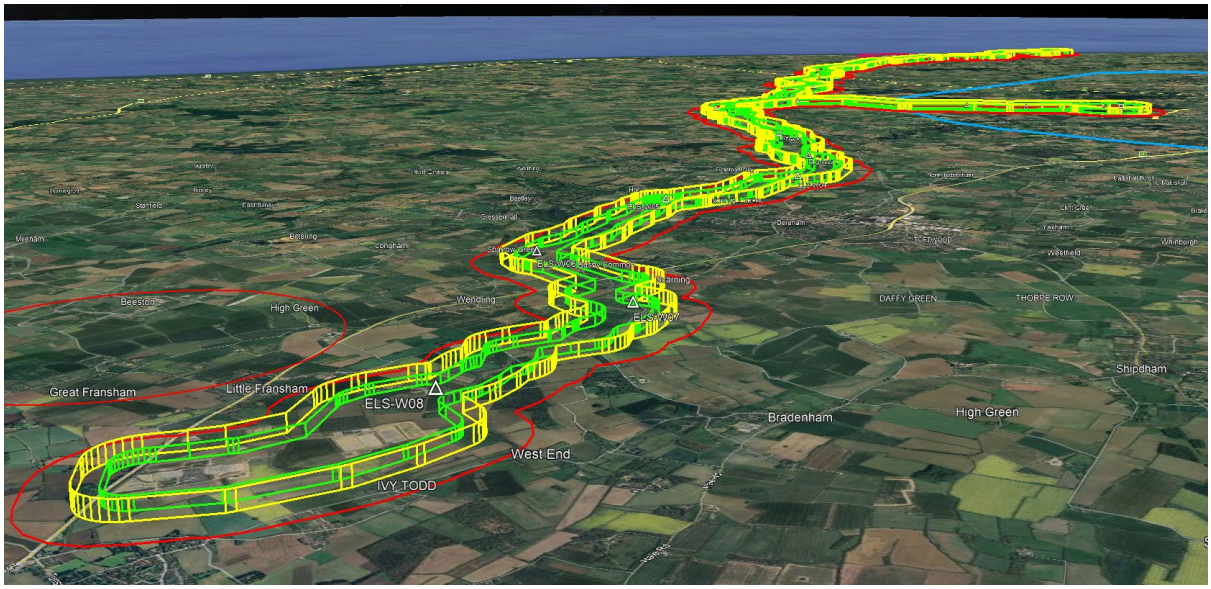


***Figure 2:*** *3D Operational volume and ground risk buffer.*

## 1.2 TRA/TRZ design

The TRA/TRZ design has been modified following stakeholder engagement to allow greater separation from the main low level activity area of Norfolk Hang Gliding and Paragliding Club. It also avoids the area of increased risk around Bacton gas venting station. The ceiling of the TRA/TMZ is set as 750 feet AMSL, giving clearance above the contingency volume for the whole route. The TRA/TMZ is shown in figures 3 and 4.

The TRA/TMZ is activated by NOTAM. The airspace is divided into 7 sectors with defined centre points to allow accurate routing.

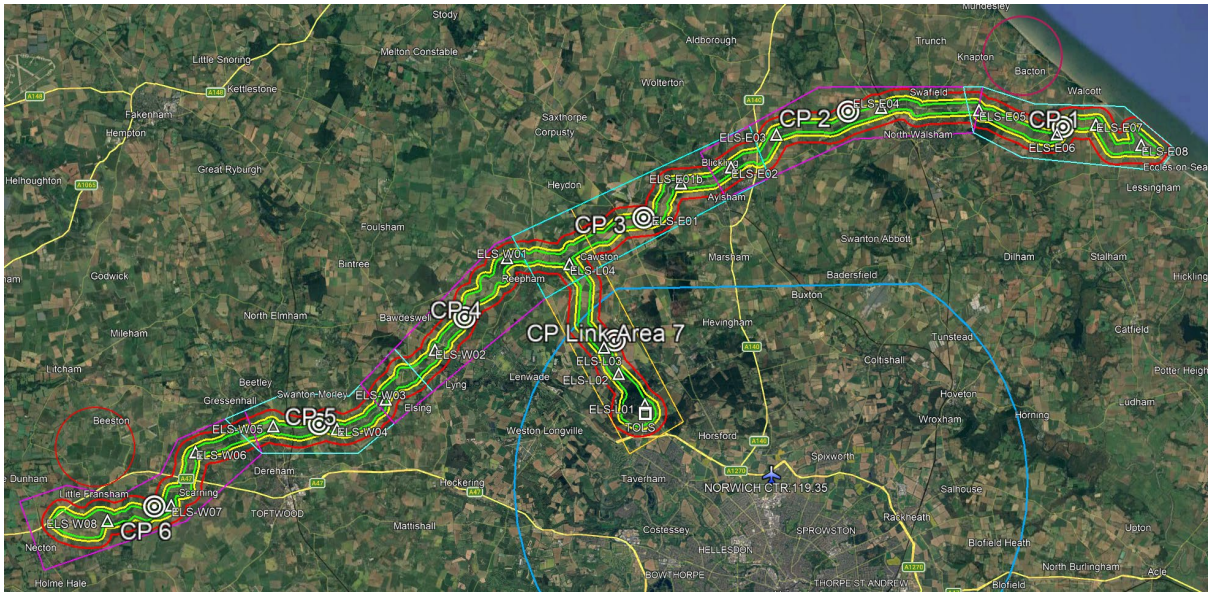


***Figure 3:*** *2D TRA/TMZ and operational volume*

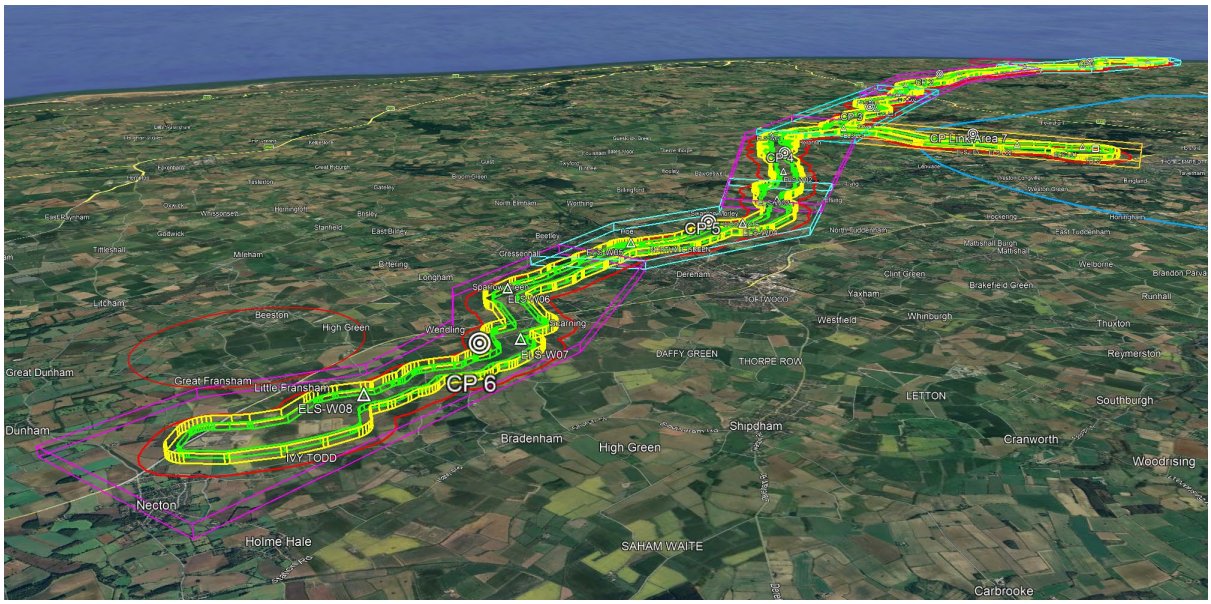


***Figure 4:*** *3D TRA/TMZ and operational volume*

## 1.3 Activation and deactivation summary

Full details are in the LOA between Norwich Airport ATC and StirlingX Ltd.

The TRA will be activated by NOTAM. Activation will be confirmed with Norwich ATC on the day of operation. The TRA/TMZ will be deactivated once UA operation completion is confirmed between the RP and Norwich ATC.

### 1.3.1 Normal operation summary

UA location will be visible to the operator through UA telemetry, backed up with PilotAware. UA will be visible to Norwich ATC on secondary radar. The remote pilot will be in constant VHF voice communication with Norwich ATC and will confirm transitions between sectors.

As agreed in the LOA with Norwich ATC, under normal operations, other airspace users without transponders can be routed by Norwich ATC over the TRA/TMZ above 750 feet AMSL or through another area where the UA is not operating.

### 1.3.2 Emergency operation summary

Where priority access is required by emergency services or military aircraft, or access is required by other aircraft in an emergency, the RP will either:

a) Fly the UA to a sector centre point and loiter to await further instructions; or
b) Land immediately at the closest ELA.