Formal request to extend ACP-2025-025

29 October 2026

[redacted]
Airspace Change Account Manager
Airspace & Air Traffic Management Infrastructure
UK Civil Aviation Authority

Dear [redacted],

ACP-2025-025: request to extend the EGD297 A–G airspace trial to 3 June 2027

StirlingX Ltd, as change sponsor, formally requests that the airspace trial approved under ACP-2025-025, comprising Temporary Danger Area sectors EGD297 A–G and published in AIP Supplement 043/2026, be extended from **10 December 2026 to 3 June 2027 inclusive**. The current period ends on 28 November 2026; this request would provide continuity of the existing trial, subject to CAA approval and the necessary promulgation arrangements.

Following your clarification of 28 October 2026, we request consideration under CAP 1616 version 5.1 and the applicable Air Navigation Directions 2023 framework, with reference to paragraph 8.18 of CAP 1616g.

Reason for the extension

No trial sorties have yet been flown in EGD297. Consequently, we have not been able to collect the operational flight-trial data identified in the original proposal to fulfil the approved trial objectives.

The start of corridor operations has been delayed by two readiness dependencies. Norwich ATC has required additional time to prepare and train controllers for the service supporting the trial. Initial aircraft configuration and flightworthiness matters were followed by an electromagnetic compatibility issue affecting onboard communications equipment, requiring further engineering and testing; that EMC issue has now been resolved following completion of testing. Separately,

Norwich ATC expects controller training to begin in the week commencing 2 November 2026. We will not begin trial flying until Norwich confirms its operational readiness and StirlingX has completed the

applicable operational release checks. Given the remaining time before 28 November, it is not reasonably practicable to complete the planned data collection and fulfil the existing trial objectives within the current period.

The requested extension is therefore to complete the original trial programme, not to introduce new objectives or expand its scope. Our planning assumption remains two flying days per month, with four sorties on each day: approximately eight sorties per month and around 48 over the extension period, subject to weather, operational readiness and the authorised operating conditions. A reserve day would replace a weather-cancelled planned day rather than represent routine additional activity.

Unchanged airspace and operating constraints

There is no proposed change to the lateral boundaries or seven-sector arrangement of EGD297 A–G, its surface-to-750 ft AMSL vertical limits, or the approved trial objectives. Norwich ATC would continue to provide the published airspace service and crossing arrangements.

We propose to retain the existing published weekday operating window, "0900-1700 (0800-1600) Monday to Friday", and the daytime-only restriction, with activation notified by NOTAM no less than 24 hours before planned flights, as set out in AIP Supplement 043/2026. The new Supplement will retain the correct UTC/seasonal presentation, as agreed with the CAA and AIS. Actual flying will remain subject to all more restrictive conditions of operational authorisation SORA-28558, including daylight-only operation and the 0900–1600 local-time restriction near Swanton Morley, Reepham and North Walsham.

Activation will be limited to the sectors and periods required for the planned activity. The extension would take the overall trial period from 10 December 2026 to 3 June 2027 and would end before the stated expiry of SORA-28558 on 4 June 2027; we recognise that these dates do not themselves confer approval to extend or operate.

Stakeholder engagement, assurance and reporting

Norwich ATC has indicated support for the extension. We will obtain formal confirmation of service availability and ensure that the applicable operating agreements cover the extended period before

operations under the extension begin.

StirlingX will notify affected stakeholders of the proposed new period, invite feedback on its impacts, and provide the CAA with the feedback received and our responses before activation under the extension. We will identify any unresolved concerns rather than interpret non-response as agreement.

Although the design and proposed flying pattern are unchanged, we recognise that the longer period requires consideration of cumulative and seasonal impacts. We will review the continuing validity of the supporting assessments and report any material changes. We propose monthly updates on trial activity, progress against the original objectives, stakeholder feedback and any safety or environmental issues, including nil returns where appropriate.

We will submit the revised AIP Supplement draft for CAA approval before onward submission. We will not activate or operate under the extension unless the CAA is content with the required material and the necessary approval, notification and operational conditions are in place.

We request approval of the extension on this basis and will notify you when this signed letter has been published on the Airspace Change Portal. We would be grateful for confirmation of any further evidence or conditions required to support your decision.

Yours sincerely,

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Chief Regulatory Officer
For and on behalf of StirlingX Ltd
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