CAA Operational Assessment

Title of airspace change proposal	TDA to enable BVLOS Demonstration of Cargo UAV within the Shetland Islands
Change sponsor	Windracers Ltd
Project reference	ACP-2024-051
Account Manager	[redacted]
Case study commencement date	
Case study report as at	

Instructions

In providing a response for each question, please ensure that the 'status' column is completed using the following options:

- YES
- NO
- PARTIALLY
- N/A

To aid the SARG Lead it may be useful that each question is also highlighted accordingly to illustrate what is:

resolved YES not resolved PARTIALLY not compliant ....NO....

Executive Summary

Assessed documents

1. DAP1916V2-1523
2. Final Airspace Change Proposal - WR-ab5f92cav1.3
3. Lamb Holm LOA - signed
4. Lamb Holm LOA - WR-165a4s26v2.0
5. LOA For Windracers Tingwall Ops – August 2025 – WR-f3dac056v1.o – signed
6. Shetland Engagement Letter – ACP–2022–051 – WR–81a360c0v4.o
7. Summary of Stakeholder Engagement ACP–2022–049 7.i [Redacted]
8. Tingwall LOA 29050252 v21
9. Windracers August 25 APSA
10. Windracers UAS Operations from Tingwall August 25 TOI
11. Draft AIC ACP-2022-051 - WR-08eb6ea1v1.0

12. 20240206 Aberdeen MATS2 TOI Windracers Feb 2025
13. ACP-2022-051 - NatureScot pre-app response - 8 Oct
14. ACP-2022-051 HAZID - WR-fc14c32f
15. CAP 1616 Stage 4 Checklist of Requirements (Temporary and Trials)
16. Concept of Operations ACP-2022-051 - WR-61d6276fv1.5
17. Correspondence with NatureScot - ACP-2022-051 - WR-ab5f92cav1.0

Operational overview

The ACP proposes to establish a Temporary Danger Area (TDA) to enable Beyond Visual Line of Sight (BVLOS) cargo UAS operations using Windracers' ULTRA aircraft. The trial has been established to support the Sustainable Aviation Test Environment (SATE) initiative and aims to demonstrate middle-mile logistics using UAS between Tingwall (Shetland) and Lamb Holm (Orkney).

The operational period is from 22 August to 20 November 2025, operating between 09:10 - 16:30 Monday to Friday.

See breakdown below:

- Tingwall → Lamb Holm = 85 min (approx.).
- Turnaround time = 40 min, One-round flight per day.
- Total approx. flight time 2 hrs 50 min or 170 min.
- Including turnaround time = 3 hrs 30 mins

- Tingwall → Baltasound = 30 min (approx.).
- The UA will not land at Baltasound Airfield.

Airspace overview

The TDA is located in Class G airspace, see breakdown below:

- The TDA is broken into 7 sub segments:
    - TDA-A → SFC – 2000 ft → 2 NM Circle Centred
    - TDA-G → SFC – 5000 ft → 1.73 NM Lateral → 2.4 NM Length
    - TDA-H → 3000 – 5000 ft → 1.73 NM Lateral → 23.5 NM Length
    - TDA-J → SFC – 5000 ft → 1.73 NM Lateral → 3.5 NM Length

- TDA-K → 3000 – 5000 ft → 1.73 NM Lateral → 74 NM Length
- TDA-L → SFC – 5000 ft → 1.73 NM Lateral → 8.2 NM Length
- TDA-M → SFC – 1500 ft → 1.73 NM Lateral → 18.8 NM Length

NATS Aberdeen will be providing a Special Use Airspace Crossing Service (SUACS) for TDA-G, -H, -J and -K. This will allow other air users to cross unoccupied TDA segments. A SUAAIS will be available when TDA-A is active at Tingwall.

4 x Loiter Areas have been established for airspace management purposes.

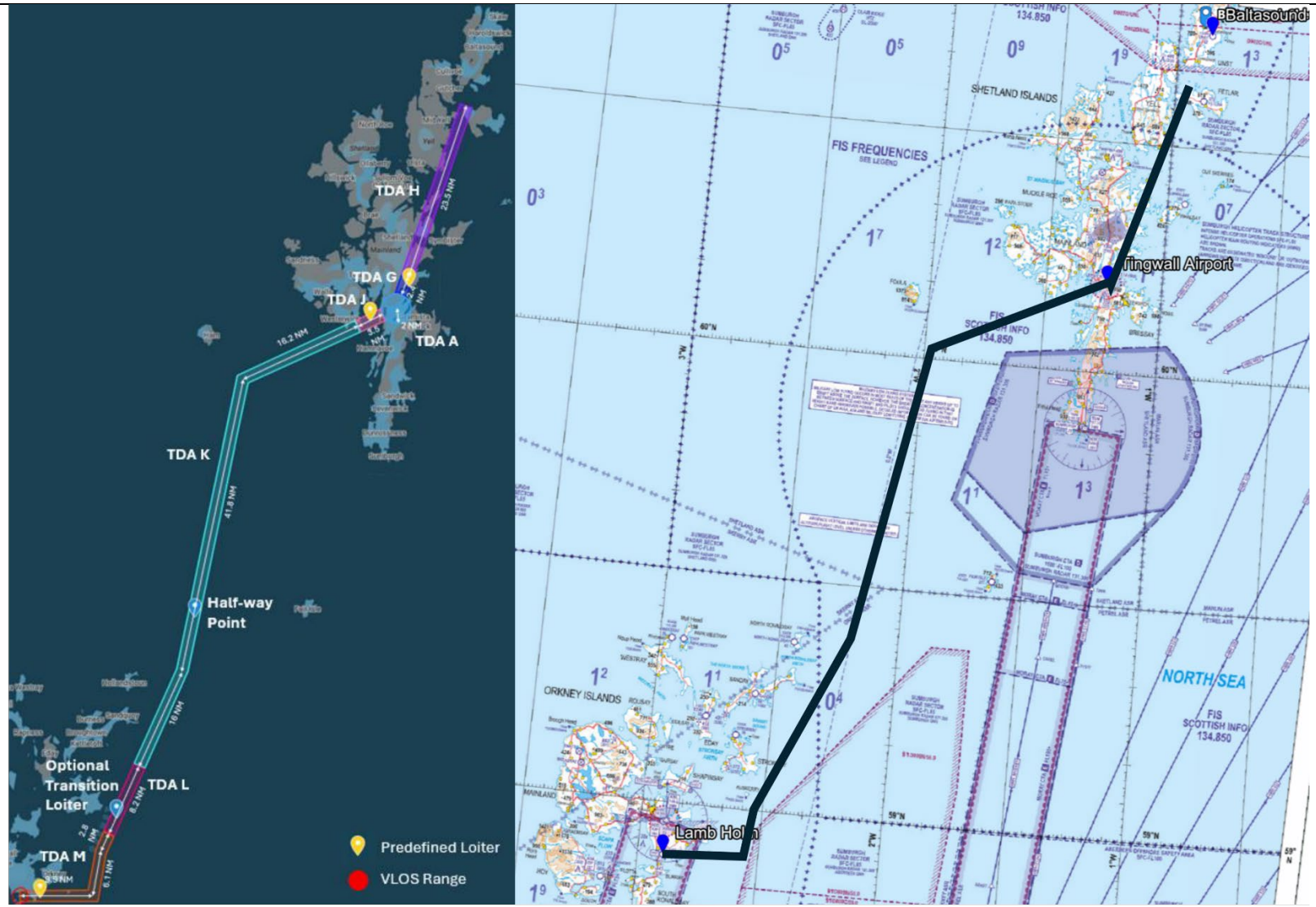

Figure 1: Left shows ACP submission of the airspace design. Right image provides the aviation chart with overlaid flight path.

Lamb Holm airfield is approximately 1.25 km South of Kirkwall airport.

Kirkwall is in Class G airspace with an ATZ, Rwy 09/27 layout and various IFP.

Recommendation summary

The sponsor has provided a good ACP submission overall. Providing technical and operational airspace design principles throughout the process. Recommendation passed.

1.	Justification for change and options analysis (operational/technical)	Status
1.1	Is the explanation of the proposed change clear and understood?	YES
	The sponsor proposes to establish a tDA to enable BVLOS cargo UAS operations. To support the SATE initiative and demonstrate middle-mile logistics. To demonstrate feasibility of BVLOS cargo delivery and inform future operations. The sponsor provides a clear, plain-English explanation of the proposed change, its purpose, and expected outcomes.	
1.2	Are the reasons for the change stated and acceptable?	YES
	The sponsor seeks to address persistent logistical challenges in the Shetland and Orkney Islands, where conventional supply chains are unreliable or limited. The proposed BVLOS UAS operation aims to improve delivery of essential goods such as medical supplies and mail. Due to the absence of a technically assured Detect and Avoid (DAA) capability, BVLOS operations must be conducted within segregated airspace. The tDA structure is therefore an appropriate airspace structure.	
1.3	Have all appropriate alternative options been considered, including the 'do nothing' option?	YES
	As per q1.2 due to the lack of an assured DAA capability Beyond Visual Line of Sight (BVLOS) operations must be undertaken in segregated airspace. The sponsor has selected the only currently available appropriate special use airspace (SUA) structure found within SARG Policy 133. Throughout the ACP the sponsor has provided a detailed updates and the changes to the airspace. Alternatives Considered: • Initial routes to Foula, Fair Isle, Baltasound, Kirkwall, and Eday were explored. • Each was removed based on stakeholder feedback, operational constraints, or environmental concerns.	

	• The sponsor retained northern TDA segments for equipment testing and future feasibility. (Baltasound)	
1.4	Is the justification for the selection of the proposed option sound and acceptable?	YES
	The sponsor selected a TDA as the only suitable SUA structure under SARG Policy 133 due to the lack of an assured DAA capability. The final design reflects stakeholder input, avoids controlled airspace, and uses floating segments to reduce impact.	

2.	Airspace description and operational arrangements	Status
2.1	Is the type of proposed airspace design clearly stated and understood?	YES
	The sponsor clearly proposes a Temporary Danger Area (TDA) in Class G airspace, segmented into 7 sub-segments with defined lateral and vertical limits (SFC–5000 ft) and a consistent width of 1.73 NM. The design is explained in plain English, supported by diagrams and coordinates, and has been shaped to minimise disruption to other airspace users, wildlife, and local communities. (Reference Final ACP v1.3, Section 8, pages 20–23)	
2.2	Are the hours of operation of the airspace and any seasonal variations stated and acceptable?	YES
	The sponsor clearly states that the Temporary Danger Area (TDA) will operate from 22 August to 20 November 2025, Monday to Friday, between 09:10 and 16:30. These hours are fixed and reflect the operational window for BVLOS UAS flights between Tingwall and Lamb Holm. There is no indication of seasonal variation, and the schedule avoids weekends and public holidays. The proposal aligns with the operating hours of nearby aerodromes, including Kirkwall and Tingwall. The timing was selected to minimise conflict with peak commercial traffic and maximise daylight availability. The sponsor also engaged stakeholders on the proposed dates and times, with no objections recorded. Activation will be via NOTAM, and the airspace will only be active during the stated periods. The information is clearly presented in both the ACP and the CONOPS.	
2.3	Is any interaction with adjacent domestic and international airspace structures stated and acceptable including an explanation of how connectivity is to be achieved? Has the agreement of adjacent States been secured in respect of High Seas airspace changes?	YES

	The sponsor has clearly described how the TDA interacts with adjacent domestic airspace, including Sumburgh CTR and Kirkwall IFPs. The design avoids D902B (SaxaVord) and includes coordination with NATS Aberdeen via SUACS. Holding areas are used for airspace management purposes with Kirkwall and Tingwall. There is no indication that the TDA affects High Seas or international FIRs, so no adjacent State agreements are required.	
2.4	Is the supporting statistical evidence relevant and acceptable?	YES
	The sponsor provides relevant and proportionate statistical evidence to support the proposed TDA. This includes a breakdown of typical traffic altitudes, types of operations (e.g. commercial, SAR, helicopter), and peak activity periods at nearby airports. Table 2 in the ACP outlines average altitudes by route, demonstrating that most traffic operates well above the proposed UAS flight levels. Operational diagrams and ICAO charts further illustrate traffic flows and support deconfliction.	
2.5	Is the analysis of the impact of the traffic mix on complexity and workload of operations complete and satisfactory?	YES
	The sponsor has provided a comprehensive analysis of how the proposed BVLOS operations will affect controller workload and operational complexity. This is evidenced across four key documents: the Final ACP, the ATC Procedures Safety Assessment (APSA), the Hazard Identification (HAZID), and the Concept of Operations (ConOps). The APSA identifies specific workload-related hazards, including excessive SUACS requests, RDP map clutter, and Watch Manager overload. It proposes mitigations such as enhanced TOI guidance allowing Watch Managers to withhold UAS departure approval if workload is too high, and the use of floating TDA segments to reduce airspace impact. These mitigations are supported by operational procedures and communication protocols designed to reduce unnecessary controller interaction and maintain situational awareness. The HAZID further reinforces this by detailing a wide range of workload and complexity-related hazards, including miscommunication with FISOs, airborne conflicts, and coordination with emergency services. Each hazard is assessed for risk pre- and post-mitigation, with clear links to procedural safeguards such as visual/electronic conspicuity, defined SUACS protocols, and fallback communication methods. The document also highlights the importance of deconfliction with Airtask and general aviation traffic, ensuring that the operational environment remains manageable for ATC. The ConOps document provides the operational context and procedural depth, outlining how Windracers will coordinate with NATS Aberdeen, Tingwall FISO, and Kirkwall ATC. It includes detailed SOPs, loiter point usage, and communication protocols that are specifically designed to reduce controller workload and support safe integration. The document also confirms that flight schedules are designed to avoid peak traffic periods and that only the necessary TDA segments will be activated, further reducing complexity.	

2.6	Are any draft Letters of Agreement and/or Memoranda of Understanding included and, if so, do they contain the commitments to resolve ATS procedures (ATSD) and airspace management requirements?	YES
	The sponsor has included four signed or finalised documents that collectively define ATS procedures and airspace management responsibilities: 1. LoA with NATS Aberdeen (WR-f3dac056v1.0) • Defines SUACS provision in TDAs H, G, J, and K. • Details fallback comms, position correlation checks, and TDA access protocols. • Specifies that TDA-A (Tingwall ATZ) is managed via SUAAIS by Tingwall AFISO. • Includes procedures for TDA infringements, Cat A aircraft priority, and Airtask deconfliction. 2. LoA with Shetland Islands Council (Tingwall LOA v2.1) • Establishes SUAAIS provision for TDA-A. • Details phraseology, comms protocols, and emergency procedures. • Confirms crewed aircraft always have priority and outlines loiter procedures. 3. LoA with Lamb Holm International Airfield (WR-165a4s26v2.0) • Confirms agreement on BVLOS UAS operations between Tingwall and Lamb Holm. • Details operational periods, contact protocols, and mutual responsibilities. • Ensures Lamb Holm will notify Windracers of any airfield unavailability or operational changes. 4. TOI – Windracers UAS Operations from Tingwall August 25 • Operational instruction for the 90-day trial (Aug–Nov 2025). • Reiterates SUACS and SUAAIS responsibilities, TDA segment definitions, and controller actions. • Includes fallback procedures, workload management, and TDA access logging. No LoA or agreement between Sponsor and Kirkwall. The Final ACP confirms that the route passes near Kirkwall and its IFPs. The Final ACP (Section 10, Table 7) records a meeting on 29 May 2025 with Kirkwall ATC, where it was agreed that Windracers would call Kirkwall 10 minutes prior to take-off and 10 minutes before reaching the loiter point in TDA-L. As the airspace structure is a tDA and located below the IFPs so have no interaction with them, there is no requirement for an LOA.	
2.7	Should there be any other aviation activity (low flying, gliding, parachuting, microlight site etc) in the vicinity of the new airspace structure and no suitable operating agreements or ATC Procedures can be devised, what action has the change sponsor carried out to resolve any conflicting interests?	YES

	The sponsor has:
	• Identified and engaged a wide range of potentially affected aviation stakeholders, including gliding clubs, microlight associations, GA pilots, helicopter operators, and UAS operators.
	• Received and addressed feedback from groups such as the British Gliding Association, AOPA, NHV, and others. Concerns were resolved through clarification, procedural adjustments, or airspace design changes.
	• Removed airfields (e.g. Foula and Fair Isle) from the proposal where conflicts could not be mitigated.
	• Implemented mitigations such as:
	  ○ Floating TDA segments (3000–5000 ft) to allow transit below.
	  ○ SUACS and SUAAIS services for controlled access.
	  ○ Loiter points and flexible scheduling to accommodate priority traffic.
	  ○ NOTAM-based activation to minimise unnecessary restrictions.	

2.8	Is the evidence that the airspace design is compliant with ICAO SARPs, airspace design & FUA regulations, and Eurocontrol guidance satisfactory?	YES
	The Final ACP confirms that the design of the TDA complies with ICAO Annex 11 (Air Traffic Services) and Annex 15 (Aeronautical Information Services), particularly in relation to the establishment and notification of special use airspace. The sponsor also references compliance with ICAO Doc 4444 (PANS-ATM) in the development of SUACS and SUAAIS procedures. The TDA structure is designed to be activated by NOTAM only when required, with daily activation windows based on operational need. This aligns with the UK's implementation of the FUA concept, ensuring that segregated airspace is only used when necessary and returned to general use promptly. The design of the Temporary Danger Areas (TDAs) follows the principles outlined in SARG Policy 133, including the application of the Flexible Use of Airspace (FUA) concept, modular and proportionate design, and the use of NOTAM-based activation. The procedures for airspace management, coordination, and stakeholder engagement are consistent with the expectations for temporary SUA structures and reflect best practice in airspace design.	
2.9	Is the proposed airspace classification stated and justification for that classification acceptable?	YES
	The sponsor has clearly stated that the proposed airspace structure will be established as a Temporary Danger Area (TDA) in class G airspace, which is appropriate for the nature of the BVLOS UAS operations.	

2.10	Within the constraints of safety and efficiency, does the airspace classification permit access to as many classes of user as practicable?	YES
	The sponsor has designed the airspace as a Temporary Danger Area (TDA), which is a form of Special Use Airspace (SUA). While TDAs are, by definition, segregated and restrict access to non-participating aircraft during periods of activation, the sponsor has taken several steps to maximise access for other users where safe and practicable: • The TDA is activated by NOTAM only when required, and for the minimum duration necessary. This ensures that the airspace remains available to other users when not in use by the UAS. • The TDA complex is divided into multiple segments (e.g. TDA-A, G, H, J, K, L, M), allowing only the necessary portions to be activated based on the day's flight plan. This modular approach reduces the footprint of restricted airspace. • Some TDA segments (e.g. H and K) are "floating" between 3000–5000 ft AMSL, allowing other aircraft to transit below when the TDA is active. • A Special Use Airspace Crossing Service (SUACS) is provided by NATS Aberdeen (Sumburgh Radar) for certain segments, allowing aircraft to cross active TDAs when the UAS is not present. • A Special Use Airspace Activity Information Service (SUAAIS) is provided by Tingwall AFISO for TDA-A, enabling situational awareness for local traffic. • All crewed aircraft, including Category A flights and Airtask operations, are given priority. The UAS is required to hold or reroute to accommodate them	
2.11	Is there assurance, as far as practicable, against unauthorised incursions? (This is usually done through the classification and promulgation.)	YES
	The sponsor has implemented a multi-layered approach to mitigate the risk of unauthorised incursions into the Temporary Danger Areas (TDAs), consistent with CAP1616g and SARG Policy 133: 1. The use of TDA ensures that the airspace is segregated and clearly defined in terms of lateral and vertical limits. The modular design allows only the necessary segments to be activated, reducing the footprint and potential for inadvertent entry. 2. Promulgation via NOTAM and AICTDAs are activated by NOTAM. 3. SUAAIS and SUACS 4. Local airspace users (e.g. GA, gliding, helicopter operators) have been briefed on the TDA structure and activation procedures. 5. The sponsor has committed to informing affected communities and aviation stakeholders through direct engagement and publication on the Airspace Change Portal. 6. In the event of a loss of communication, the UAS will return to base, and SUACS will be suspended until contact is re-established. 7. Controllers are instructed to treat any unidentified contact in the TDA as an unknown aircraft and apply standard UK FIS procedures.	

2.12	Is there a commitment to allow access to all airspace users seeking a transit through controlled airspace as per the classification, or in the event of such a request being denied, a service around the affected area?	N/A
	The airspace structure is a tDA established within class G. A SUACS is available only once the hazardous activity is not present. The Sponsor has clearly detailed this within the ACP.	
2.13	Are appropriate arrangements for transiting aircraft in place in accordance with stated commitments?	YES
	The sponsor has established appropriate and proportionate arrangements to support the safe transit of aircraft through or around the TDA. As described in Q2.10, the airspace has been designed with modular and is activated only when required. This allows for flexibility and minimises disruption to other airspace users. In Q2.12, it was confirmed that the sponsor provides a Special Use Airspace Crossing Service (SUACS) through Sumburgh Radar for several TDA segments, enabling controlled access when the UAS is not present. For TDA-A, surrounding Tingwall, a SUAAIS is provided by Tingwall AFISO, ensuring situational awareness for local traffic.	
2.14	Are any airspace user group's requirements not met?	YES
	A GA pilot from Lamb Holm expressed concern about potential impacts during the summer flying season. The sponsor responded with clarification and assurances, but no formal mitigation (e.g. restricted hours or GA-specific coordination) appears to have been implemented.	
2.15	Is any delegation of ATS justified and acceptable? (If yes, refer to Delegated ATS Procedure).	YES
	N/A	
2.16	Is the airspace design of sufficient dimensions with regard to expected aircraft navigation performance and manoeuvrability to contain horizontal and vertical flight activity (including holding patterns) and associated protected areas in both radar and non-radar environments?	YES
	The sponsor has provided a comprehensive and well-justified airspace design that addresses both operational and technical requirements. The Temporary Danger Area (TDA) complex has been designed with the following considerations: • Each TDA segment is 1.73 NM in diameter, which aligns with the minimum operational volume required for the ULTRA UAS, including safety buffers. This size is consistent with previous operations and has been validated through stakeholder engagement and safety	

	assessments. • TDA segments vary in vertical extent, with most ranging from surface to 5,000 ft AMSL. Some segments (e.g. H and K) are "floating" between 3,000 and 5,000 ft to allow other aircraft to transit below. • Pre-defined holding locations are included in the design, positioned over water and away from sensitive areas. These are used for deconfliction, emergency procedures, or to accommodate priority traffic. The aircraft also has pre-programmed rally points for failsafe recovery. • The ULTRA UAS is equipped with ADS-B in/out, Mode S transponder, and GNSS-based navigation. The aircraft's performance envelope and manoeuvrability have been factored into the TDA geometry, including climb/descent profiles and turn radii. • The design accounts for both radar and non-radar environments. Position correlation checks are conducted at departure points, and fallback procedures are in place for loss of surveillance or communication. The aircraft remains within the TDA at all times, ensuring containment.	
2.17	Have all safety buffer requirements (or mitigation of these) been identified and described satisfactorily (to be in accordance with the agreed parameters or show acceptable mitigation)? (Refer to buffer policy letter.)	YES
	The sponsor has addressed safety buffer requirements through a clearly defined airspace design that aligns with the principles set out in SARG Policy 133. Each Temporary Danger Area (TDA) segment includes sufficient lateral and vertical containment to accommodate the ULTRA UAS's navigation performance, manoeuvrability, and failsafe procedures.	
2.18	Do ATC procedures ensure the maintenance of prescribed separation between traffic inside a new airspace structure and traffic within existing adjacent or other new airspace structures?	YES
	N/A - No separation is provided or required within a TDA, and the UAS is fully contained within segregated airspace.	
2.19	Is the airspace structure designed to ensure that adequate and appropriate terrain clearance can be readily applied within and adjacent to the proposed airspace?	YES
	The sponsor has demonstrated that the airspace structure is of sufficient vertical and lateral extent to ensure appropriate terrain clearance throughout all phases of flight. The design is consistent with the aircraft's performance and the local topography.	
2.20	If the new structure lies close to another airspace structure or overlaps an associated airspace structure, have appropriate operating arrangements been agreed?	YES
	Where the proposed TDA structure lies close to or interacts with other airspace structures (e.g. D902B, Kirkwall ATZ), the sponsor has made appropriate arrangements through coordination, notification procedures, and design adjustments.	

2.21	Where terminal and en-route structures adjoin, is the effective integration of departure and arrival routes achieved?	YES

	The sponsor has taken proactive steps to ensure that the integration of UAS operations with existing terminal and en-route structures is as effective as possible, particularly in relation to Kirkwall Airport, which lies near the southern extent of the TDA complex.
	• The TDA structure has been designed to avoid direct overlap with Kirkwall's ATZ and IFPs. Routes have been adjusted to remain clear of published approach paths, and loiter points have been positioned to minimise interference.
	• The sponsor has engaged extensively with Kirkwall ATC, including multiple meetings and simulations to explore circuit integration, loitering, and failsafe procedures. As a result, procedures were agreed for:
	  • Pre-notification of operations
	  • Use of SAFETYCOM for situational awareness
	  • Avoidance of VHF communication unless safety-critical
	  • Loitering outside the ATZ in the event of C2 failure	

3.	Supporting resources and communications, navigation and surveillance(CNS) infrastructure	Status
3.1	Is the evidence of supporting CNS infrastructure together with availability and contingency procedures complete and acceptable? The following are to be satisfied:	
	• Communication: Is the evidence of communications infrastructure including RT coverage together with availability and contingency procedures complete and acceptable? Has this frequency been agreed with AAA Infrastructure?	YES
	Primary radio and secondary phone between Tingwall and the GCSO. Primary phone and secondary back up phone at Lamb Holm.	
	• Navigation: Is there sufficient accurate navigational guidance based on in-line VOR or NDB or by approved RNAV-derived sources, to contain the aircraft within the route to the published RNP value in accordance with ICAO/ Eurocontrol standards? For example, for navaids, has coverage assessment been made, such as a DEMETER report, and if so, is it satisfactory?	YES
	The system is equipped with GNSS capability.	

	• Surveillance: Radar provision – have radar diagrams been provided, and do they show that the ATS route/airspace structure can be supported?	YES
	The UA will be fitted with ADS-B in/out, Mode S transponder	
3.2	Where appropriate, are there any indications of the resources to be applied, or a commitment to provide them, in line with current forecast traffic growth acceptable?	YES
	This is a tDA with a limited period. There will be a flight team stationed at both Tingwall and Lamb Holm.	

4.	Maps/charts/diagrams	Status
4.1	Is a diagram of the proposed airspace included in the proposal, clearly showing the dimensions and WGS84 co-ordinates? (We would expect sponsors to include clear maps and diagrams of the proposed airspace structure(s) – they do not have to accord with aeronautical cartographical standards (see airspace change guidance), rather they should be clear and unambiguous and reflect precisely the narrative descriptions of the proposals.)	YES
	The submission provided clear diagrams and all co-ordinates are in WGS84.	
4.2	Do the charts clearly indicate the proposed airspace change?	YES
	Yes, the chart clearly indicates the proposed airspace change. I have plotted the provided co-ordinates on ArcGIS and it corresponds with the ACP submission.	
4.3	Has the change sponsor identified AIP pages affected by the change proposal and provided a draft amendment?	YES

	AIC Y	
4.4	Has the change sponsor completed the WGS84 spreadsheet and submitted to the CAA for approval?	YES
	Sponsor has provided a Draft AIC.	

5.	Operational impact	Status
5.1	Is the change sponsor's analysis of the impact of the change on all airspace users, airfields and traffic levels, and evidence of mitigation of the effects of the change on any of these, complete and satisfactory? Consideration should be given to:	
	a) Impact on IFR General Aviation traffic, on Operational air traffic or on VFR General Aviation traffic flow in or through the area.	YES
	Impact is low and the sponsor has provided statistical evidence within the submission.	
	b) Impact on VFR Routes.	YES
	Little impact on VFR routes, airspace design utilises floating segments to allow VFR traffic to transit below. Flights are planned and co-ordinated with Air Task and the ANSPs.	
	c) Consequential effects on procedures and capacity, i.e. on SIDs, STARs, holds. Details of existing or planned routes and holds.	YES
	No Impact.	
	d) Impact on airfields and other specific activities within or adjacent to the proposed airspace.	YES

	No impact.	
	e) Any flight planning restrictions and/ or route requirements.	YES
	N/A	
5.2	Does the change sponsor consultation material reflect the likely operational impact of the change?	YES
	The engagement material reflected the operational impact which in turn influenced the design.	

Case study conclusions – to be completed by Airspace Regulator (Technical)	Yes/No
Has the change sponsor met the SARG airspace change proposal requirements and airspace regulatory requirements above?	YES

RECOMMENDATIONS/CONDITIONS/PIR DATA REQUIREMENTS	Yes/No
Are there any Recommendations which the change sponsor <u>should try</u> to address either before or after implementation (if approved)? If yes, please list them below.	No

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Are there any Condition(s) which the change sponsor must fulfil either before or after implementation (if approved)? If yes, please list them below.	No
Are there any specific requirements in terms of the data to be collected by the change sponsor for the Post Implementation Review (if approved)? If yes, please list them below.	No

General summary

Comments and observations

Operational assessment sign-off	Name	Signature	Date
Operational assessment completed by Airspace Regulator (Technical)	[redacted]	[redacted]	
Principal Airspace Regulator comment / Decision	**Name**	**Signature**	**Date**
Operational assessment conclusions approved by Principal Airspace Regulator	[redacted]	[redacted]	04/07/2025
Principal Airspace Regulator Comments and Decision:			