

# Spadeadam Danger Area Airspace Change Decision

CAP 1670

A large, abstract graphic composed of overlapping, semi-transparent blue shapes in various shades, ranging from light cyan to dark blue, covering the bottom two-thirds of the page.

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Aviation House,  
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RH6 0YR.

Enquiries regarding the content of this publication should be addressed to:

Airspace and ATM Aerodromes, Safety and Airspace Regulation Group, CAA House, 45-59  
Kingsway, London, WC2B 6TE

The latest version of this document is available in electronic format at [www.caa.co.uk](http://www.caa.co.uk)

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## Chapter 1

# Executive summary

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## Objective of the Proposal

### Summary of the proposal's objective

1. The Ministry of Defence (MoD) identified an opportunity to adapt the airspace structure of EG D510. The primary objective of the proposal is to establish a new Danger Area segment within the existing EG D510 danger area complex (Spadeadam Range) to accommodate specific demolition activity conducted by Det Norske Veritas-Germanischer Lloyd (DNV-GL). The new segment is designed to enable the minimum volume of airspace to be segregated to safely conduct the activity outside of the routine activation times of Spadeadam Range. The Airspace Change Proposal (ACP) was submitted on 20 November 2017.

### Summary of the decision made

2. The CAA has decided to approve the ACP.

## Chapter 2

# Decision Process and Analysis

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## **Aims and Objectives of the Proposed Change**

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3. At present the MoD activate EG D510 outside of the normal hours of activation to facilitate demolition activity conducted by DNV-GL. The actual volume of airspace required to conduct this activity is significantly smaller than Danger Area EG D510. The principal aim of the proposal is to subdivide EG D510 to create a new Danger Area segment to enable a smaller volume of airspace to be segregated to facilitate these activities. Additionally, the proposal seeks to reduce the complexity of the airspace management and notification procedure, and to standardise the naming convention for the Danger Area airspace volumes that constitute Spadeadam Range.

## **Chronology of Proposal Process**

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### **Framework Briefing**

4. A Framework Briefing took place on 20<sup>th</sup> February 2017 at which the MoD outlined its proposal and preferred option to subdivide EG D510 to create a new Danger Area segment. The CAA agreed that, by seeking to change the airspace design to enable the minimum volume of airspace to be segregated to facilitate hazardous activity, the proposal adhered to the Safety and Airspace Regulation Group (SARG) Danger Area policy and the principles of the Flexible Use of Airspace (FUA).

### **Consultation**

5. The CAA concluded that it would be difficult to predict who would use the Class G airspace made available as a result of the proposal. Nevertheless, the Sponsor engaged with nearby aerodromes<sup>1</sup> to explain the change and they

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<sup>1</sup> Newcastle International Airport and Carlisle Airport.

reported enthusiastic support for the proposal. Therefore, the CAA agreed that no formal General Aviation and public consultation was required in this instance and that the proposal could be developed and submitted as an Impact Assessment.

## **Submission of Airspace Change Proposal**

6. On 20<sup>th</sup> November 2017 the CAA received the formal proposal in the form of an Impact Assessment. This included a Safety Assessment, Draft Letter of Agreement (LoA) between Spadeadam Range and DNV-GL and charts depicting the proposed new Danger Area segment.

## **CAA Analysis of the Material provided**

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7. As a record of our analysis of this material the CAA has produced:
  - 20171127 – EGD510 Subdivision Operational Assessment

The CAA's Operational Assessment will be published on the CAA's website.

## **CAA assessment and decision in respect of Consultation**

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8. The CAA considered that it would not be possible to determine stakeholders that would be potentially impacted by the proposal and therefore concluded that no formal consultation was required.

## **CAA Consideration of Factors material to our decision whether to approve the change**

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### **Explanation of statutory duties**

9. The CAA's statutory duties are laid down in [Section 70 of the Transport Act 2000](#).

## Conclusions in respect of safety

10. The CAA's primary duty is to maintain a high standard of safety in the provision of air traffic services and this takes priority over all other duties.<sup>2</sup>
11. In this respect, with due regard to safety in the provision of air traffic services, the CAA is satisfied that the proposal maintains a high standard of safety for the following reasons:
  - a. The MoD has designed the new Danger Area segment such that it shall wholly contain the hazardous activity.
  - b. The proposed Danger Area status notification process, as specified in the draft LoA between Spadeadam Range and DNV-GL, will inform other airspace users when the hazardous activity is being conducted.
  - c. The draft Letter of Agreement between RAF Spadeadam and DNV-GL, clearly articulates the processes to be followed to safely manage the airspace when activated in isolation from EG D510.
  - d. The CAA is satisfied that, by limiting the activity within the new Danger Area segment to non-Unusual Air Activities (UAA) when activated in isolation from the remainder of the EG D510 Danger Area complex, the Safety Buffer for Airspace Design Purposes does not need to be considered in this instance.
  - e. By enabling the activation of a smaller Danger Area segment for the demolition activity, the effect of 'funnelling' between the EGD510 and EGD512 Danger Areas will be reduced which will provide greater room for manoeuvre for VFR pilots operating in the area.

## Conclusions in respect of securing the most efficient use of airspace

12. The CAA is required to secure the most efficient use of the airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic.<sup>3</sup>

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<sup>2</sup> Transport Act 2000, Section 70(1).

<sup>3</sup> Transport Act 2000, Section 70(2)(a).

13. The CAA considers that the most efficient use of airspace is defined as ‘secures the greatest number of movements of aircraft through a specific volume of airspace over a period of time so that the best use is made of the limited resource of UK airspace’.
14. The CAA considers the expeditious flow of air traffic to involve each aircraft taking the shortest amount of time for its flight. It is concerned with individual flights.
15. In this respect, the CAA is satisfied that by subdividing the existing Danger Area structure to enable the segregation of the minimum airspace required to conduct specific hazardous activity, the proposal enables other airspace users to achieve the most efficient use of airspace.

### **Conclusions in respect of taking into account the Secretary of State’s guidance to the CAA on environmental objectives**

16. In performing the statutory duties, the CAA is obliged to take account of the extant guidance provided by the Secretary of State,<sup>4</sup> namely the 2014 Guidance to the CAA on Environmental Objectives.
17. In this respect, the proposed change provides an opportunity for aircraft operating within the Class G airspace to fly shorter distances which may result in slightly less fuel burn and CO2 emissions. Therefore, the CAA is satisfied that the environmental impact of the proposal is likely to be positive or undiscernible.

### **Conclusions in respect of aircraft operators and owners**

18. The CAA is required to satisfy the requirements of operators and owners of all classes of aircraft.<sup>5</sup>
19. In this respect, the CAA is content that the revised structure of the EG D510 complex will enable greater access to Class G airspace for General Aviation, and the Emergency Services operating near the Danger Area. In addition, when activated in isolation the new Danger Area segment will provide greater

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<sup>4</sup> Transport Act 2000, Section 70(2)(d)

<sup>5</sup> Transport Act 2000, Section 70(2)(b).



separation from the Danger Area and aircraft flying the Instrument Approach to runway 25 at Carlisle Airport.

### **Conclusions in respect of the interests of any other person**

20. The CAA is required to take account of the interests of any person (other than an owner or operator of an aircraft) in relation to the use of any particular airspace or the use of airspace generally.
21. In this respect, the CAA considers that the impact of the proposal will not be discernible to any other person.

### **Integrated operation of ATS**

22. The CAA is required to 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.<sup>6</sup>
23. In this respect, the CAA is content that the revised structure of Spadeadam Range is consistent with the operational requirements of the MoD and that the impact to other Air Traffic Service Providers will be positive or undiscernible.

### **Interests of national security**

24. The CAA is required to take into account of the impact that any airspace change may have upon matters of national security.<sup>7</sup> The CAA is satisfied that the proposal has no impact on national security.
25. In this respect, the proposal satisfies this requirement.

### **International obligations**

26. The CAA is required to take into account of any international obligations entered into by the UK and notified by the Secretary of State. The CAA is satisfied that the proposal will not affect any international obligations.
27. In this respect, the proposal satisfies this requirement.

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<sup>6</sup> Transport Act 2000, Section 70(2)(e).

<sup>7</sup> Transport Act 2000, Section 70(2)(f).

## Chapter 3

## CAA's Regulatory Decision

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28. Noting the anticipated impacts on the material factors we are bound to take into account, we have decided to approve the proposal to subdivide EG D510 to create a new Danger Area segment and rename the Spadeadam Danger Area complex. The proposal adheres to CAA Danger Area policy and improves access to Class G airspace for other airspace users.

### Conditions

29. There are no conditions associated with this Regulatory Decision.

### Period Regulatory Decision Remains Valid for Implementation

30. The change should be implemented within 12 months of this decision.

### Implementation

31. The revised airspace will become effective on 13<sup>th</sup> September 2018. Any queries are to be directed to the SARG Project Leader, [REDACTED] on [REDACTED] or [REDACTED].

### Post Implementation Review

32. In accordance with the CAA standard procedures, the implications of the change will be reviewed after one full year of operation, at which point, CAA staff will engage with interested parties to obtain feedback to contribute to the analysis.

Civil Aviation Authority

11 May 2018