## Safety and Airspace Regulation Group

25 Nov 22

## ACP-2017-47: Establishment of Danger Areas for RPAS Operations from Predannack

## Amendment to the conditions of operation

During the decision-making process for ACP-2017-47 the CAA placed a condition on the use of the airspace which prevented the mixed operation of crewed aircraft and Unmanned Air System (UAS) within the airspace (Para 48 of the Airspace Change Decision dated 11 Apr 2019). This condition has been reviewed on request from Royal Naval Air Station Culdrose Aerodrome Operator as approved by the Danger Area Authority for EG D005A/B.

The Royal Naval Air Station Culdrose Aerodrome Operator has provided the CAA with their safety management processes and operational procedures for mixed crewed aircraft and UAS at Predannack and within EG D005A/B. In addition to this and noting the Military Aviation Authority (MAA) regulatory oversight of MOD to MOD interactions, the CAA has replaced the aforementioned condition with the following to ensure that any civilian operators at Predannack are acting in accordance with their CAA authorisations:

- It is incumbent upon the nominated Danger Area Authority to ensure relevant CAA authorisations or approvals are in place for any planned mixing of crewed or uncrewed aircraft within the Danger Areas where one or both of those aircraft are civilian registered.

The CAA also recognises that there is a requirement for some Visual Line of Sight (VLOS) operations to be conducted within segregated airspace. As a result, there may be instances where EG D005A/B will be activated to facilitate VLOS UAS operations. In accordance with the principles of Flexible Use of Airspace, Danger Area activation should be kept to the minimum needed to achieve the requirements of the activity and, in accordance with the Airspace Change Decision, Culdrose will provide a Danger Area Crossing Service when the Danger Areas are activated.


Ben Lippitt
Manager Airspace Regulation

