



# DAF 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, please submit it by clicking the button at the end of this form.

## 1. Change Title

Please enter a title for this intended change, (max 80 characters): \*

Danger Areas Naming Conventions

## 2. Change Sponsor Details

Please select the appropriate category and complete. \*

- A Company
- An Unincorporated Association or other body
- Individual ( including sole traders and partnerships)

### 2b. An Unincorporated Association

Name of Unincorporated Association or other body \*

Defence Airspace Air Traffic Management

Address

CAA House, Kingsway

Town/City:

London

Country

UK

Postcode

Telephone

Email

Website address

Primary Point of Contact Name \*

[Redacted]

Telephone \*

[Redacted]

Email \*

[Redacted]

Secondary Point of Contact Name

Telephone

Email

## 3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

## 4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): \*

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Flight Information Region (ENR 2.1) | <input type="checkbox"/> Upper Information Region (ENR 2.1) | <input type="checkbox"/> Terminal Control Area (ENR 2.1) |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2)  | <input type="checkbox"/> Lower ATS Routes (ENR 3.1)         | <input type="checkbox"/> Upper ATS Routes (ENR 3.2)      |

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Area Navigation Routes (ENR 3.3)            | <input type="checkbox"/> Helicopter Routes (ENR 3.4)               | <input type="checkbox"/> Other Routes (ENR 3.5)                                 |
| <input type="checkbox"/> En-Route Holding (ENR 3.6)                  | <input type="checkbox"/> Name-Code Designators (ENR 4.4)           | <input checked="" type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1) |
| <input type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2) | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3)            | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5)      |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6)    | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17)               | <input type="checkbox"/> Flight Procedures (AD-EGXX-2.22)                       |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5)                         | <input type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input type="checkbox"/> Standard Arrival Route (AD-EGXX-7)                     |
| <input type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8)   | <input type="checkbox"/> Visual Reference Point                    | <input type="checkbox"/> Release of Controlled Airspace                         |

Please use the check box below to indicate whether this is an administrative change:

- Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

## 5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. \*

### ISSUE

1. An MOD review of names for UK airspace volumes has highlighted the potential for air safety incidents due to confusion regarding the status of Danger Areas (DA) caused by the lack of a standardised naming convention. For example, EGD007 is a DA with two related sub-divisions, EGD007A and EGD007B; however, there are other DA complexes whereby all sub-divisions have unique references eg EGD613A-D. This presents a hazard whereby aircrew (civilian and military) and ATM personnel could misinterpret information regarding the activation of volumes of airspace. The anticipated increase in application of Flexible Use of Airspace (FUA) principals by the MOD is likely to lead to increased sub-divisions, thereby increasing the potential for safety incidents if a standardised naming convention is not applied.

### BACKGROUND

2. There are no defined ICAO, Eurocontrol or UK methods for naming Special Use Airspace (SUA) other than by using the ICAO country code and a unique reference. Over the years, the addition of new volumes of airspace associated with an existing DA, or by the internal subdivision of a DA, has been accomplished by using different naming conventions. Using the example above, it is not immediately apparent if EGD007 is independent of EGD007A and EGD007B, or if it encompasses all volumes of airspace in the D007 complex. A single convention is required to ensure that the airspace construct is as clear as possible to aircrew and ATM personnel.

3. Current UK practice is to apply the ICAO country code, the letter D, then a single digit relating to the latitude of the danger area followed by a number unique to that latitude. It is proposed that this convention is retained along with the use of single letter codes for sub-divisions. However, where sub-divisions are required, the use of the underlying designator should not be used eg EGD007 cannot be used because of the use of EGD007A and EGD007B. Where more than 25 sub-divisions are required (The 'Z' suffix is reserved for FBZs) it is recommended that two letters are utilised in ascending alphabetical order e.g. EGD007AA, EGD007AB etc.

### PROPOSAL

4. DAATM, on behalf of the MOD, proposes changes to names of affected DAs. Exceptions are D405 and D201. D405A has been highlighted as no longer required and its removal will be pursued under a separate application. Changes to the internal divisions of the D201 complex are being proposed as part of a separate ACP, which will include any renaming of sub-divisions.

### FURTHER WORK

5. The MOD completed a Safety Assessment to examine the potential hazards associated with this change. It was recommended that this change is implemented to coincide with the updates of the civil 1:500,000 charts.

NOTE: The production schedule for the VFR charts differs slightly from the AIP, it is advised that any changes scheduled for the VFR charts should be submitted no later than 16 weeks prior to the effective date.

Please specify the altitudes (where applicable) affected by your Statement of Need:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000 feet
- 20,000 feet and above

## 6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

- Confirmation of Understanding \*

Please provide your proposed date for the submission of your change proposal to the CAA. \*

01 Aug 2018

Please provide your proposed AIRAC effective date \*

AIRAC 06/2019

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . \*

N/a

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: \*

N/a