UAS MODIFICATION CAP722L

Name of the organisation:

Operational authorisation (OA) number:

Date of modification:

Category of modification:

Classification of modification:

Completed (name) by:

UAS operators in the specific category operating via an OA issued in accordance with Article 5 of UK Regulation (EU) 2019/947 are requested to complete the self-assessment form below using CAP722L – UAS modification policy. For every intended change, the operator should complete this self-assessment checklist. All the checklists of modifications made should be sent electronically to the CAA within 30 days of the modification, via email to uassector@caa.co.uk.

The UAS Operator should keep a record of the assessment process for all modifications in order to comply with UAS.SPEC.050 of UK Regulation (EU) 2019/947.

Declaration by OA holder

I am submitting my self-assessment checklist for UAS modification as per CAP722L.

I hereby declare that to the best of my knowledge the details contained within this checklist and any other information provided are accurate.

Name of representative from OA holder:

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Signature of Authorised Representative

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Self-Assessment checklist for UAS modifications under Specific Category (CAP 722L)

Assessment steps	Classification	Brief reason for classification and type of evidence used in assessment	CAA Office use
1. Conduct a complete re-assessment of conditions and limitations of the OA. Is the proposed modification outside the conditions and limitations set out in the OA? Yes – Major modification	Major/Minor ◯ ◯		
2. Conduct a complete re-assessment of the intrinsic ground risk (iGRC). Does the proposed modification increase the iGRC? (Yes – Major modification)	Major/Minor ◯ ◯		
3. Apply the same mitigations to reduce GRC which were approved in the OA Are there any deviations from the current approved mitigations? (Yes – major modification)	Major/Minor ◯ ◯		
4. Conduct a complete re-assessment of the final ground risk and mitigation measures. Does the proposed modification increase the final GRC? (Yes – Major modification)	Major/Minor ◯ ◯		
5. Conduct a complete re-assessment of the air risk class (ARC). Does the proposed modification increase the initial ARC? (Yes – Major modification)	Major/Minor ◯ ◯		
6. Apply the same strategic mitigations to reduce ARC which are specified in the OA. Apply the same tactical mitigations which are specified in the OA. Are there any deviations from the last approved mitigations? (Yes – Major modification)	Major/Minor ◯ ◯		
7. Conduct a complete re-assessment of the final air risk class and mitigation measures. Does the proposed modification increase the final ARC? (Yes – Major modification)	Major/Minor ◯ ◯		
8. Conduct a complete re-assessment of the final SAIL. Does the proposed modification change the SAIL? (Yes – Major modification)	Major/Minor ◯ ◯		
9. Conduct a complete re-assessment of the containment measures which are specified in the OA. Are there any deviations from the current approved containment measures? Yes – Major modification	Major/Minor ◯ ◯		

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Assessment steps	Classification	Brief reason for classification and type of evidence used in assessment	CAA Office use
10. Conduct a complete re-assessment of all the OSOs (Operational safety objectives) associated with the SAIL to determine whether the OSOs are still met at the required level of robustness. Are there any changes in the evidence provided to support OSO compliance that would lower the robustness of any of the OSOs? Yes – Major modification	Major/Minor 		

CAA Office Use only

Assessment step number	CAA Re-evaluation of assessment (Yes/No)	Request for assessment evidence from operator? (Yes/No)	Reasons for re-classification or requesting for evidence	Name of CAA Inspector