

Trial Methodology and Objectives											
Serial	Trial Objectives	Measurement	Issues	Mitigations / Changes to support	Success criteria	Stage 1 Feedback & Results	Met / Partially Met / Not Met	Recommendations for Stage 2	Stage 2 Feedback & Results	Met / Partially Met / Not Met	
1	Airspace design suitable for Military Training	Analyse ability to fully deliver exercise training objectives vs.ability to safely manage the mil activity, including ingress/egress and transit to/from the airspace.	Lack of segregation under current solution, limited overland access. Stage 1 is anticipated to be too small for military activity with limited overland airspace. Stage 2 is anticipated to meet military requirements fully.	1. TDA status to add protection for military aircraft conducting Unusual Air Activity , separated from other airspace users. 2. Increased dimensions with overland access. 3. Future proofed to meet future military requirements.	1. Validate requirement for MDA status. 2. Confirm and validate vertical and lateral dimensions required for military activity. 3. Airspace activated in standard way via MABCC at D-1, removing requirement for ACN. 4. Timings for activation.	1.8DA598 worked well for MoD however doesn't fully meet MoD collective training airspace requirements, see point 2. 2. Vertical dimensions were workable, however Lateral dimensions were insufficient as the area is too small to fully deliver collective training objectives. A larger area, particularly to the NW and overland, is required to meet MoD minimum requirements. 3. TDA598 was not activated in a standard way. Activation of TDA597 removed the ACN requirement which was required for previous use of CACA and was replaced by an AC which helped notify all airspace users of the TDA in conjunction with activation NOTAMs. A separate agreement and process had to be agreed with NATS for activation, notification and management of the TDA. Whilst this agreement achieved desired effect during Stage 1, it was non-standard and sub-optimal in terms of the increased complexity. 4. Timings worked well for MoD. NATS reported no issues but no conclusions can be drawn due to low traffic levels (COVID - Average 33% of comparable 2019 traffic levels during TDA598 activations.)	1. Partially Met 2. Partially Met 3. Not Met 4. Partially Met	1. Increase lateral dimensions. 2. The airspace volume should be managed in accordance with CAP740, with activations included on the AUP/UUP, with appropriate NOTAM publication. 3. Further assessment of impact of timings on civil traffic (network demand) and concurrent activation of other DAs and design philosophy.	1. Lateral dimensions were increased to include larger overland sections, including Northumberland and eastern Scotland. There is sufficient overland airspace volume to fulfil MoD training objectives. 2. Airspace management processes were introduced which was a overall great success. This included full Network visibility, activation and management through normal AMC processes and the introduction of an FBZ in accordance with FR airspace procedures and design philosophy. 3. Additionally, protocols have been established for mitigating effects of concurrent airspace activations, however, due to lack of traffic, insufficient data available to draw firm conclusions.	1. Met 2. Met 3. Met 4. Partially Met	
2	Airspace design suitable for the Network	Safe and standard management of GAT around the FCA reducing tactical interventions. A predictable and flight planable environment.		1. Flamborough CTA to facilitate Newcastle inbounds and outbounds. 2. Additional routes and structures may be required to support re-routes. 3. Ability to manage flight planning.	1. Airspace design is fit for purpose to manage GAT in a standard way. 2. Flight planning management and re-route scenarios defined. 3. Reduction in dedicated workforce resources to facilitate airspace activation. 4. Operational procedures and MOPs defined and agreed.	1. No Flamborough CTA was included however a workable procedure was agreed between MoD, NATS and Newcastle to handle affected GAT with MII ATS provision. This agreement was limited to GAT on specific routings due to SWK MII capacity. It was noted by NATS that establishment of structures/routes connecting Newcastle to the Network would realise environmental benefits, taking a more direct routing as opposed to a longer re-route based on current available alternatives. Whilst this trial period saw a dramatic reduction in traffic levels there were still approximately 11 aircraft that could have benefitted during the trial activations. 2. A level of tactical intervention was required to manage flight plans and GAT around TDA598. TDA598 relied upon ATS provision by SWK MII to some GAT. Re-route scenarios were identified and changes should be adopted for Stage 2 to enable standard traffic and FPL management for Stage 2. 3. TDA598 and associated procedures removed the requirement for a dedicated liaison officer from NATS however due to the need for tactical management/monitoring of GAT it created an increased workload associated with NT/NV GAT traffic. 4. Operational procedures and MOPs were defined and agreed to support activation of TDA598. These will require review in line with Stage 2 airspace design.	1. Partially Met 2. Partially Met 3. Not Met 4. Partially Met	1. Improve on the procedures / design to realise efficiencies for GAT. 2. Remove requirement for tactical intervention and monitoring completely and minimise additional workload for all. Ensure the re-route options are identified, with new structures put in place (e.g. reporting points) to ensure that re route options are flight planable such that GAT can circumvent the airspace akin to any other MDA. 3. Continue to assess the need for further airspace structures (such as the previously proposed Flamborough CTA) to enable guaranteed ATS provision for affected GAT. This should consider longevity and sustainability of the solutions (MOD workforce service prioritisation) and environmental impact/improvement.	1. GAT managed in a standard way via extant flight planning processes, due to inclusion of an FBZ and new ATS routes implemented. 2. Swanwick (MII) continued to provide a derogated service to traffic arriving/departing EGNAT and EGNV from Copenhagen FIR which were directly affected by TDA597 activation. This is probably not a sustainable solution for future activations. 3. NATS were able to remove their dedicated LO, but there was slight increase in workload for the Group Supervisor (GS). However, overall this was an improvement. 4. Operational procedures and MOPs were defined and agreed with the airspace redesign at Stage 2 for TDA597. 5. Due to low GAT traffic levels, EGNAT/EGNV traffic levels and broader Network impacts were not possible to analyse.	1. Met 2. Partially Met 3. Partially met from NATS 4. Met 5. Not Met	
3	Identify and enhance safety mitigation	MoD has completed a Safety Assessment and trial will conform to safety elements of CAP740, the CAA Buffer Zone Policy for Special Use Airspace (SUA) and the establishment of Temporary Danger Areas. Safety barriers will be established to reduce risk to ALARP and in particular to minimise the risk of MAC. (See Annex E) Co-ordination procedures and positive control for participating aircraft entering and leaving the trial airspace (ingress/egress/mid-mission) will be agreed. Additional supporting airspace structures will be introduced to support where appropriate e.g. Flight Plan Buffer Zones (FBZ), Temporary CAS, and routes.	CACA CONOP's inception in 2017 - NATS/MoD have previously used this agreement, however its use to facilitate this military activity has identified some issues, particularly in relation to Newcastle traffic, lack of segregation and lack of a predictable flight planning environment for GAT.	See Annexes A, B and E. 1. Formalising airspace structure and publication of airspace in AIP. 2. Activation of airspace D-1 via NOTAM. 3. Safety Assessments completed. 4. DASORS / MORs and other reported infringements are investigated, analysed and any lessons learned carried forward into Trial Stage 2 and ACP-2020-026.	1. Comply with standardised regulations and agreements as per existing SUA. 2. No safety incidents or issues identified by airspace users or ATC agencies throughout trial.	1. Stage 1 of the trial improved upon previous arrangements (CACA) but did not align with standardised management processes. However, there was little negative impact felt but this may be due to lower civil traffic levels as a result of COVID. Stage 1 design and procedures are not deemed to be a suitable enduring solution. 2. No safety incidents or issues were identified by airspace users or ATC agencies throughout trial.	1. Partially Met 2. Met	1. Safety assessments should be reviewed after any changes to the airspace design for Stage 2. 2. Safety issues and incidents should continue to be monitored and reported via normal channels throughout the trial.	1. Safety assessments were reviewed by MoD prior to, and after, Stage 2 activation. 2. Safety occurrences (2 from NATS only) were discussed in a Coordination Meeting on 25 May 21. One was not related to TDA597 activation and the other was a result of incomplete communication and coordination of military AAR aircraft operating outside the TDA. 3. Safety incidents were monitored and highlighted throughout the trial. Incidents were nothing to do with the airspace design but a lack of adherence to the agreed written procedures (i.e application of the procedures rather than the procedures itself). 4. No safety concerns were raised about future activations of the TDA597 volume.	1. Met 2. Met 3. Met 4. Met	
4	Identify formal FUA processes to ensure safe and efficient management of SUA vs ATM network	Management of the airspace will conform to Eurocontrol specification for the application of FUA, European ASM handbook and CAP740. Timing of the Trial Airspace will be co-ordinated with NATS pre-tactically through the AMC, with efficient tactical management during times of operation. Deconfliction with other segregated activities be addressed and ASM protocols agreed. (e.g. limit activities to EG D323/613/513/712 and 701 complexes and FJA for Joint Warrior airspace.)	1. Cumulative impact of concurrent DA activation across the FIR on the Network is unknown. 2. Formal procedures to manage the FCA do not exist.	1. NATS improved procedures for management of civil traffic for Stage 1 (over the CACA), with full systemised mechanism of traffic management for Stage 2. 2. 60mins flight planning time buffer before and after activation will be used to enable airspace configuration changes. 3. Airspace activations will feed into normal planning cycles AUP and UUP. Activation notification at D-1 activation by NOTAM. 4. L3 management will be conducted by MABCC. 5. P18 airway deactivation required to support; MABCC to action in accordance with existing LoA. 6. Flamborough CTA to facilitate Newcastle inbounds and outbounds.	1. Alignment with CAP740. 2. ASM protocols required are identified and agreed. 3. Civil traffic managed in accordance with standardised procedures. 4. Validate time buffers required to facilitate FCA activation. 5. Concurrent suppression of other DAs as agreed.	1. Protocols were agreed to activate and manage TDA598 however they did not align fully with CAP740. 2. Protocols were agreed to deliver TDA598. Further improvement can be made to align with standardised ASM protocols and regulation. 3. Tactical interventions and additional monitoring/management of some flight plans was required during stage 1. Lack of mitigations (e.g. Flamborough CTA) resulted in an untested environment. 4. Time buffers worked well alongside ASM protocols used in Stage 1. 5. DAs identified were suppressed to enable activation of TDA598. Civil traffic levels were too low to draw any conclusion on impact of concurrent activation or suppression required for additional DA suppression.	1. Not met. 2. Partially met. 3. Not met. 4. Partially met. 5. Partially met.	1. Stage 2 airspace should be managed by the AMC, aligning to CAP740, ensuring visibility by the EU NM and ensuring standard management of GAT around SUA. 2. ASM protocols should be reviewed and agreed for Stage 2. 3. Civil traffic should be managed in accordance with standardised procedures with no tactical intervention required. 4. Further assessment required to validate time buffers required to facilitate FCA activation with improved airspace design and ASM protocols in Stage 2. Increased civil traffic levels would be beneficial to help validate. 5. Stage 2 should assess and identify impact DAs requiring suppressions to enable TDA activation.	1. All recommendations incorporated into Stage 2. 2. Reduced civil GAT traffic due to COVID so of limited use for validation, but no concerns highlighted in this area. 3. Feedback showed that management processes were as per extant FUA and ASM protocols. 4. No changes proposed to procedures for future TDA597 activations.	1. Met 2. Met 3. Met 4. Met	
5	Deliver a predictable flight planning environment for civil airspace users, conforming to UK Policy and Network Manager Requirements. Deliver predictable airspace availability to enable MoD exercise planning and delivery.	Civil-recognised processes for ensuring that Network flight planning will have been introduced where required, including updates to the AIP, Eurocontrol systems (tested) and ATM system adaptation (including the UK Flight Data Processor). Predictability will have been achieved by timely notification of change to airspace users and network managers of design and activation through recognised means including the UK Airspace Utilisation Plan. Military - confirmation of airspace available for activation 2 months prior to enable exercise planning activities.	1. No predictability of airspace and inability to FPL around the area for CACA. 2. Airspace should exist in LARA to apply FUA restrictions to manage flight planning and civil traffic. 3. No predictability of military to allow timely exercise planning.	1. Addition of FCA into LARA. 2. FCA input into AUP and UUP, as per CAP740. 3. Additional routes/structures to facilitate civil traffic around. 4. Identify additional routes require to facilitate civil traffic. 5. Military airspace allocation available 2 months prior to activity.	1. Management through AUP/UUP. 2. FPL can be managed SOP. 3. FCA exists in LARA, activated and deactivated. 4. Identify additional routes require to facilitate civil traffic. 5. Military airspace allocation available 2 months prior to activity.	1. TDA598 did not form part of AUP/UUP. 2. Tactical management of some flights was required and procedures worked well however airspace was not managed through standard process. 3. TDA598 was managed via bespoke protocols for Stage 1. Whilst these worked, they are not deemed suitable to be taken forward. 4. Stage 1 identified new routes and structures required to facilitate civil traffic around the TDA. Low traffic levels and no Flamborough CTA reduces ability and options to test and adjust going forward. 5. MoD can provide 2 months + notice for activities that will require this airspace.	1. Not met. 2. Not met. 3. Not met. 4. Partially met. 5. Met	1. Stage 2 Airspace should be managed as part off AUP/UUP. 2. New reporting points and DCTs are required to enable flight plan options for traffic to circumvent Stage 2 airspace. 3. Stage 2 airspace should be managed via standard ASM procedures and align with CAP740. 4. MoD will provide 2 months + notice for defence activities that will require this airspace.	1. All recommendations incorporated into Stage 2. 2. Proper management and flight planning protocols were implemented and followed with no adverse effects noted. 3. All recommendations incorporated. 4. MoD can notify up to 12 months in advance a requirement to use this airspace. 5. Low traffic levels and no Flamborough CTA reduces ability and options to test and adjust going forward.	1. Met 2. Met 3. Met 4. Met 5. Partially Met	

6	Assess, identify and mitigate impact on wider ATM network and other aviation stakeholders - flight planning, fuel planning and time.	Engagement with airspace users will be completed to gather feedback and analytical data will be compiled (by NATS), reviewed and reported to demonstrate positive and negative effects.	Set baseline for comparison - compare against standard weekday with east coast DAs activated.		1. Data gathered to compare against the baseline. 2. Identify positive and negative effects - FPL issues, fuel planning and time. 3. Assess design to understand if any further benefits can be gleaned through design or management.	1. Whilst some information and data was obtained, low traffic levels resulted in an inability to draw conclusions and make assessment. 2. NATS' initial analysis indicates an overall minor improvement in flight efficiency for the small amount of GAT during the trial. This is predominantly associated with more direct routes due to the suppression of MDA323 and MDA613 complexes during the TDA activities. This small net improvement offset the negative impact for GAT required to route around the TDA. This data has not been validated in this short timescale and needs further scrutiny. This includes understanding any missed opportunities in support of Newcastle network connectivity that would realise environmental and noise benefits as proposed through the establishment of structures/routes to the south east of Newcastle. Whilst this period saw a dramatic reduction in traffic levels there were still approximately 11 or so aircraft that could have benefitted during the trial activations. Unavailability of service provision from MOD ATC staff for aircraft operation on this axis, under the former Penine derogated service, as they prioritised service to Mil users and aircraft on the Copenhagen axis, added to the overall negative impact as these aircraft had to plan and fly extended routes. As recognised in submission of the Flamborough CTA temporary controlled airspace element of the trial, subsequently rejected by the CAA, there is evidence to support continued assessment of this aspect with stakeholders, including EGNT, which NATS would encourage.	1. Partially Met	1. Data should continue to be gathered and assessed during Stage 2.	1. As with phase one in October 2020, analysis indicates an overall minor improvement in flight efficiency for the small amount of GAT during the trial. This is predominantly associated with more direct routes due to the suppression of MDA323 and MDA613 complexes during the TDA activities. This small net improvement offset the negative impact for GAT required to route around the TDA. 2. It is hard to draw any firm conclusions as to the overall impact given the lack of network traffic and extremely low civil demand. This should be a consideration of any future activation and will require further modelling to be undertaken in order to gain insight into the effect of the MOD's permanent ACP. There is not a linear correlation between current levels of traffic (less than 20% of pre-pandemic levels) and regeneration. (For context, NATS has assessed that during this phase 92 aircraft were affected - compared with 114 during phase 1 in Oct 2020). Increased traffic introduces increased network complexity, with increased second and third order impacts, which has not been able to be measured during this trial. Again, this includes understanding any missed opportunities in support of Newcastle network connectivity as noted in feedback from phase 1. NATS would encourage the continued investigation of option here as previously proposed through the introduction of the Flamborough CTA.	1. Partially Met 2. Partially Met
7	Assess, identify and mitigate impact on the environment, where required: flight efficiency to include fuel burn, CO2, noise.	Analytical data will be compiled, reviewed and reported to demonstrate positive and negative environmental effects on stakeholders and airspace users, comparing the standard routine airspace configuration (323/513/613 activations) with the trial airspace configuration (using data from consistent time frames) aiming to reduce any negative impacts to the minimum possible.	Set baseline for comparison - compare against standard weekday with east coast DAs activated.		1. Data gathered to compare against the baseline. 2. Identify positive and negative effects - fuel burn, CO2 emissions and noise. 3. Assess design to understand if any further benefits can be gained through design or management.	As per line 6 above	As per line 6 above	As per line 6 above	As per line 6 above	1. Partially Met 2. Partially Met 3. Partially Met
8	Assess, identify and mitigate impact on Network capacity and management	Analytical data will be compiled, reviewed and reported to demonstrate positive and negative effects on stakeholders and airspace users comparing current and Trial Airspace configurations. This will include short term air traffic flow capacity management (STAM) and possible/actual regulation of air traffic which will reduce to a minimum any negative impacts.		Measure impact of concurrent MDA activity in the rest of the FIR against FCA activation - suppression of 323/513/613 agreed to support FCA activation.	1. Measure impact of concurrent MDA activity in the rest of the FIR (in particular West Coast) on route availability against FCA activation. 2. Measure any impact (positive/negative) on track mileage, fuel burn, CO2 and time of re-routes (both overflight and SCTMA/MTMA in- and outbounds). 3. Identify capacity constraints or issues experienced from concurrent airspace activations and identify measures to mitigate and manage. 4. No impact to ATM stakeholder flight planning. 5. ASM protocols defined and agreed under LoA (Through ACP2020-026, permanent solution).	1. As per line 6 above. 2. Although there were some small improvements made in some flows/axis, lack of traffic again has reduced the effectiveness measures for this phase. There were some impacts to flight planning management for Copenhagen and Newcastle traffic that needed to be managed tactically. There was a missed opportunity for environmental improvements associated with airspace design (Flamborough CTA).	As per line 6 above	As per line 6 above	As per line 6 above	1. Partially Met 2. Partially Met 3. Partially Met 4. Met 5. Met
9	Assess, identify and mitigate impact on operational delivery to enhance operational procedures and reduce NATS manpower requirements to support exercise airspace.	The impact on resource for operational delivery of the required airspace and its management will have been assessed and NATS staffing rostered. Legacy procedures and excessive staff resource for collective training will be reduced to the minimum required to deliver a safe and efficient outcome.	Current CACA CONOPs agreement is workforce and resource dependant. Inefficient and time consuming planning and execution. Non-standard methods of managing activity that can be standardised.	1. Publication of airspace dimensions and activation protocols in AIP. 2. Conforming to standardised processes to negate requirement of Liaison Officers, engagement or ACN publication. 3. Flamborough CTA to facilitate Newcastle in- and outbounds.	1. Minimise resource required to facilitate the airspace activation. 2. Remove requirement for NATS Liaison officer to facilitate military activity. 3. Remove requirement for ACN, utilise AUP/UUP with NOTAMs for activation and notification. 4. Standardised processes for flight planning and traffic management.	1. Additional resource was required to facilitate the airspace activation for Stage 1 at NATS PC. 2. No NATS liaison officer was required during Stage 1. 3. No ACN was published for Stage 1, an AIC was published instead with TDA598 activation by NOTAM. TDA598 did not form part of the AUP/UUP. 4. Tactical interventions were required to facilitate TDA598.	1. Not Met 2. Met 3. Not Met 4. Not Met	1. Stage 2 airspace design and management should seek to make progress on points 1, 3 and 4 and minimise additional workload for all concerned.	1. NATS were able to remove their dedicated LO, but there was slight increase in workload for the Group Supervisor (GS). However, overall this was an improvement. 2. Standard airspace and network management procedures were introduced and followed.	1. Met 2. Met 3. Met 4. Met 5. Met
10	Optimise planning and notification processes including assessing the requirement for/benefit of appropriate ASM systems and tools.	The UK AMC will have established and agreed processes and utilise the UK Airspace Management Tool (LARA) to provide transparent visibility of planned activities and airspace status. Benefits of common collaborative tools will have been identified and follow up activity agreed.	Airspace available in LARA to allow standardised FPLs	Engagement with AMC and NM for Oct.	1. FCA Established in LARA which will be utilised to notify intended use, FUA restrictions applied to support activation enabling standardised FPL processes. 2. Use of tools to manage any protocols required to support FCA activation. (e.g. EG D323 suppression etc).	Tools were used to manage the airspace structures and this is expected to be built upon and enhanced at stage 2.	1. Not Met 2. Partially Met	1. Stage 2 design should align with CAP740, be managed by the AMC and use tools and adopt necessary protocols to support airspace activation.	1. Standard airspace and network management procedures were introduced and followed. 2. TDA was established in LARA and performed as expected due to correct and appropriate changes to LARA adaptation made by the LARA housekeeper	1. Met 2. Met
11	Assess, and where possible reduce, activation times of exercise and other segregated airspace for exercise periods to deliver enhanced ASM processes in line with UK Policy and Strategy.	Activation of Trial Airspace will have been reduced to the minimum time required to achieve the mission in line with FUA and ASM policy through improved collaborative planning activities, ASM and route management. Protocols for the management of simultaneous activations of east and west coast SUA will be identified and agreed between NATS and MOD.	Cumulative effect of concurrent Danger Area activations throughout FIR.	323/513/613 suppression.	1. Measure the viability of concurrent airspace activation against network demand vs. capacity. 2. Identify unmanageable combinations. 3. Identify likelihood of concurrent mil activity and ability to deconflict or prioritise, whilst not diminishing Defence objectives and output.	As per line 6 above	As per line 6 above	As per line 6 above	1. As per line 6 above. 2. Additionally, protocols have been established for mitigating effects of concurrent airspace activations, however, due to lack of traffic, insufficient data available to draw firm conclusions. 3. MoD accept that other DAs must be suppressed to allow TDA597 to be activated. This is an acceptable trade-off given the high quality and bespoke nature of the training which can be delivered in this airspace volume.	1. Partially Met 2. Partially Met 3. Met
12	Identify technical and system changes required for ASM and ATC	Changes to systems will have been identified and implemented where required, to facilitate the safe and efficient management of the Trial Airspace.		1. Trial Airspace Stage 1. 2. Flamborough CTA. 3. Trial Airspace Stage 2.	1. All routes and airspace structures identified and published in the AIP. 2. All systems updated to reflect AIP publication. 3. Update to ASM systems (LARA).	1. AIC published for TDA598, NOTAM to activate. 2. Systems were updated to reflect AIC publication as required.	1. Met 2. Met 3. Partially Met	1. Stage 2 airspace expected to be published via an AIP SUP, managed fully by the AMC, activated by NOTAM and forming part of the AUP/UUP. 2. All systems and publications should be updated to reflect Stage 2 airspace. 3. Stage 2 should be assessed to identify any further systems changes required to facilitate.	1. Airspace published in AIP SUP, all systems updated and standard airspace management protocols followed. 2. No further system changes identified for Stage 2. 3. No system changes requested or required for future activations of TDA597.	1. Met 2. Met 3. Met
13	Assess MoD use of the Trial Airspace for exercise activity and civil use of Network airspace during Trial.	Utilisation of airspace will be measured during the trial to assess and report how efficiently the Trial Airspace was used. Civil use of network airspace will also be analysed and reported to provide a complete picture of how efficient the airspace trial was and where enhancements could be made through either airspace and/or procedure developments.			1. Airspace activation sufficient for military to train, enabling flexibility for unforeseen occurrence (emergency, weather etc) 2. Civil use of airspace around the Trial Airspace activation. 3. Temporal buffers required and route availability between configurations. 4. Identify any issues with the design (shape, size) to ensure efficiency in utilisation.	1. Generally the airspace was a success in delivery of military training during Ex CRIMSON WARRIOR, with improvement identified (see serial 1). 2. NATS opined that Stage 1 wasn't really a trial that has provided any real test of ATM procedures from a civil en-route perspective due to the current climate. Stage 1 has not presented any tangible opportunities to test new or innovative ideas for airspace management. As a result, we are unable to draw any meaningful conclusions.	1. Met 2. Partially Met 3. Partially Met 4. Partially Met	1. Further data and analysis is required throughout Stage 2 alongside improvements to the airspace design which should offer more opportunity to assess impact and draw conclusion.	1. Updated design of TDA and FRZ were implemented and civil routes were as efficient as possible, however, due to lack of traffic, insufficient data available to draw firm conclusions. 2. MoD made planned use of all 6 of the Trial Stage 2 airspace activations, with up to 50 fast-jets and support aircraft operating simultaneously. Also worthy of note is the 10 military helicopters in the exercise, which while not inside TDA597 benefitted considerably from the integration opportunities presented from flying with (and against) fast-jet aircraft in an exercise scenario.	1. Met 2. Met
14	Impact to other airspace users	Measure of impact of unavailability of access to airspace e.g. Borders Gliding - TRA G			1. Identify any additional impacts to other airspace users not already identified. 2. Measure the impact of unavailability of airspace to other airspace users' operations. 3. Identify and assess option to help mitigate, where possible.	1. No additional impacted airspace user identified during Stage 1. 2. Feedback suggests minimal impact to other airspace users (notwithstanding network impact covered in other serials). 3. Engagement with Millfield Gliding Club took place in the lead up to the airspace activation which helped to resolve potential issues before activation.	1. Met 2. Partially Met 3. Met	1. Assessment of impact to other airspace users should be continued throughout Stage 2, including engagement with stakeholders before and after.	1. Borders Gliding Club reported that they had limited their flying to below FL60 during TDA activation. However they have said throughout the Trial that they have appreciated the detailed engagement they have received from the Trial Sponsor, including detailed information on mil FI traffic routing near Millfield to aid deconfliction and enhance safety. 2. Newcastle International reported that on one occasion light civil traffic operating below TDA597 had been re-routed around Ex military traffic. This took place in Class G airspace, and while it is possible that this interaction was made more likely by the funneling effect of the TDA, it cannot be logged as a direct impact of the TDA.	1. Met 2. Met