



# CAA PIR Review Report

Airspace Change Proposal Title	Enabling Remotely Piloted Aircraft System Operations from RAF Fairford
Airspace Change Proposal Reference	ACP-2021-078 DA Modification Status
Change Sponsor(s)	Ministry of Defence
CAA Decision Date	16 February 2024
Implementation Date	16 February 2024
ACP Level	L1


## Executive Summary

Insert bullet statements to provide the PIR approver with a brief summary of the key facts relating to why there is a PIR requirement and the key dates relating to this element of the CAP1616 process – this should cover the following:

### CAA Decision

- To implement the proposed modifications to the EDG218 complex (segments A and C)

### Interim PIR chronology

- Feb 2024: Original ACP airspace design approved for EGD218 A-D centred on RAF Fairford.
- May 2024: Stakeholder feedback received from Birmingham Airport identifying unassessed impacts to the operations to and from the

airport.

- Aug 2024: Sponsor requested to conduct an interim PIR following 2 operational activations of the airspace in xxx
- Oct 2024: Interim PIR report from the sponsor received and potential mitigations identified.
- Dec 2024: Interim PIR assessed by the CAA and the sponsor informed that they should further investigate the possible mitigations for implementation.
- Nov 2025: Airspace Modification request submitted.

#### PIR conclusion

- **The CAA will require modifications to the implemented airspace change to better achieve the expected impacts and outcomes of the CAA's approval.**

Post implementation review data that the CAA has considered in reaching its PIR conclusions

<b>A.1</b>	<b>Safety Data</b>	<b>Yes</b>
A.1.1	The CAA are satisfied that the changes maintained a high standard of safety.	
<b>A.2</b>	<b>Service provision/resource</b>	<b>N/A</b>
A.2.1	N/A at this juncture, to be reviewed.	
<b>A.3</b>	<b>Utilisation of continuous climb operations and continuous descent operations</b>	<b>N/A</b>
A.3.1	N/A	
<b>A.4</b>	<b>Infringements because of the change</b>	<b>N/A</b>
A.4.1	N/A at this juncture, to be reviewed.	
<b>A.5</b>	<b>Traffic figures (air transport movements)</b>	<b>N/A</b>
A.5.1	N/A	
<b>A.6</b>	<b>Traffic dispersion comparisons</b>	<b>N/A</b>

A.6.1	N/A	
<b>A.7</b>	<b>Operational Feedback</b>	
A.7.1	<p>The CAA received feed-back that the changes, as approved 16 Feb 24, could have an impact on Birmingham Airport operations. Following further investigation through engagement with the sponsor and Birmingham Airport, the CAA asked the sponsor to investigate mitigation strategies to resolve the potential impact.</p> <p>The sponsor has completed the requirement set out above and proposed that the base level of EGD218C is raised from FL160 to FL180 and that the top level of EGD218A is raised from FL75 to FL95 to mitigate the impacts on other airspace users specifically Birmingham Airport. The ACP is subject to the original conditions placed on the sponsor and the sponsor must satisfy those before activation.</p> <p>The proposed changes will require changes to the ATM arrangements and will be subject to approval by the CAA ATM Inspector as per the original conditions.</p>	
<b>A.8</b>	<b>Denied access</b>	<b>N/A</b>
A.8.1	N/A at this juncture, to be reviewed.	
<b>A.9</b>	<b>Utilisation of standard instrument departures/standard instrument arrivals/instrument flight procedures</b>	<b>N/A</b>
A.9.1	N/A	
<b>A.10</b>	<b>Letters of agreement</b>	<b>N/A</b>
A.10.1	N/A at this juncture, to be reviewed.	
<b>A.11</b>	<b>Environmental factors</b>	<b>N/A</b>
A.11.1	N/A at this juncture, to be reviewed.	
<b>A.12</b>	<b>International obligations</b>	<b>N/A</b>
A.5.1	N/A	

<b>A.13</b>	<b>Ministry of Defence operations</b>	<b>N/A</b>
A.13.1	N/A at this juncture, to be reviewed.	
<b>A.14</b>	<b>Stakeholder feedback</b>	<b>Blue</b>
A.14.1	Yes, see A.7 above.	

## PART B – CAA Confirmation of the Airspace Change Proposal

<b>B.1</b>	<b>Taking the above information into account, has the airspace change resulted in the expected impacts and outcomes?</b>	<b>NO</b>
B.1.1	The CAA has not concluded the PIR, once the modifications below have been implemented, the sponsor must conduct a review of these modifications after a period of 6 months and/or 2 activations. This should allow the CAA to decide if the modifications have better achieved the objective. The CAA will then assess the information and determine the next steps in accordance with the CAP1616 process	<b>N/A</b>
<b>B.2</b>	<p><b>The CAA requires the following modifications to the airspace change to better result in the expected impacts and outcomes of the CAA's approval.</b></p> <p><b>(To note: once the modifications have been implemented and operated for a period (usually six months), the CAA will provide a statement in accordance with para3.52 of CAP 1616 / 8.20 of CAP1616f)</b></p>	
B.2.1	<p>The sponsor has proposed that the base level of EGD218C is raised from FL160 to FL180 and that the top level of EGD218A is raised from FL75 to FL95 to mitigate the impacts on other airspace users specifically Birmingham Airport. The CAA are satisfied that this modification will maintain a high standard of safety and does not alter the other S.70 factors considered under the decision made for this ACP dated 16 Feb 2024.</p>	
<p>The sponsor is to raise the base level of EGD218C from FL160 to FL180 and the top level of EGD218A is to be raised from FL75 to FL95.</p>		
<b>B.5</b>	<b>Regulator's Signature</b>	
Technical Regulator / Account Manager		
		21 Nov 2025

<b>B.5</b>	<b>Airspace Regulation Principal - PIR approver:</b>		
Airspace Regulation Principal	[REDACTED]	[REDACTED]	<i>21 Nov 25</i>
<b>B.6</b>	<b>Manager Airspace Regulation – PIR approver:</b>		
Manager Airspace Regulation	[REDACTED]	[REDACTED]	<i>8 Dec 25</i>