



27 Jun 25

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Dear Sponsor,

## **NOTIFICATION OF THE CIVIL AVIATION AUTHORITY'S DECISION FOR (ACP-2024-035) NPAS BVLOS**

1. On behalf of the Civil Aviation Authority (CAA), I am writing to you in relation to the Airspace Change Proposal (ACP) titled "NPAS BVLOS" (ACP-2024-035). I can confirm that the CAA has concluded its assessment, and the ACP decision is:

**"APPROVED with CONDITIONS".**

### **Conditions prior to commencing operations:**

2. The following conditions **must** be met before the sponsor commences flying operations:

- Signed ("*wet signature*") copies of all Letters of Agreement (LoA) must be submitted to the CAA **before COB on 1 Jul 25**. The sponsor must not commence operations until confirmation of acceptance of the signed LoAs has been received from the CAA.
- Relevant stakeholders should be made fully aware of the contents of any related Temporary Operating Instructions and Letters of Agreement.
- The change sponsor should inform the stakeholders of the decision (when published), likely impacts and what will happen next. Evidence of this communication should be submitted to the CAA.

### **Conditions during the trial:**

3. The following conditions **must** be met during the trial:

- If during the trial, and while planning the routes, the airspace change sponsor becomes aware that they will overfly noise sensitive receptors below 1000ft they must inform them about the expected noise levels.
- During the trial, the airspace change sponsor should ensure that the RPAS operates at altitudes similar or higher than those typically used by NPAS crewed aircraft when flying over the protected sites.
- The change sponsor is required to collate, monitor, and report to the CAA on the level and contents of feedback received during the period of the TDA. The CAA expect reporting on the level and contents of any stakeholder feedback received on a fortnightly basis throughout the duration of the TDA (this should include nil returns). The change sponsor should send these reports to the assigned Account Manager.
- Should the sponsor satisfy themselves that they have completed all the necessary flights before the end of the TDA publication period, they are to withdraw the AIC for the TDA immediately via Aurora (or, if the sponsor is unable to complete this process themselves, the CAA is to be notified that the AIC can be withdrawn).

### **Conditions that MUST be met post trial:**

4. The following conditions **must** be met when the trial has concluded:

- Following the conclusion of the trial, the airspace change sponsor must provide a short report to the CAA capturing interactions or difficulties encountered with birds (if

any) (this should include nil returns).

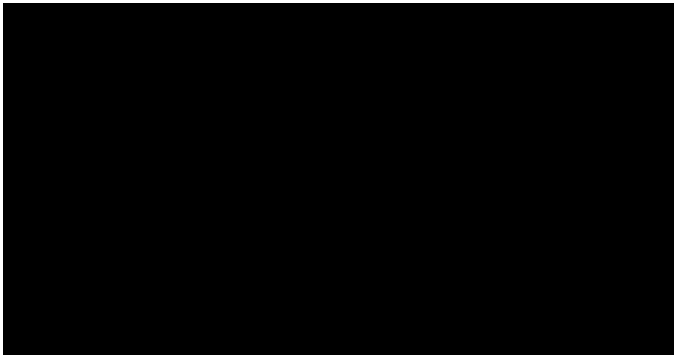
CAVEAT: A single trial report may be produced after the TRA portion of the trial has concluded (if approved), provided that the report is clearly broken down to reflect whether the encounters were within the TDA or TRA portion of the trial.

**Recommendations (not mandatory for implementation but for consideration):**

5. The CAA would like to make the following recommendations which would improve clarity, but are not mandatory for implementation of the ACP to go ahead:

- The sponsor should revise the trial plan to include a clear set of defined, measurable objectives aligned with the stated aims of the proposal. These objectives should be structured in a way that allows for meaningful evaluation of trial outcomes.
- The sponsor should revise the justification for the selection of the Temporary Danger Area (TDA) to ensure compliance with the requirements of CAP1616g, section 6.17 or SARG Policy 133, section 5.6.
- While the CAA UAS Sector Team may assess containment as part of the Operational Authorisation process, the ACP should still include a summary of the airspace design rationale to support regulatory transparency and completeness.

6. If you have any questions regarding the above, please do not hesitate to contact me.



Airspace Change Account Manager

Airspace Regulation (AAA)

Civil Aviation Authority