Appendix 1

Operating agreement for flights in the geographical zone between DLR (airport operator) and the UAS operator

The flight test lead responsible for the flight test, the crew conducting the flight test and all those actively involved in the flight test, as well as all "Flugleiter" deployed on a daily basis, will be informed of this operational agreement, trained and obliged to strictly adhere to it.

1. Possible operating times for flight tests

Magdeburg-Cochstedt Airport has regular business hours for flight traffic operations. These are from Monday to Friday (excluding public holidays) from 10:00 to 17:00. - The traffic density of manned aviation at Magdeburg-Cochstedt Airport is exceptionally low compared to other airports. The operating agreement is based on this low number of average aircraft movements. Current and forecast future aircraft movements are analysed on an ongoing basis. Changes in the expected traffic density must be reported to the Federal Aviation Office (Luftfahrt Bundesamt).

To mitigate the airspace risk, the ATZ will be activated for the duration of the UAS flight tests.

2. Preparatory measures

The operational part of the concept of operations (incl. operating volume) and the Emergency Response Plan (ERP) must be made available to DLR (as airport operator) in advance, regardless of whether this is part of the authorisation. As airport operator, DLR shall ensure that the ERP is forwarded to the "Flugleiter" involved in the flight test and that the "Flugleiter" involved in the flight test is trained.

Preliminary discussion of the flight tests

Before the flight tests begin for the first time, the planned flight tests are discussed in detail between the crew of the UAS operator and the traffic manager on duty as well as the daily "Flugleiter". In the further course of the test campaign, daily agreements are made between the above-mentioned parties. As part of the daily agreements, the "Flugleiter" will also inform the flight test lead of any flight movements registered by PPR. UAS flight tests are suspended during the time of taxiing, take-off and landing movements of manned flight operations. (see 4.)

Activation of the ATZ

The activation of the ATZ is published by the airport operating company via NOTAM. On the day of the test, the ATZ is activated at least one hour before the scheduled start of the test in order to keep other air traffic out of the airspace at an early stage. The ATZ will then remain active for the day or until the flight tests have been completed (if the tests are cancelled prematurely - except in the event of an emergency - the NOTAM will be deactivated for the day).

3. Flight test procedure

The actual start of a flight test can only take place after the "Flugleiter" has given clearance for take-off. This serves to ensure that the airspace is really clear for the tests. For this purpose, the crew is provided with at least one radio device, which is used to communicate with the "Flugleiter". The radio equipment must be carried and observed by the flight test leasd and the crew at all times when conducting flights and/or entering the flight operation areas. After completion of the tests, the "Flugleiter" must also be notified by radio.

Example procedure:

a. Flight test lead wants to start the flight test ("Ready to start test flight.")
b. "Flugleiter" checks the airspace using radar and provides the relevant traffic information
c. "Flugleiter" issues take-off clearance if no other aircraft is in the ATZ
d. Test execution ("Flugleiter" continuously monitors the airspace using radar and COCHSTEDT-RADIO)
e. Flight test is completed (or cancelled), the UAS has landed again
f. Flight test lead informs the "Flugleiter" of the completion of the test
g. "Flugleiter" confirms the completion of the test

(This procedure is carried out for each flight movement, even if several flight movements take place on the same day).

4. Procedure for scheduled flight movements

If scheduled flights are to take place during the testing period, the "Flugleiter" will inform the flight test lead of the UAS campaign about the planned take-off and/or landing times in the daily consultation. No UAS flights may take place during taxiing and take-off movements or during the approach. In addition, the required flight operation areas must be cleared.

The "Flugleiter" instructs the flight test lead to interrupt the test operation and clear the flight operation areas by radio, according to the defined lead time. As the lead times for ending the flight tests and clearing the required flight operation areas vary depending on the campaign, the required lead time is specified in the daily briefing.

5. Procedure in the event of unexpected entry by another air traffic participant (e.g. unlawful)

If another air traffic participant unexpectedly enters the ATZ, the flight test lead will be informed immediately by the "Flugleiter" via radio. The "Flugleiter" decides on the measures to be taken immediately (e.g. cancellation of the flight test) and gives the appropriate instructions to the flight test lead. For safety reasons, this instruction must be followed under all circumstances. In the event of an abort, the flight termination procedures described in your operating concept apply.

6. Reporting chain in case of an emergency

In the event of an emergency (e.g. fly-away of the UAS or fire of the UAS), it is the responsibility of the flight operator (in this case the flight test lead) to declare an emergency and inform the airport immediately. This must first be done by the flight test lead by notifying the "Flugleiter" via radio. The following information must be transmitted:

- Type of emergency
- Are personal injuries to be assumed?
- Where did the emergency occur? (If possible including a rough GPS position)
- Is the UAS still in the air (e.g. fly-away)? What is the maximum risk area?

After that, the ERP specified in your concept of operation comes into effect.