



21 July 2020

Policy Statement

Policy for Permanently Established Danger Areas and Temporary Danger Areas

1. Introduction

- 1.1 A Danger Area (DA) whether established on a permanent or temporary (TDA) basis (See paragraph 4.1), is defined as "airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times"¹

2. Purpose and Dimensions

- 2.1 Only those activities for which the DA/TDA has been specifically approved by the Civil Aviation Authority (CAA) are to be conducted within the DA/TDA. The specific use of the DA/TDA is subject to the safety management processes implemented by the DA/TDA Authority to ensure the containment of hazardous activity within the defined area.
- 2.2 Certain activities, whilst not inherently dangerous, may require a degree of segregation from other airspace users; a DA/TDA may be utilised to facilitate this requirement. For the purpose of this policy, all activities requiring the establishment of a DA/TDA will be referred to as hazardous activities.
- 2.3 The vertical and lateral dimensions and the operating hours of a notified DA/TDA shall be the minimum practicable necessary to enable the tasks to be undertaken within it, subject to the need to avoid over-complication of airspace structures and any environmental considerations.

3. Scope

- 3.1 This policy is applicable to all UK airspace that is notified as a permanently established DA in the UK Aeronautical information Publication (AIP) Enroute (ENR) 5.1, and to TDA.

4. Governance

- 4.1 Chapter III of the Transport Act 2000 and the CAA (Air Navigation) Directions 2017 (as amended), govern the air navigation functions of the CAA. They require the CAA to act in a manner consistent with safety and the efficient use of airspace, while considering the requirements of all airspace users and having regard for national security, international obligations, environmental matters and the competing demands for finite airspace.
- 4.2 The CAA's Safety and Airspace Regulation Group (SARG) is the UK airspace approval and regulatory authority. CAP 1616 contains the authorities, responsibilities and principles under which the CAA conducts the planning of airspace and related arrangements in the UK. CAP 1616 is directly applicable to the establishment of DAs however, whilst the CAP 1616 process is generally applicable to TDAs, because of

¹ REG(EU)No923/2012 SERA Article 2(65)

their temporary and short-lived nature, TDA's can be established by different means. e.g. In requirement of the national interest, a TDA can be created by the Manager Airspace Regulation at the CAA or; as delegated by the Manager Airspace Regulation.

- 4.3 A Danger Area Authority (DAA) (Usually the DA Sponsor) shall be notified for each DA/TDA. The DAA is to be able to demonstrate that appropriate processes and procedures exist to ensure the safe and efficient utilisation and management of the DA it has been allocated responsibility for. Where relevant, this should include consideration of CAP 740 'UK Airspace Management Policy' Appendix C requirements.
- 4.4 In accordance with paragraph 4.2, SARG retains the overall regulatory responsibility for these structures. Accordingly, SARG conducts regular periodic audits of the DAA; for permanently established structures and in accordance with CAA SMS requirements, these are normally conducted biennially. The purpose of the audit is part of the CAA's obligation to ensure efficient use of the airspace through compliance with this policy.

5. DA Categories

- 5.1 There are two categories of DAs:
- a. Permanently established DAs, as notified in UK AIP ENR 5.1, or;
 - b. Temporarily established DAs, as notified in accordance with a temporary notification method e.g. NOTAM, Aeronautical Information Circular (AIC), etc.

6. DA Hazards

- 6.1 **DA:** A consolidated list of the types of hazardous activities that are encompassed within DA can be found in ENR 1.1 Section 5.1.3.2.1, alongside their associated definitions. The hazardous activities encompassed within notified permanent DAs are listed in AIP ENR 5.1.

- 6.2 **TDA:** Typically, activities conducted within TDAs are approved by the CAA on a case by case basis through the Airspace Change Process (ACP) as detailed in CAP 1616.

6.3 Airspace Management Policy

- a. CAP 740 explains how the Flexible Use of Airspace (FUA) concept is applied within the UK. It sets out the role of the Airspace Management Cell (AMC) and how it practically applies the concept of FUA.
- b. In applying the principles of FUA, the AMC is delegated the responsibility for the management and notification of the activation of some DAs, where their activation is based upon Collaborative Decision Making. DAs are classified according to their AMC managed status as follows:

- i. AMC Manageable Areas (AMA) –
- ii. Non-AMC manageable Areas (NAM) –

Regardless of AMC managed status, the DAA remains responsible for the safe and efficient utilisation of the airspace as outlined in paragraphs 2.1 and 2.2.

- c. The AMC managed status of permanent DA is included within the respective remarks section in AIP ENR 5.1.

7. Establishment and Changes to Permanent Danger Areas

- 7.1 Any proposal to:
- a. Introduce a new permanent DA, or
 - b. Amend boundaries, notified activation times or hazard types to an existing permanently established DA.

Will be subject to the requirements of the airspace change process as detailed in CAP 1616.

- 7.2 In accordance with paragraph 2.3, the notified dimensions of a permanent DA are to be the minimum practicably necessary to meet the task for which the DA has been established. These dimensions are to be reviewed annually by the DAA. Any changes are to be actioned in accordance CAP 1616.

8. Establishment of Temporary Danger Areas

- 8.1 Any proposal to introduce a new TDA will be subject to the requirements of the airspace change process detailed in CAP 1616 or as detailed in 4.2 above.
- 8.2 In accordance with paragraph 2.3, the notified dimensions of a TDA are to be the minimum practicably necessary to meet the task for which the TDA has been established.

9. Notification and Activation

- 9.1 **Notification.** The notified hours of operation for a permanent DA and TDA are to be the minimum practicably necessary to carry out the task for which the DA has been established. Hours shall be reviewed annually by the DAA and as required for TDAs.
- 9.2 **Activation:** Both permanent DA and TDAs are active in accordance with the notified times. Where a DA or portion of a DA is activated via NOTAM, unless otherwise approved by the CAA, a minimum of 24-hours notification before activity start time should be provided. In accordance with ICAO requirements, where the activation of a DA is to occur within the UK FIR but over the 'high seas', this notification period should be not less than 7-days unless otherwise approved by the CAA.

10.0. DA Crossing Service and DA Information Service

- 10.1 A Danger Area Crossing Service (DACS) or a Danger Area Activity Information Service (DAAIS) may be available for certain DAs/TDAs. If a service is provided, the service is to be in accordance with the relevant civil or military regulations. Any surveillance equipment used to monitor activity, provide DACS or detect incursions, must be designed, installed, operated and maintained in accordance with civil and/or military regulations. DACS activity data is to be recorded and accurate statistics maintained.
- 10.2 Procedures are to be in place to cease or manage danger area operations should a potential or an actual infringement of a DA/TDA threaten the maintenance of safety. In the event of any infringement of a DA/TDA, the sponsor is to submit a Mandatory Occurrence Report (MOR) or a Defence Air Safety Occurrence Report (DASOR) annotating the relevant report as an Airspace Infringement. Additionally, a CA939 report on alleged infringement of Air Navigation legislation report is to be submitted for any DA/TDA infringements.

11. Data

- 11.1 In line with the responsibility outlined in paragraph 4.3, the DAA is to maintain records of DA activity². For TDA some or all of the data recording requirements may be reduced by the CAA; any reduction in requirements would be identified to the DAA during the ACP.

12. Identification Convention

- 12.1 Permanent DA utilise the following identification convention:

² Data requirements for DA that are managed by the Airspace Management Cell is outlined within CAP 740.

Up to 9 (nine) characters composed by:

- 2 (two) letters: nationality letters - EG
- 1 (one) letter: letter D
- 1 (one) - 3 (three) digit(s): a digit(s) from 1 to 999. Where practicable the existing convention of matching the lead digit with the geographical latitude of the DA should be utilised
- 1 (one) letter: letter indicating area sub-part(s) of a complex, this should be in alphabetical order, the letter "Z" shall not be used. If the DA does not form part of a complex of areas this letter may be omitted
- Where an DA has an associated Flight Plan Buffer Zone, the 8th character will be a 'Z' and the 9th character will be a digit from 1-9 where more than 1 FBZ is associated with a DA

Example EG D 101 B

The 8th and 9th character have been omitted as this example does not have an associated FBZ and therefore these characters remain blank.

- 12.2 TDA will, where possible, utilise the convention outlined in section 12.1. Due to the nature of some TDA activations, some identifiers have been pre-allocated and may not conform to this convention.

13. Enquiries

- 13.1 Enquiries concerning DA or TDA policy should be addressed to the CAA at:

Airspace ATM Policy
Future Safety
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR



e-mail: atsenquiries@caa.co.uk

- 13.2 Enquiries concerning the establishment and design of DA/TDA should be directed to:

Airspace Regulation
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR

e-mail: AROps@caa.co.uk

Annex A

Guidance on Application to establish Temporary Danger Areas through the Temporary Airspace Change Process

A1 Introduction

A1.1 This Annex provides amplifying guidance to the requirements to establish a temporary danger area (TDA) through the CAP 1616 Temporary Airspace Change Process (ACP). While TDA will generally be established through the CAP 1616 Temporary and/or Trial Process, there are other processes by which a TDA can be established (See DA/TDA Policy paragraph 4.2). The requirement for the TDA in the first instance will dictate which process to follow; more information on this can be found within CAP 1616.

A2 Scope

A2.1 Guidance within this Annex is limited to the establishment of a TDA using the CAP 1616 Temporary Changes to the Notified Airspace Design process.³ This guidance is limited to creation of a TDA which does not have the potential to alter traffic patterns below 7,000 ft over inhabited areas.

A3 Process

A3.1 The following process should be read alongside the temporary process outlined within CAP 1616.

1. **Statement of need.** Sponsor submits a [DAP 1916 Statement of Need \(SoN\)](#).
2. **Targeted engagement with aviation stakeholders.** Where it can be demonstrated the TDA will not interact with other established airspace structures⁴, the engagement may be scaled to a maximum of 6 weeks. Subject to CAA approval, engagement requirement may be scaled further depending upon potential impact and previous engagement activity. The engagement requirement will be discussed during the assessment meeting. It is for the sponsor to outline how they can achieve effective engagement within the proposed timeframe and agree the scaling with the CAA prior to conducting the engagement. Where appropriate, the CAA may reject the scaling proposal and insist on adherence to the standard 12-week engagement.
3. The sponsor will be expected to use the airspace change portal to upload the SoN, agreed assessment meeting minutes and agreed engagement timeframe. This should be uploaded by the sponsor within 2 weeks of the assessment meeting.
4. During the assessment meeting the sponsor will agree with the CAA a submission date for their proposal. Any amendments to this date by the sponsor will require approval from the CAA.
5. Post engagement, the sponsor should submit the following for consideration:
 - a. Finalised proposed design, demonstrating consideration of the engagement conducted.
 - b. Report summarising engagement to include: list of stakeholders, a summary of engagement approach and timeline (rationale to be provided if less than 6 weeks), original engagement documentation, original responses and analysis of the responses.

³ Paragraphs 295 to 306 of CAP 1616 refer

⁴ These include but are not limited to airways, upper air routes, Terminal Control Areas, Control Areas, Control Zones, Restricted Areas, Military Training Areas and other Danger Areas

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- c. Outline of the TDA management process. This should, where proportionate, consider the requirements stipulated within the main body of this Policy.
 - d. Safety Assessment demonstrating how the hazard will be contained within the TDA.
 - e. Draft Aeronautical Information Circular (AIC), if required.
 - f. In addition, the sponsor should upload onto the airspace portal redacted copies of documents listed in points a-d above.
- 6. The CAA will, where possible, provide a decision within 28-days of receipt of the final proposed design and associated documentation.
 - 7. The CAA will publish their decision on the airspace portal and confirm to the sponsor via email.

A3.2 Airspace Regulation will provide support relating to the process and its requirements, outlining in the assessment meeting the process expectations. The sponsor however maintains responsibility for the ACP and the subsequent management of the TDA.