



CAA Decision Log

Temporary Airspace Change Proposal Title	North Norfolk TRA (+TMZ) for BVLOS Onshore Cable Corridor Survey
Temporary Airspace Change Proposal Reference	ACP-2025-025
Change Sponsor	StirlingX
AIS Submission Target Date	17/04/2026
CAA Decision Target Date	16/04/2026
<p><i>Instructions</i></p> <p>In providing a response to each question and/or status, the following colour coding should be used:</p> <ul style="list-style-type: none"> • COMPLIANT/NOT APPLICABLE • NOT COMPLIANT/ACTION REQUIRED • ISSUE/CONCERN TO HIGHLIGHT 	
<p>Executive Summary</p> <p>Stirling X are proposing the establishment of a Temporary Reserved Area (TRA) with a collocated Transponder Mandatory Zone (TMZ) to enable Phase 4 ("Accommodation") operations of the Vanguard Beyond Visual Line of Sight (BVLOS) Sandbox.</p> <p>The change sponsor has proposed a segmented TRA/TMZ within Class G airspace and another segment (the transit corridor) from the Take Off and Landing Site (TOLS) which is within the Norwich CTR (Class D Airspace). The proposed flights will take place I phases using 2 different drones, within a Special Use Airspace (SUA) structure segmented in order to allow the trial to permit BVLOS ops to fly further along each segment as the trial progresses. The flight area is made up of the transit corridor connecting the TOLS at Felthorpe Airfield, to the other segments. The purpose of the Beyond Visual Line of Sight (BVLOS) flights is to conduct regular construction monitoring surveys during the peak construction period of the Vanguard and Boreas offshore wind farm project. The ANSP will be Norwich Airport (NWI) Air Traffic Control.</p>	

A.1.1	Airspace change proposal public view	
A.2	CAA SharePoint site	
A.2.1	North Norfolk TRA (+TMZ) for BVLOS Onshore Cable Corridor Survey - Stage 5 - Decide - All Documents	
A.3	Chronology	
A.3.1	17/06/2025: Statement of Need received 02/09/2025: Assessment Meeting held 13/02/2026: Stage 4 submission received 12/03/2026: CAA Decision delayed due to missing information from submission 25/03/2026: Updated timeline agreed 16/04/2026: CAA Decision	
A.4	Are there any additional process requirements of the Civil Aviation Authority (Air Navigation) Directions 2023 (the “Air Navigation Directions”) and/or the Air Navigation Guidance 2017 which apply to this airspace change, and have they been complied with?	NA
A.4.1	<i>Insert requirements (if relevant).</i>	

PART B – Airspace Change Process – STAGE 5			
B.1	Subject Matter Expert (SME) Regulatory Assessments NOTE: this captures RAG status only – full details contained within each of assessment (hyperlinks inserted below)		
ATM Safety	PENDING	Environmental	COMPLETE
Economic Assessment & Statement	NOT APPLICABLE	Instrument Flight Procedure	N/A
Engagement / Consultation	COMPLETE	Operational	COMPLETE
B.1.1	All the draft LoAs will need updating to reflect the modification of the approval to a TDA and then accepted, where relevant, by the ATS Inspector.		
B.2	Other Relevant Documents (title and hyperlinks to be inserted)		
	SARG Policy 133		
B.3	Has the relevant legal and policy framework to the airspace change process been taken into account, including: <ul style="list-style-type: none"> • the Air Navigation Directions; • the Airspace Modernisation Strategy; • section 70 of the Transport Act 2000; • the Air Navigation Guidance 2017; and • CAP 1616 and associated publications 		YES
B.4	CAA consideration of whether the proposal is in accordance with the Airspace Modernisation Strategy (Air Navigation Directions, direction 5(1)).		

	<p>NOTE: the left column captures RAG status only and the right column captures the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the AMS characteristics (CAP 1616f, 6.61). For more information on the AMS strategic objectives, see <i>Airspace Modernisation Strategy 2023-2040 Part 1: Strategic Objectives and Enablers</i> (CAP 1711).</p>
<p>Safety</p>	<p>The temporary SUA (TRA+TMZ) was proposed because the sponsor believed that they would accommodate crewed and uncrewed aircraft in the same structure. This is not the case as there will be no integration with other air systems at this juncture due the planned sectorisation of the SUA, so that only the UA will be operating in one of the elements of the SUA. As the airspace will not be operated as a TRA under SARG Policy 133, the CAA cannot consider the implementation of a TRA as been considered safe. The implementation of a TDA and the inclusion of a Special Use Airspace Crossing Service (SUACS) achieves the maintenance of safety by ensuring the UA is segregated from crewed aircraft and providing a crossing service should one be required. The detail of how the SUACS will be applied will be contained in the LoA with Norwich Airport, which must be accepted by the CAA (ATM) prior to its application. The AIP SUP has contact details for the SUACS. The temporary structure is designed in such a way that the UA may be monitored through several DAs which are notified in the UK AIP as a SUP and activated by NOTAM only when required.</p>
<p>Integration of diverse airspace users</p>	<p>A SUACS will be provided by Norwich Radar. The number of temporary sectors means that the design can be utilised flexibly. The sponsor must ensure that the TDA activation requests and NOTAMs are published at least 24 hours in advance of any planned flights, and any requested third-party notification is completed. De-notification must occur as soon as possible.</p>
<p>Simplification of airspace system</p>	<p>The TDAs will be notified between SFC and 750ft AMSL for use by a remotely piloted aircraft system (RPAS) only when required to ensure the minimal impact to other airspace users.</p>
<p>Environmental sustainability</p>	<p>The AMS environmental sustainability strategic objective states that: <i>“Environmental sustainability will be an overarching principle applied through all airspace modernisation activities. Airspace modernisation should deliver the Government’s key environmental objectives with respect to air navigation as set out in the Air Navigation Guidance.”</i></p> <p>To support Government policy development in this emerging area of aviation, the sponsor will be required to actively monitor, record, and respond to feedback relating to noise impacts received during the trial, alongside supporting the development of the Government’s environmental noise policy such as through operational data collection and noise attitude surveys. To ensure the effectiveness of this policy development, we have imposed conditions on the sponsor, one of which includes a condition</p>

	concerning external communication related to noise impacts that are caused during the trial.
B.5	<p>CAA consideration of factors material to our decision whether to approve the change (section 70, Transport Act 2000).</p> <p><u>NOTE:</u> the left column captures RAG status only and the right column captures a summary of the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the Section 70 characteristics (CAP 1616f, 6.80).</p>
<p>Maintain a high standard of safety in the provision of air traffic services</p> <p>section 70(1)(a)</p>	<p>The modification to a TDA rather than the proposed TRA/TMZ maintains a high level of safety, segregating the UA from other airspace users during this airspace trial. It should allow the operator to demonstrate the technologies and procedures required to move to a future phase where crewed traffic could be accommodated, in the same SUA while the UA is airborne and meet the other objectives of the trial.</p> <p>The airspace design includes appropriate buffers and contingency measures to ensure safe operations.</p> <p>Procedures are established, via the LoA, between the RPAS operator and the ANSP (Norwich Airport) to ensure priority access for CAT A flights.</p> <p>The notification of the activation of the airspace is by NOTAM at least 24 hours in advance, which will alert airspace users to the presence of the temporary airspace structure.</p> <p>The sponsor has a procedure for enabling immediate access for emergency service aircraft.</p> <p>An AIP SUP is published detailing the frequencies for those flights in receipt of a SUACS while the UA are not operating in a particular segment, when notified as active.</p>
<p>Secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic</p> <p>section 70(2)(a)</p>	<p>Given the requirement for the activity to be segregated from crewed traffic in this trial, there could be some impact on traffic that may have flown below 750ft AMSL in the area, but the sponsor has demonstrated that this impact is likely to be low, and the design has taken account of adjacent airfields such as glider sites and RAF Marham.</p> <p>The temporary structure is mostly within Class G airspace and activated by NOTAM; there is a portion which is embedded within the Norwich CTR. SUACS is provided by Norwich Radar through notified segments, that the UA is not operating in.</p>

<p>Satisfy requirements of operators and owners of all classes of aircraft section 70(2)(b)</p>	<p>There is no change in airspace classification, the SUA facilitates potentially hazardous activity taking place with sufficient notification to other airspace users and mitigates the risk of interaction with non-participating traffic. The segmentation, relevant LoAs and SUACS should mitigate the potential impact to other airspace users.</p>
<p>Take account of the interests of any other person (other than an operator or owner of an aircraft) in relation to the use of any particular airspace or the use of airspace generally section 70(2)(c)</p>	<p>This proposal is part of the TRA sandbox for UAS. The objectives of the ACP are to validate the use of the airspace policy concept and evidence how it supports and enables the accommodation of UAS within UK airspace as well as monitoring a construction site. As there will be no intended integration during this trial, the accommodation objective will not be met. However, as part of this process, the ACP will identify if there are any additional stakeholders who may have an interest and how such interests may need to be managed. A wide program of engagement with public stakeholders is planned if the ACP is approved. A condition of approval will be that the sponsor must produce an executive summary to clearly explain the modification and the phased approach to the trial.</p>
<p>Take into account the Secretary of State's guidance relating to spaceflight activities section 70(2)(ca)</p>	<p>N/A</p>
<p>Take into account the Secretary of State's guidance on environmental objectives section 70(2)(d)</p>	<p>The CAA is required to take into account the Air Navigation Guidance 2017. In the Air Navigation Guidance 2017, the Government has set environmental objectives with respect to air navigation. These environmental objectives are “designed to minimise the environmental impact of aviation within the context of supporting a strong and sustainable aviation sector.” The objectives are, to:</p> <ul style="list-style-type: none"> • “limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise; • ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and • minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality.” <p>To support Government policy development in this emerging area of aviation, the sponsor will be required to actively monitor, record, and respond to feedback relating to noise impacts received during the trial, alongside supporting the development of the Government's environmental noise policy such as through operational data collection and noise attitude surveys. To ensure the effectiveness of this policy development, we have imposed conditions on the sponsor, one of which includes a condition concerning external communication related to noise impacts that are caused during the trial.</p>

	The frequency of the UAS operations is low and will be limited to 6 flights per day up to 90min with 2-4 flying days per month.	
Facilitate the integrated operation of air traffic services provided by or on behalf of the armed forces of the Crown and other air traffic services section 70(2)(e)	Norwich will provide a SUACS. The precise shape and location of the temporary structure has been designed to minimise the impact on other airspace users. All relevant local operators (including MOD) have been notified via the stakeholder engagement process. An LoA has been drafted and accepted by Norwich. This will need to be signed and agreed prior to activation of the SUA.	
Take account of the interests of national security section 70(2)(f)	N/A	
Take account of any international obligations notified to the CAA by the Secretary of State section 70(2)(g)	No such international obligations have been notified to the CAA under section 70(2)(g) of Transport Act 2000.	
B.6	Are there any other associated publications relevant to the proposal and, if so, have the requirements of those publications been met? <u>NOTE:</u> associated publications include Airspace Policy Statements listed here .	YES
B.6.1	The proposal as described does not align with the requirements set out in SARG Policy 133 Policy for the Establishment and Operation of Special Use Airspace and CAP740 UK Airspace Management Policy. The TRA/TMZ structure itself is not being utilised as intended within CAP2533 BVLOS concept policy for this trial, instead the proposed structure would have the effect of Danger Area as defined in SARG Policy 133.	
B.7	Conclusions in respect of requirement to ensure that the amount of controlled airspace is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the needs of all airspace users is reflected on an equitable basis. <u>NOTE:</u> this section only applies if the CAA is classifying or amending the classification of UK airspace.	

B.7.1	N/A
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PART C – Stage 5 Recommendation		
C.1	Taking the above information into account, what is your recommendation to the decision-maker for this proposal?	
C.1.1	<p>Recommendation: APPROVED WITH MODIFICATION and CONDITIONS.</p> <p>The recommendation to the CAA Decision Maker is to approve this ACP for implementation, subject to the satisfactory fulfilment of the conditions outlined in paragraph C.2 below.</p> <p>Technical/Operational Recommendation is to approve the SUA as a Temporary Danger Area which is a modification to the requested SUA (TRA/TMZ).</p>	
C.2	Are there any Recommendations and/or Conditions for the change sponsor to address prior to implementation (if approved)?	Y
C.2.1	<p>The following conditions must be met prior to activation of the TDA:</p> <p>Condition 1</p> <ul style="list-style-type: none"> • The RPAS operator operating BVLOS as part of the trial must have an Operational Authorisation from the CAA which is in force. <p>Condition 2</p> <ul style="list-style-type: none"> • The sponsor must produce a clear executive summary that explains the modification to a TDA and how the trial will be phased using 2 different drones. The CAA requires evidence, that all stakeholders have been informed of the trial objectives utilising the TDA, planned operations (including effective period of the trial, expected frequency and timings of UAS flights, typical altitudes and noise levels), together with the sponsor's contact details in order that stakeholders can relay any queries or complaints. The list of stakeholders to be informed must include noise sensitive receptors, identified as residences, schools, hospitals and places of worship. Should the sponsor receive any feedback regarding the revised operational period, they must notify the CAA immediately and explain how they intend to address any feedback received. <p>Condition 3</p> <ul style="list-style-type: none"> • The change sponsor must share all finalised and signed copies of all the LOA's with the CAA and ensure that any associated ATM requirements, such as temporary operating instructions (TOIs) are accepted by the ATS Inspector. The LoAs will need to reflect the modification and ensure that they understood by those operators to which they apply. 	

	<p>Condition 4</p> <ul style="list-style-type: none"> The trial plan (Appendix F) will need updating to reflect that Norwich ATC will not provide a Traffic Service (UKFIS) to the UA PR and that a TDA has been approved. <p>The following conditions must be met during activation of the TDA:</p> <p>Condition 1</p> <ul style="list-style-type: none"> The sponsor is required to collate, monitor, and report to the CAA on the level and contents of feedback received during the period of the trial. The CAA expect reporting on the level and contents of any stakeholder feedback received when requested within 14 days of a request throughout the duration of the trial (this should include nil returns). The sponsor should send these reports to the assigned Account Manager <p>Condition 2</p> <ul style="list-style-type: none"> The sponsor must report to the CAA any proposed change in planned usage of the airspace, to the extent that the approved TDA is no longer a suitable mitigation to the air risk and/or it does not provide sufficient ability to accommodate other airspace users when it is possible to do so safely as part of the trial. <p>Condition 3</p> <ul style="list-style-type: none"> Only one UA may be operated at any one time within any of the approved TDAs. <p>Condition 4</p> <ul style="list-style-type: none"> The sponsor must only notify the TDA segments as active when required. <p>Condition 5</p> <ul style="list-style-type: none"> During implementation, where safe and practicable, the sponsor must operate the UA at the highest altitude / greatest distance from, or avoid overflight of, the European sites within the TDA. <p>Condition 6</p> <p>To support Government policy development in this emerging area of aviation, the sponsor will be required to actively monitor, record, and respond to feedback relating to noise impacts received during the trial, alongside supporting the development of the Government's environmental noise policy such as through operational data collection and noise attitude surveys. To ensure the effectiveness of this policy development, we have imposed conditions on the sponsor, one of which includes a condition concerning external communication related to noise impacts that are caused during the</p>
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	<p>trial.</p> <p>Noting that noise attitude surveys may be undertaken during this, and other similar trials, the sponsor must:</p> <ol style="list-style-type: none"> i. monitor and record feedback relating to noise impact during this trial; and ii. record and store all operations data and trajectory information; and iii. provide all data and information, whenever requested by the CAA, to enable any noise attitude surveys to be undertaken. All data and information must be submitted [within 14 days of request], in full accordance with the specifications outlined in the CAA's request, and in the format prescribed by the CAA; and iv. prior to conducting further community engagement related to noise and environmental impacts, share and agree with the CAA, engagement plans and materials to ensure the efficacy of the noise attitude surveys being undertaken. <p>The following recommendation must be considered for future ACPs:</p> <ul style="list-style-type: none"> • The full operational environment must be detailed in a more logical area within the supporting documents. The structure for this ACP was embedded within LoAs which proved difficult to find. Additionally, hours of operation should be published alongside the proposed airspace structure.
C.3	Are any other consents and approvals needed in order to permit the intended operation (title and hyperlinks to be inserted)?
See condition 1 above	
C.4	Are there any other comments/observations for the decision maker? <div style="float: right; background-color: #92d050; padding: 5px;">N/A</div>
C.4.1	N/A
C.5	Regulator's Signature

Account Manager	[REDACTED]	[REDACTED]	16/04/2026
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PART D – Final Regulatory Decision – Comment/Approval

Airspace Regulation Principal comments and recommendation:

The CAA has decided to approve the airspace as a (Temporary) Danger Area for a period of 6 months with the opportunity to extend this period, subject to permission from the CAA. This approval is a modification to the proposal in order to maintain a high standard of safety. The description of the proposed airspace design as a TRA/TMZ does not meet the application requirements as stated in SARG Policy 133. It is clear that there is no intent or safe method to 'integrate crewed and uncrewed aircraft' in the same airspace structure. Until such time the CAA can be satisfied, that the airspace design intends to safely accommodate other traffic in accordance with some defined and accepted air traffic management arrangements notified for that volume of airspace, then a TRA+TMZ is not a suitable form of SUA to mitigate the air risk associated with BVLOS UA ops. The CAA would apply proportionality in our determination that the approved SUA requires a modification in order to facilitate the objectives of an update to the trial plan under this trial ACP. We would consider a phased approach with any progression to a less restrictive SUA design subject to the maintenance of a high standard of safety and meeting any, as yet to be determined, engagement and/or environmental requirements.

The effect of a TDA is to segregate the dangerous activity taking place from other airspace users mitigating the risk of an airborne collision. I am satisfied that the change sponsor has met the process requirements and approve the recommended airspace design for the trial, provided the conditions are met.

Airspace Regulation Principal	[REDACTED]	[REDACTED]	17 Apr 2026
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