Safety and Airspace Regulation Group

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Policy Statement

POLICY FOR THE ESTABLISHMENT AND OPERATION OF SPECIAL USE AIRSPACE

1 Introduction

1.1 The CAA's statutory obligations include the need to "secure the most efficient use of airspace consistent with the safe operation of aircraft and expeditious flow of air traffic" while considering the requirements of all airspace users and having regard for national security, international obligations, and environmental matters[1]. Moreover, the CAA (Air Navigation) Directions 2023 (as amended)[2] require the CAA to "develop and publish rules, guidelines, technical design criteria and common procedures for the use of UK airspace". Pursuant to these requirements, the purpose of this policy statement is to provide guidance on the establishment and operation of Special Use Airspace (SUA).

1.2 This policy statement supersedes the following policy statements:

(a) 'Policy for Permanently Established Danger Areas and Temporary Danger Areas' issued on 21 July 2020.

(b) 'Special Use Airspace – Safety Buffer Policy for Airspace Design Purposes' issued on 18 July 2023.

1.3 The CAA is responsible for strategic level airspace management and as such has published this policy statement to provide information on the design, approval, notification, management and operation of airspace structures within the scope of the definition of SUA. It is one of a number of documents that must be read in the context of each other to understand UK policy on SUA; these are outlined in section 7 references below.

1.4 References to EU regulations in this policy statement are to those regulations as assimilated in UK domestic law under the European Union (Withdrawal) Act 2018.

2 Background

2.1 The Airspace Modernisation Strategy sets out the strategic vision and objectives for the modernisation of UK airspace and aims to facilitate a transition towards greater integration of diverse airspace users. Providing more flexible access to airspace structures through more efficiently managed SUA is a key enabler to achieving these ends[3].

2.2 Efficient airspace management is fundamental to optimising and increasing the capacity of the air traffic management (ATM) system. Adopting a unified application of the flexible use of airspace (FUA) concept, as described by the International Civil Aviation Organisation (ICAO) and developed by EUROCONTROL, will ensure uniform application within the UK ATM system.

2.3 The basis of FUA is that airspace should not be designated purely as civil or military but rather a continuum in which all user requirements are accommodated to the greatest extent possible.[4] The FUA concept underpins the management and operation of airspace in the UK and aims to ensure that SUA is only activated when necessary.

[1] Section 70 of the Transport Act 2000.
[2] The Civil Aviation Authority (Air Navigation) Directions 2023 (as amended) Article 3(d).
[3] Airspace Modernisation Strategy 2023-2040.
[4] ICAO DOC 10088.

Application of the FUA concept is vital to achieving the strategic objectives of the Airspace Modernisation Strategy and developing towards the future airspace concept.

2.4 SUA constructs provide a method of sharing and, where necessary, segregating[5] airspace to achieve the most efficient use of airspace possible. Balancing the needs of civil and military stakeholders is vital when establishing and operating SUA. As such, the goal is to establish airspace volumes of optimal dimensions that are operated cooperatively to maximise the benefits of FUA. To achieve this, a range of SUA constructs is available within which the limitations of access to the SUA depend upon the rationale for its establishment.

2.5 This document provides policy on how the UK employs SUA in the London and Scottish FIR and UIR and the Shanwick Oceanic FIR. It takes guidance from ICAO documents[6] and EUROCONTROL publications[7] and is supplemented where necessary by other policy published by the CAA[8]. Where practicable it aims to align UK SUA structures with the information contained in the above references to harmonise airspace management (ASM) procedures with neighbouring States. It aims to provide clear direction on the use of SUA giving appropriate flexibility to achieve the UK's Airspace Modernisation Strategy objectives.

3 Scope

3.1 Airspace that requires access limitations to be imposed to provide protection for or from specific operations, and as such require SUA, are within the scope of this policy statement.

3.2 Other airspace notifications designed to provide awareness of other potential hazards, rather than limit the accessibility to airspace users, are outwith the scope of this policy statement. Examples include areas of intense aerial activity (AIAA) and small arms ranges. These areas can be considered as information airspace and are sometimes described in the UK AIP and other AIS documents.

3.3 Airspace structures can also be used to restrict or prohibit the flight of UAS in specific areas, such as flight restriction zones (FRZ) or UAS Geographical Zones. FRZ are a form of Restricted Area, but their function and application are outwith the scope of this policy; information on FRZs can be found in CAP 722. Some of the functions for UAS Geographical Zones can be considered a form of airspace restriction, however further work is required to consider their implementation in the UK and as such are outwith the scope of this policy.

3.4 This policy applies to all new or revised SUA structures and should be incorporated into all airspace change proposals. The CAA recognises that the publication of this policy amends the requirements for much of the existing SUA, but it does not imply that procedures for existing SUA are not safe. Compliance with this policy will be required to ensure maximum efficiency and flexibility is attained whilst maintaining safety. However, procedures for existing SUA structures remain extant until reviewed as directed by steering groups and monitored through routine FUA oversight activities.

3.5 This policy statement is structured to provide guidance relevant to all forms of SUA in the main body of the document and as such this should be read before proceeding to the annexes. Amplifying information relevant to each SUA construct is contained in dedicated annexes.

4 Definitions

4.1 The following definitions apply in the context of this policy:

[5] For the purpose of this policy statement, segregation is required when airspace is allocated for the exclusive use of a specific user(s) conducting operations that cannot be safely integrated with other airspace users.
[6] ICAO DOC 10088.
[7] ERNIP Pt 1 and ERNIP Pt 2.
[8] For example, CAP 740, UK Airspace Management Policy.

(a) Airspace Management (ASM) is a planning function with the primary objective of maximising the utilisation of available airspace by dynamic time-sharing and, at times, the segregation of airspace among various categories of airspace users on the basis of short-term needs. (Reg (EC) 549/2004 Article 2(7)).

(b) Airspace Reservation is a defined volume of airspace temporarily reserved for exclusive or specific use by categories of users. Two different types of airspace reservation can be established Temporary Reserved Area (TRA) and Temporary Segregated Area (TSA). (ERNIP Part 3).

(c) Airspace Restriction is a defined volume of airspace within which, variously, activities dangerous to the flight of aircraft may be conducted at specified times (a 'danger area'); or such airspace situated above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions (a 'restricted area'); or airspace situated above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited (a 'prohibited area'). (ERNIP Part 3).

(d) Air Traffic Management (ATM) means the aggregation of the airborne and ground-based functions (air traffic services, airspace management and air traffic flow management) required to ensure the safe and efficient movement of aircraft during all phases of operations. (UK Reg (EC) No 549/2004 Article 2(10)).

(e) Approved Agencies are units, which are authorised by a State to deal with an Airspace Management Cell for airspace allocation and utilisation matters. (ERNIP Part 3).

(f) Controlled Airspace (CAS) means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification. (UK Reg (EU) No 923/2012 Article 2(58)).

> **Note**. Controlled airspace is a generic term that covers ATS airspace Classes A, B, C, D and E. (UK Reg (EU) No 923/2012 Article 2(58) GM1).

(g) Cross Border Area (CBA) is defined as an Airspace Restriction or Reservation established over international borders for specific operational requirements. (CAA).

(h) Danger Area (DA) is an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. ((Reg (EU) 923/2012 Article 2(65)).

(i) Flight Plan Buffer Zone (FBZ) is an airspace volume, which may be established in association to a reserved/restricted area. The FBZ defines the lateral, vertical and time limits for the purpose of validating submitted IFR flight plans when the associated area is activated or planned to be activated. (CAA).

(j) Prohibited Area (PA) is airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. ((Reg (EU) 923/2012 Article 2(103)).

(k) Restricted Area (RA) is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions. ((Reg (EU) 923/2012 Article 2(111)).

(l) Segregated airspace means airspace of specified dimensions allocated for exclusive use to a specific user(s), with operations that are not able to be safely integrated with other airspace users. (ICAO).

(m) Special Use Airspace (SUA) is defined as an airspace volume designated for specific operations, such as military training, exercises, and operations, of a nature such that required limitations on airspace access may be imposed on other aircraft not participating in those activities. (CAA).

(n) Temporary Reserved Area (TRA) is airspace that is temporarily reserved and allocated for the specific use of a particular user during a determined period of time and

through which other traffic may or may not be allowed to transit in accordance with the air traffic management arrangements notified for that volume of airspace. (CAA).

(o) Temporary Segregated Area (TSA) is a defined volume of airspace, temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit. (CAA).

5 SUA Design

5.1 The design of SUA is based on the temporary allocation of airspace and a range of SUA constructs are available depending on the location and the degree of limited access required. The use of SUA structures in the London and Scottish FIR and UIR and the Shanwick Oceanic FIR are TSA (Annex B), TRA (Annex C), PA (Annex D), RA (Annex E) and DA (Annex F). The ERNIP distinguishes between airspace restrictions (PA, RA, and DA) and airspace reservations (TSA and TRA), with the latter generally governed more by ATS considerations than is the case for airspace restrictions. As such, the use of airspace reservations should be limited to the conduct of aviation activity.

5.2 A CBA can be established when SUA requirements cross international borders. Using CBA can alleviate the constraints of national boundaries and maximise the suitability of the location for civil and military operations. Further information on CBA is at Annex G.

5.3 The flow diagram at Annex A, along with the definitions above, may be used when considering which SUA construct is appropriate to each requirement. However, the flow diagram is only a tool to aid decision making and other regulations or policies may prevent the use of some SUA for certain types of activity. Further advice may be sought from the CAA to aid decision making and ensure consistent application of SUA structures for certain requirements.

5.4 An SUA Authority shall be nominated for each permanent SUA. The SUA Authority is an individual within an organisation who is responsible for ensuring that appropriate processes and procedures exist to ensure the safe and efficient management and operation of the SUA. SUA Authorities may be approved by the CAA once they can demonstrate how they will comply with the FUA oversight requirements detailed in Chapter 9 of CAP 740, UK Airspace Management Policy.

5.5 The design of an SUA structure, including the operating requirements and procedures utilised therein, must be informed by the requirements of the activity and take into account the risks identified through safety management system processes. It is incumbent upon the SUA Authority to ensure that any SUA activity can be safely and wholly contained within the lateral and vertical dimensions of the SUA structure. However, due to need for resilience against flight plan trajectories and the residual risk of excursion during certain SUA activities an additional safety buffer shall be established around the SUA structure.

5.6 When designing SUA structures, the following design principles shall be considered:

(a) It should be as small as practicable and should be contained within simple geometric limits to allow for easy reference to all concerned parties.

(b) The lateral and vertical limits should consider adjacent airspace and endeavour to minimise the impact to other airspace users.

(c) Activation times should be the minimum required to facilitate the requirements for the SUA.

(d) Modules or sub sections of SUA should be used where practicable to enable more flexible airspace management in accordance with the variable profile area (VPA) concept. An SUA structure (for example EGD323) could be divided into modules (EGD323 A-R), with specific configurations activated only when needed.

(e) Vertical limits should be the minimum required to contain planned activity within the SUA. These are published in the UK AIP and represent the maximum dimensions permitted. SUA can only be activated within the vertical limits notified in the UK AIP.

5.7 TSA, TRA, RA (that are designed for aviation activity) and DA shall have a list of approved activities that can take place within its boundaries, each of which should be endorsed by the SUA Authority. Should an SUA Authority wish to conduct an activity not listed as an approved activity, then an application for temporary approval may be submitted to SARG Airspace Regulation. A consolidated list of SUA activities can be found in the UK AIP along with their definitions.

5.8 During the design process it may become apparent that some activities within a given geographical area require different limitations of access to be applied. This could result in two overlapping SUA structures being established (for example a TSA and a TRA) with the same geographical dimensions, but defined separately in the UK AIP, each with their own management and operational conditions established and agreed in LoAs.

5.9 The terms 'permanent' and 'temporary' are integral to the operation and management of SUA. There is no clearly defined use of the terms in the UK but for the purpose of this document they refer to the following:

(a) A permanent SUA structure is one that is permanently established and notified in the UK AIP ENR section. Permanent structures are normally established under the full CAP 1616 process or under Article 239 of the Air Navigation Order.

(b) With the exception of 'Temporary' as used in TSA and TRA, which have their own definitions, a temporary structure is one that is only established for a limited period and is not notified in the UK AIP ENR section. SUA structures that are established on a temporary basis will be published in an AIP SUP, AIC or briefing note and normally have a maximum period of 90 consecutive days unless otherwise agreed by the CAA. Temporary SUA structures are normally established under the temporary or trial CAP 1616 process or through emergency measures such as emergency restrictions of flying.

6 SUA Approval

6.1 The CAA's SARG is the UK airspace approval and regulatory authority and different types of SUA are subject to different approval processes as follows.

6.2 Applications to introduce new permanent or temporary TSAs, TRAs or DAs should follow the airspace change process in CAP 1616 which contains the authorities, responsibilities and principles under which the CAA conducts the planning of airspace and related arrangements in the UK. Applications to amend the boundaries, activation times or approved activities of existing permanent TSAs, TRAs or DAs should be subject to the airspace change process as detailed in CAP 1616.

6.3 Applications to introduce new or amend existing permanent or temporary PAs or RAs should be made under Article 239 of the Air Navigation Order. Applications are assessed on a case-by-case basis and enquiries should be submitted through the CAA airspace coordination and obstacle management form.

6.4 There are occasions when temporary SUA in the form of a DA or RA are requested by an emergency controlling authority to inhibit flight in the vicinity of an emergency incident. Further information on this process is detailed in the UK AIP ENR 1.1 and unit level procedures.

7 SUA Notification and Activation

7.1 Permanent SUA shall be published in the UK AIP ENR section and should contain information including, but not limited to, the identification code, name, lateral and vertical limits, times of activation, types of approved activity and any other information useful to the safe and efficient conduct of flight. Publication of SUA should be in accordance with the guidance provided in ICAO SARPs, ERNIP Part1, any additional requirements as defined by the CAA in CAP 1054 and in this policy statement, unless otherwise approved by the CAA. Permanently established SUA shall also be published in relevant aviation charts which should be in accordance with ICAO Annex 4. Additional information regarding the publishing of SUA structures can be sought from SARG Airspace Regulation.

7.2 SUA established under the temporary airspace change process should be published in an AIC or AIP SUP. Temporary SUA should share the same naming convention as their permanent equivalent. Where appropriate, the designators given to temporary SUA structures should be reserved for a suitable period of time if there is scope for the temporary SUA to undergo the process to become permanent. Consideration will be given to utilising the same designator for the permanent structure providing there is no significant differences between them.

7.3 Both permanent and temporary SUA are active in accordance with their notified times and ASM procedures. With the exception of PA and RA, SUA should only be active when there is activity taking place, which can be achieved using the pre-tactical and tactical ASM procedures described below and in CAP 740, UK Airspace Management Policy.

7.4 Where SUA or a portion of SUA is activated via NOTAM, unless otherwise approved by the CAA, the NOTAM should be published a minimum of 24-hours before activity start time. In accordance with ICAO requirements, where the activation of SUA is to occur within airspace under the responsibility of the UK but over the high seas[9], this notification period should be not less than 7-days unless otherwise approved by the CAA.

8 SUA Management and Operation

8.1 SUA can be established for numerous reasons such as the safety and security of sensitive areas on the ground (e.g. the restriction of flight in the vicinity of nuclear hazards), the safety of aircraft not participating in SUA activity (e.g. during the firing of munitions) or to enable the integration of diverse airspace users (e.g. to enable certain activities to be conducted in CAS). The operation and management of each SUA will depend on the rationale for its establishment.

8.2 SUA shall only be used for the activities notified in the UK AIP or as otherwise agreed by the CAA. The lateral and vertical dimensions of SUA are designed through safety management system processes to ensure they are of a sufficient size for their purpose, therefore should the nature of this purpose change then amendment, including any temporary amendment, must be sought through the CAA.

8.3 Airspace is a strategic resource and SUA should be managed using the FUA concept to support national objectives and maximise integration of a diverse range of users[10]. CAP 740 explains how the FUA concept is applied in the UK and sets out the strategic, pre-tactical and tactical ASM functions, including the role of an AMC and AR(U).

8.4 SUA[11] should be managed using the pre-tactical and tactical processes outlined in CAP 740, UK Airspace Management Policy. Where SUA affects IFR flight planning it should be managed by an AMC and referred to as an AMC Managed Area (AMA). The procedures for booking and managing SUA through an AMC must be established as part of the airspace change process. If a SUA structure is managed by an AMC, its status shall be notified in the Remarks column of the UK AIP ENR section as ‘AMC – Manageable’. SUA without this remark is assumed not to be managed by an AMC and is referred to as a Non AMC managed Area (NAM).

8.5 Each AMA shall have a list of approved agencies and only these units are permitted to request airspace from an AMC. Approved agencies must be approved and regularly reviewed by the SUA Authority. Should an entity that is not an approved agency require

[9] The term ‘High Seas’ means all parts of the sea that are not included in the territorial sea or in the internal waters of a State (UN Convention on the High Seas 1958). Broadly, it is taken to mean those parts of the sea that are beyond the 12 NM territorial limit of a State. The United Nations (UN) Convention on the Law of the Sea (CLOS) establishes the freedom of overflight of high seas airspace.

[10] Airspace Modernisation Strategy 2023-2040.

[11] It is acknowledged that it is not normally appropriate for PA and RA to be subject to pre-tactical and tactical ASM.

the use of a SUA structure, they must first seek permission from the SUA Authority. SARG may provide guidance if problems or disputes occur.

8.6 Where SUA is not managed by an AMC the SUA Authority should ensure the pre-tactical and tactical ASM processes described in CAP 740 are applied.

8.7 SUA structures adopt the background airspace classification but operating procedures inside the SUA may differ from those normally associated with that class of airspace. For example, the airspace above FL 195 is classified as Class C airspace but UK flight information services may be provided to flights operating within the boundaries of some TRAs.

8.8 Coordination and ASM procedures related to the operation and management of SUA structures should be developed using safety management system processes and documented in unit level documentation and comprehensive LoA between relevant civil and/or military organisations as appropriate and approved by the CAA. This is particularly important when procedures inside the SUA differ from those that would normally be in place for the airspace classification.

8.9 Where different SUA structures occupy the same airspace, for example a RA active within another SUA construct, aircraft must adhere to the most restrictive conditions in the area where the SUA structures overlap.

8.10 Pre-flight information regarding the status (active/not active) of an SUA structure can be obtained from several sources such as the UK AIP and NOTAMs; pre-flight information is not classified as a SUA Activity Information Service. It may be beneficial to provide inflight services to enhance the provision of FUA. The following inflight services may be available:

(a) SUA Activity Information Service. This service allows pilots to obtain an airborne update of the notified status (active/not active) of SUA in accordance with AIP and/or NOTAM timings. Information obtained from a SUA Activity Information Service provider does not imply permission to enter SUA, but it can assist in determining if it safe to proceed where the SUA is established but not notified as active. A SUA Activity Information Service is traditionally provided by a FISO or ATC unit via ground to air radio, but other methods may also be considered through safety management system processes and subject to approval from the CAA. SUA Activity Information Service providers shall be approved by the SUA Authority.

(b) SUA Crossing Service. When real time SUA activity or entry requirements permit, a SUA Crossing Service unit may be used to provide approval for an aircraft to enter or cross an active SUA. Approval to enter or cross an active SUA structure should only be provided by an air traffic controller using procedures established in accordance with the air traffic management arrangements established for that volume of airspace. The crossing/entry approval is only in relation to SUA activity and does not imply any coordination or aim to achieve separation minima. Separation minima and the provision of traffic information in relation to other traffic, either inside or operating close to the SUA, shall be in accordance with the classification of airspace and the specific ATS provided. As such, an SUA Crossing Service may be provided without reference to surveillance derived information, as an ATS is not implied as part of the crossing approval. SUA Crossing Service providers shall be approved by the SUA Authority.

8.11 Any surveillance or communication equipment used in the provision of a SUA Crossing Service or Activity Information Service (for example to monitor activity or detect incursions) must be designed, installed, operated and maintained in accordance with relevant civil and/or military regulations. Any inflight services provided must be in accordance with the relevant civil or military regulations and using procedures established through safety management system processes.

8.12 Where an SUA Activity Information Service or SUA Crossing Service is being provided, it shall be notified in the Remarks column of the UK AIP.

8.13 Procedures should be in place to cease or manage hazardous SUA activity should a potential or actual infringement of the SUA threaten the maintenance of safety. Actions

required in the event of an airspace infringement are contained in CAP 1404, Airspace Infringements: review and actions.

8.14 A SUA Authority shall be nominated for each SUA. The SUA Authority is responsible for ensuring that appropriate processes and procedures exist to ensure the safe and efficient management and operation of the SUA it is responsible for. Each SUA structure shall be subject to audit and oversight activity to ensure that the appropriate processes and procedures exist to meet the requirements of UK Reg (EU) No 551/2004 (The UK Airspace Regulation) and UK Reg (EU) No 2150/2005
(The UK FUA Regulation). Further guidance is contained in CAP 740, UK Airspace Management Policy.

9 References

9.1 Legislation

- The Air Navigation Order 2016[12];
- Assimilated Regulation (EU) No 551/2004 the UK Airspace Regulation;
- Assimilated Regulation (EU) No 2150/2005 the UK FUA Regulation and
- Assimilated Regulation (EU) No 923/2012 Standardised European Rules of the Air (SERA).

9.2 ICAO SARPs and PANS

- ICAO Annex 2 Rules of the Air;
- ICAO Annex 11 Air Traffic Services;
- ICAO Annex 15 Aeronautical Information Services;
- ICAO Doc 4444 PANS-ATM;
- ICAO Doc 8168 PANS-OPS;
- ICAO Doc 10066 Aeronautical Information Management; and
- ICAO Doc 10088 Manual on Civil-Military Cooperation in Air Traffic Management.

9.3 **Related CAA CAPs & Airspace Policy Statements.** We have included the most relevant documents below, but a full list can be found on the CAA website.

9.3.1 CAPs

- CAP 722 Unmanned Aircraft System Operations in UK Airspace – Guidance;
- CAP 740 UK Airspace Management Policy;
- CAP 1054 Aeronautical Information Management;
- CAP 1561 - Reforming Policy on the Design and Use of UK Airspace;
- CAP 1616 Airspace Change;
- CAP 1711 Airspace Modernisation Strategy; and
- CAP 1991 Procedure for the CAA to review the classification of airspace.

9.3.2 Airspace Policy Statements

- Policy for ATS Provision Within Controlled Airspace by Units not Notified as the Controlling Authority;
- Establishment and Dimensions of Aerodrome Traffic Zones;
- Policy for Radio Mandatory Zones and Transponder Mandatory Zones;
- Guidance on the application of the airspace change process for the establishment of new and changes to existing No Planning Zones and Flight Plan Buffer Zones;
- Reduction in Notified Hours or Disestablishment of Airspace Restrictions.

9.4 Other related guidance material

[12] SI 2016/756.

- EUROCONTROL Route Network Improvement Plan (ERNIP) Part 1; and,
- EUROCONTROL Route Network Improvement Plan (ERNIP) Part 3.

10 Review of Policy

10.1 The CAA shall review this Policy Statement and its associated annexes on a discretionary basis but not less than triennially from its publication date.

11 Point of Contact

11.1 Any queries or further guidance required on the content of this Airspace Policy Statement should be addressed to:

Airspace & ATM Policy
Airspace, ATM & Aerodromes
CAA Safety and Airspace Regulation Group
Aviation House
Beehive Ringroad
Crawley
West Sussex
RH6 0YR

E-mail: ats.enquiries@caa.co.uk

11.2 Any queries or further guidance required on the implementation of this Airspace Policy Statement should be addressed to:

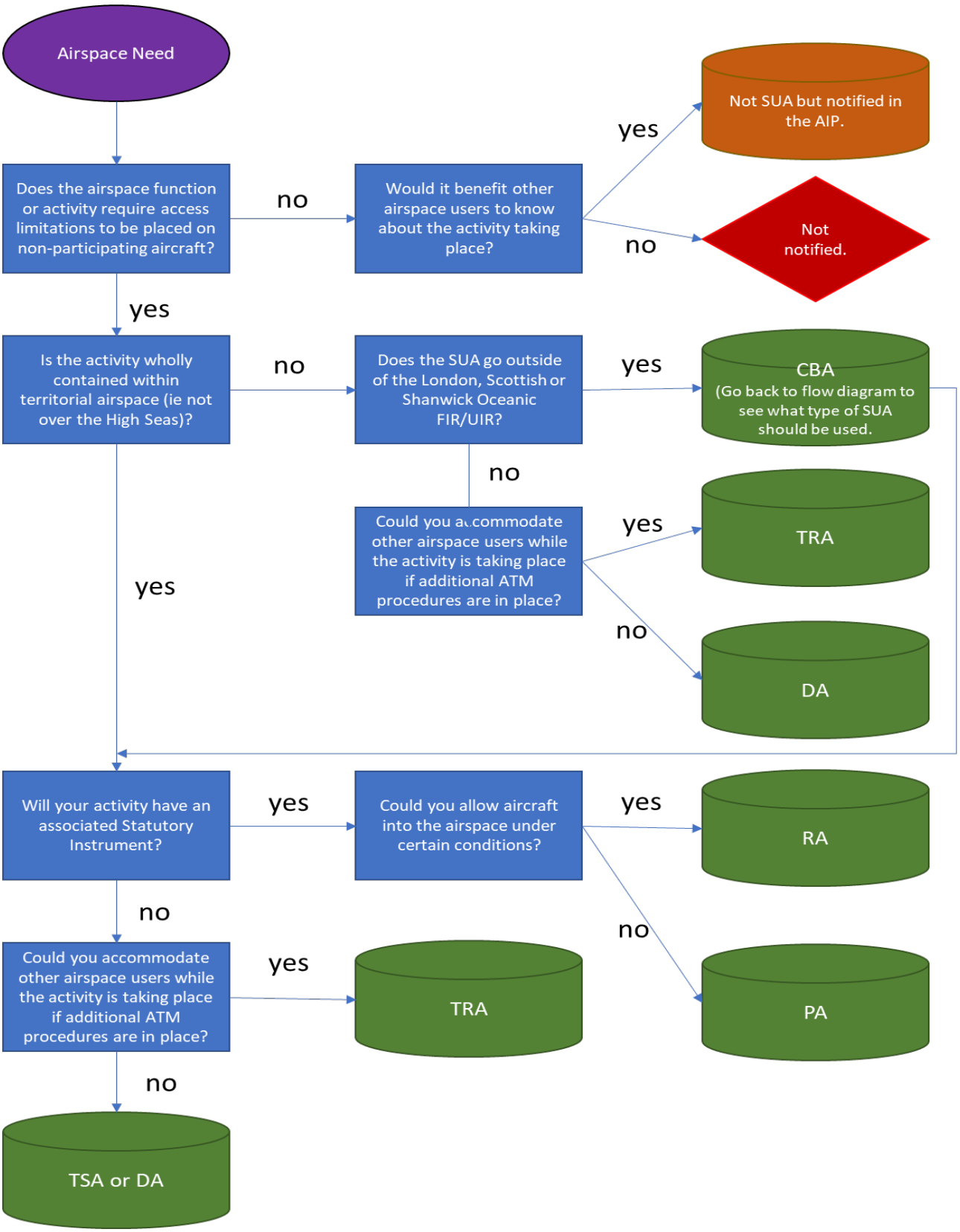
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Annex A

SUA Flow Diagram

A1 The following flow diagram may be used, in conjunction with other information in this document, as guidance when deciding the type of SUA structure is most appropriate for the situation. SARG Airspace Regulation can provide further advice if required.



Annex B

Temporary Segregated Areas

B1 **Purpose**

B1.1 A Temporary Segregated Area (TSA) is a defined volume of airspace, temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit.

B1.2 A TSA is used when segregation is needed to protect participating and non-participating aircraft. A TSA may be established, for example, when an aircraft intends to operate within a volume of controlled airspace but cannot comply with the requirements notified for that volume of airspace and must therefore be segregated from other aircraft operating within controlled airspace.

B1.3 A TSA should only be active when there is activity taking place within its boundaries; when active, other airspace users should not be permitted to enter the TSA. TSA should only be established inside CAS and above territorial waters.

B2 **Design**

B2.1 Each TSA is designed to safely segregate specific aviation activity, identified during the design process, from other airspace users. The approved activities for each permanently established TSA are listed in AIP ENR 5.2.

B2.2 When designing a TSA consideration shall be given to the establishment of a safety buffer in accordance with para 5.5 and Annex H.

B3 **Approval**

B3.1 Requirements for SUA approval are contained in section 6 of the policy statement.

B4 **Notification and Activation**

B4.1 Permanent TSAs are notified in the UK AIP ENR 5.2 in the following tabular format:

Identification, Name and Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
EGTS123 EX AMPLE A circle of XNM radius, centred at XXXXXXN XXXXXXXW	Upper limit: FL245 Lower limit: FL195	AMA (if relevant) Approved activities (e.g. Unmanned Air Systems (BVLOS)). Relevant Contact Details (e.g. SUA booking, SUA Crossing Service, SUA Activity Information Service) SUA Authority. Time of activation (e.g. can be activated Mon - Fri, 0900 - 1700).

B4.2 **Column 1.** Permanent TSAs are notified in the UK AIP ENR 5.2 using a unique identification of up to 9 characters as follows:

(a) Two nationality letters – EG.

(b) Two Letters – TS.

(c) One to three numbers from 1 to 999, leading zeros should not be used. The convention of matching the lead number with the geographical latitude of the TSA should be utilised.

(d) One letter. When required to indicate area sub-parts of a complex which should be in alphabetical order; the letters ‘I’, ‘O’ or ‘Z’ shall not be used.

(e) Where a TSA 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 one flight plan buffer zone is associated with a TSA.

B4.3 **Column 2.** The upper and lower limits in column 2 shall be the maximum limits that the TSA can be activated within, as approved by the airspace change process. In the example above, TS123 could be activated by NOTAM at any level between FL195 and FL245.

B4.4 **Column 3.** Column 3 should reference the following in order:

(a) AMA status (if required).

(b) The approved activities that can be conducted within the TSA.

(c) Contact details for related agencies, including but not limited to airspace booking, pre flight information and in flight information.

(d) SUA Authority.

(e) The times of activation, which for TSA should be the maximum period within which the TSA can be activated. In the example above, TS123 could be activated by NOTAM any time Monday to Friday, 0900 - 1700.

B4.5 TSAs that are temporarily established are promulgated by AIP SUP or AIC. Temporarily established TSAs should be identified using the same format as permanently established TSAs.

B5 **Management and Operation**

B5.1 CAP 740 explains how the FUA concept is applied within the UK and TSAs should be managed using the pre-tactical and tactical levels of ASM. The SUA Authority is responsible for the safe and efficient management and operation of the TSA.

B5.2 Procedures for the management and operation of a TSA should be contained in a LoA between the activity sponsor(s), the appropriate ATC units, and any other relevant stakeholders. Where a TSA can be used by more than one activity sponsor, each should be party to the same LoA which should include methods for deconflicting and prioritising activity requests.

B5.3 Temporarily established TSAs should be subject to the same ASM procedures as permanently established TSAs.

Annex C

Temporary Reserved Areas

C1 **Purpose**

C1.1 A Temporary Reserved Area (TRA) is airspace that is temporarily reserved and allocated for the specific use of a particular user during a determined period of time and through which other traffic may or may not be allowed to transit in accordance with the air traffic management arrangements notified for that volume of airspace.

C1.2 A TRA is used when aviation activity is considered safe enough to be accommodated in the same airspace as some non-participating aircraft. However, additional ATM requirements may need to be in place, beyond those associated with the specific airspace classification, in order to manage the associated safety risks.

C1.3 TRA can be used within and outside of CAS and can be used in High Seas airspace. The establishment of TRAs over the High Seas is not intended to limit the freedom of overflight provided by the United Nations Convention on the Law of the Sea, they are a means of better integrating non-participating traffic where a DA may otherwise be required. TRAs should only be active when there is activity taking place within its boundaries; when active, other airspace users may be able to enter subject to the ATM arrangements established.

C2 **Design**

C2.1 Each TRA is designed to safely accommodate specific aviation activity, identified during the design process, from other airspace users where safe and appropriate to do so. The activities notified for each permanently established TRA are listed in AIP ENR 5.2.

C2.2 The types of flight that may be permitted access to the TRA while activity is taking place must be considered in the design process. When designing a TRA consideration should be given to the establishment of a safety buffer in accordance with paras para 5.5 and Annex H.

C3 **Approval**

C3.1 Requirements for SUA approval are contained in section 6 of the policy statement.

C4 **Notification and Activation**

C4.1 Permanent TRAs are notified in the UK AIP ENR 5.2 in the following format:

Identification, Name and Lateral Limits	**Upper Limit** **Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
EGTR599 EX AMPLE A circle of XNM radius, centred at XXXXXXN XXXXXXXW	Upper limit: FL245 Lower limit: FL195	AMA (if relevant) Approved activities (e.g. Unmanned Air Systems (BVLOS)). Conditions of entry. Relevant Contact Details (e.g. SUA Booking, SUA Crossing Service, SUA Activity Information Service) SUA Authority Time of activation (e.g. can be activated Mon - Fri, 0900 - 1700).

C4.2 **Column 1.** Permanent TRAs are notified in the UK AIP ENR 5.2 using a unique identification of up to 9 characters as follows:

(a) Two nationality letters – EG.

(b) Two Letters – TR.

(c) One to three numbers from 1 to 999, leading zeros should not be used. The convention of matching the lead number with the geographical latitude of the TRA should be utilised.

(d) One letter. When required to indicate area sub-parts of a complex which should be in alphabetical order; the letters 'I', 'O' or 'Z' shall not be used.

(e) Where a TRA 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 one flight plan buffer zone is associated with a TRA.

C4.3 **Column 2.** The upper and lower limits in column 2 shall be the maximum limits that the TRA can be activated within, as approved in the ACP. In the example above, TR599 could be activated by NOTAM at any level between FL195 and FL245.

C4.4 **Column 3.** Column 3 should reference the following in order:

(a) AMA status (if required).

(b) The approved activities that can be conducted within the TRA.

(c) A summary of the conditions for entry into the TRA.

(d) Contact details for related agencies, including but not limited to airspace, booking, pre-flight information and in-flight information)

(e) SUA Authority.

(f) The times of activation, which for TRA should be the maximum period within which the TRA can be activated. In the example above, TR599 could be activated by NOTAM any time Monday to Friday, 0900 - 1700.

C4.5 TRAs that are temporarily established are promulgated by AIP SUP or AIC. Temporarily established TRAs should be identified using the same format as permanently established TRAs.

C5 Management and Operation

C5.1 A determination of the operational conditions and requirements for the TRA will be achieved through safety management system processes conducted by the SUA Authority and the appropriate ATC unit, and will be dependent upon a number of factors such as:

(a) an analysis of the capability of the SUA aviation activity to comply with SERA;

(b) the operating performance and capability of the aircraft conducting the SUA aviation activity;

(c) the types of aircraft that may be permitted entry into the TRA; and

(d) the airspace classification.

C5.2 CAP 740 explains how the FUA concept is applied within the UK and TRAs should be managed using the pre-tactical and tactical levels of ASM. The SUA Authority is responsible for the safe and efficient management and operation of the TRA.

C5.3 Procedures for the management and operation of a TRA should be contained in a LoA between the activity sponsor(s), the appropriate ATC units, and any other relevant stakeholders. Where a TRA can be used by more than one activity sponsor, each should be party to the same LoA.

C5.4 Temporarily established TRAs should be subject to the same ASM procedures as permanently established TRAs.

Annex D

Prohibited Areas

D1 **Purpose**

D1.1 A Prohibited Area (PA) is defined as airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

D1.2 A PA is typically established when flight in the vicinity of sensitive areas on the ground is prohibited in the interest of national security.

D2 **Design**

D2.1 PAs should be permanently established and should be designed with consideration of the SUA design principles detailed in para 5.6.

D2.2 A PA will be enforced by an associated statutory instrument, giving a legal status to the airspace.

D3 **Approval**

D3.1 PAs are approved through Article 239 of the Air Navigation Order where the power to prohibit flying rests with the Secretary of State for Transport to protect the public interest by reason of:

(a) the intended gathering or movement of a large numbers of persons.

(b) the intended holding of an aircraft race or contest or of a flying display.

(c) national defence or any other reason affecting the public interest.

D3.2 Applications to create new or amend permanent PAs should be sought through an application to CAA Off Route Airspace (ORA) through the CAA airspace coordination and obstacle management form.

D3.3 As part of the approval process, the ORA team will liaise with the Department for Transport to make the necessary arrangements for the publication of a statutory instrument to provide a legal status to the PA.

D4 **Notification and Activation**

D4.1 Permanent PAs are notified in the UK AIP ENR 5.1 in the following tabular format:

Identification, Name and Lateral Limits	**Upper Limit** **Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
EGP701A EX AMPLE A circle of XNM radius, centred at XXXXXXN XXXXXXXW	Upper limit: 2500 FT ALT Lower limit: SFC	Associated Statutory Instruments. Relevant Contact Details. SUA Authority. Time of activation (e.g. H24).

D4.2 **Column 1.** Permanent PAs are notified in the UK AIP ENR 5.1 using a unique identification of up to 9 characters as follows:

(a) Two nationality letters – EG.

(b) One Letter – P.

(c) One to three numbers from 1 to 999, leading zeros should not be used. The convention of matching the lead digit with the geographical latitude of the PA should be utilised.

(d) One letter. When required to indicate area sub-parts of a complex which should be in alphabetical order; the letters ‘I’, ‘O’ or ‘Z’ shall not be used.

D4.3 **Column 2.** The upper and lower limits in column 2 shall be the maximum limits that the PA is active to, this could be adjusted by information detailed in column 3 of the AIP entry if appropriate. In the example above, P701A is permanently active SFC – 2500ft AMSL because there are no remarks in column 3 to amend this.

D4.4 **Column 3.** Column 3 should reference the following in order:

(a) Associated statutory instrument.

(b) Contact details as appropriate.

(c) SUA Authority.

(d) The times of activation. For PA this will normally be H24 but could be amended by NOTAM if appropriate.

D5 Management and Operation

D5.1 Due to the nature of their purpose, flight within PAs is not allowed under any circumstances during their notified period of activation. For this reason, PAs do not have ASM procedures associated with them and are exempt from the some of the oversight activities detailed in CAP 740; these will be agreed on a case-by-case basis.

Annex E

Restricted Areas

E1 Purpose

E1.1 A Restricted Area (RA) is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

E1.2 A RA is typically established to protect sensitive areas on the ground or aviation activity being conducted inside the RA. However, unlike PAs entry for aircraft into RAs may be permitted under certain conditions.

E2 Design

E2.1 RAs can be permanently or temporarily established and should be designed with consideration of the SUA design principles detailed in para 5.6.

E2.2 A RA is normally enforced by an associated statutory instrument, giving a legal status to the airspace.

E2.3 Where a RA is established within or adjacent to CAS, consideration shall be given to the establishment of a safety buffer in accordance with para 5.5 and Annex H. Requirements for a buffer will depend on the activity taking place within the RA and should be assessed during the approval process for the RA.

E3 Approval

E3.1 RAs are approved through Article 239 of the Air Navigation Order where the power to restrict flying rests with the Secretary of State for Transport to protect the public interest by reason of:

(a) the intended gathering or movement of a large numbers of persons.

(b) the intended holding of an aircraft race or contest or of a flying display.

(c) national defence or any other reason affecting the public interest.

E3.2 Applications to create new or amend permanent or temporary RAs should be sought through an application to CAA Off Route Airspace (ORA) through the CAA airspace coordination and obstacle management form.

E3.3 As part of the approval process, the ORA team will liaise with the Department for Transport to make the necessary arrangements for the publication of a statutory instrument to provide a legal status to the RA.

E3.4 RAs may be established under the emergency restriction of flying (ERF) regulations following a request from an authorised emergency controlling authority. Permission for entry into a RA established under ERF can only be provided by the emergency controlling authority. Further information on ERF can be found in the UK AIP ENR section.

E4 Notification and Activation

E4.1 Permanent RAs are notified in the UK AIP ENR 5.1 in the following tabular format:

Identification, Name and Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
EGR218C EX AMPLE	Upper limit: 3000 FT ALT Lower limit: SFC	Conditions/exemptions to entry (e.g. flight permitted for helicopters landing at EX

A circle of XNM radius, centred at XXXXXXN XXXXXXXW		AMPLE HLS as approved by the site operator). Associated Statutory Instruments. Relevant Contact Details. SUA Authority. Time of activation (e.g. H24).

E4.2 **Column 1.** Permanent RAs are notified in the UK AIP ENR 5.1 using a unique identification of up to 9 characters as follows:

(a) Two nationality letters – EG.

(b) One Letter – R.

(c) One to three digits from 1 to 999, leading zeros should not be used. The convention of matching the lead digit with the geographical latitude of the RA should be utilised.

(d) One letter. When required to indicate area sub-parts of a complex which should be in alphabetical order; the letters 'I', 'O' or 'Z' shall not be used.

(e) If an RA 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 one flight plan buffer zone is associated with a RA.

E4.3 **Column 2.** The upper and lower limits in column 2 shall be the maximum limits that the RA is active to, this could be adjusted by information detailed in column 3 of the AIP entry if appropriate. In the example above, R018C is permanently active SFC – 2500ft AMSL because there are no remarks in column 3 to amend this.

E4.4 **Column 3.** Column 3 should reference the following in order:

(a) A summary of the conditions of entry into the RA.

(b) Contact details as appropriate.

(c) Associated statutory instrument.

(d) SUA Authority.

(e) The times of activation, including if the RA can be activated by NOTAM.

E4.5 When time permits, details of temporarily established RAs are promulgated by AIP SUP or AIC but in the case of ERF the information should be promulgated by NOTAM. Temporarily established RAs should be identified using the same format as permanent RAs.

E5 Management and Operation

E5.1 A determination of the operational conditions and entry requirements for the RA should be achieved through safety management system processes conducted by the SUA Authority and other potentially impacted organisations depending on the reason for the establishment of the RA. These conditions may permit access to certain operators (such as police or air ambulance) or define a process by which aircraft could obtain approval for entry from the SUA Authority. These conditions should be summarised in the remarks column of AIP ENR 5.1.

E5.2 Due to the nature of their purpose, RAs do not routinely have ASM procedures associated with them and are exempt from the some of the oversight activities detailed in CAP 740; these will be agreed on a case-by-case basis.

E5.3 Temporarily established RAs should be subject to the same considerations for entry conditions and requirements as permanently established RAs.

Annex F

Danger Areas

F1 **Purpose**

F1.1 A Danger Area (DA) is an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

F1.2 A DA is typically established when activities contained within are potentially hazardous to airspace users (for example live firing). Other activities, whilst not inherently dangerous, may require a degree of segregation for the protection of other airspace users or those conducting the activity.

F1.3 It is acknowledged that the majority of DAs are currently active for routine activation periods and that a phase of transition is required for more widespread application of the FUA principals to DAs. In the interim, SUA Authorities should review the routine activation periods of DAs and ensure they are the absolute minimum required to achieve planned activity. This is reflected in the use of 'routine activation times' as described below. The provision of an SUA Crossing Service should be considered as a mitigation to minimise the impact on other airspace users.

F1.4 DAs should only be active when a hazardous activity is taking place within its boundaries, during which it may not be safe to enter. However, DAs could be active when there is no hazardous activity taking place (this is particularly relevant while the UK transitions to a more widespread adoption of FUA principles). When a DA is active, but no hazardous activity is taking place entry may be permitted if approved by an SUA Crossing Service provider. DA can be used within and outside of CAS and can be used in High Seas airspace.

F2 **Design**

F2.1 Each DA is designed to safely contain specific hazardous activity, identified during the design process, from other airspace users. The hazardous activities notified for each permanently established DA are listed in AIP ENR 5.1.

F2.2 Where a DA is established within or adjacent to CAS, consideration shall be given to the establishment of a safety buffer in accordance with para 5.5 and Annex H.

F3 **Approval**

F3.1 Requirements for SUA approval are contained in section 6 of the policy statement.

F4 **Notification and Activation**

F4.1 Permanent DAs are notified in the UK AIP ENR 5.1 in the following tabular format:

Identification, Name and Lateral Limits	**Upper Limit** **Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
EGD115 EX AMPLE A circle of XNM radius, centred at XXXXXXN XXXXXXXW	Upper limit: FL245 Lower limit: SFC	AMA (if relevant) Vertical Limits (e.g. Vertical Limit FL200. Vertical Limit OCNL notified to FL up to FL245 by NOTAM.). Approved activities (e.g. Target Towing).

		Relevant Contact Details (e.e. SUA Authority, SUA Crossing Service, SUA Activity Information Service) Associated SIs. Limitations of use (e.g. BVLOS activity will not be conducted above FL180). SUA Authority. Time of activation (e.g. Mon-Fri 0800-1700 (0700-1600); and as activated by NOTAM).

F4.2 **Column 1.** Permanent DAs are notified in the UK AIP ENR 5.1 using a unique identification of up to 9 characters as follows:

(a) Two nationality letters – EG.

(b) One Letter – D.

(c) One to three numbers from 1 to 999, leading zeros should not be used. The convention of matching the lead number with the geographical latitude of the DA should be utilised.

(d) One letter. When required to indicate area sub-parts of a complex which should be in alphabetical order; the letters 'I', 'O' or 'Z' shall not be used.

(e) Where a 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 one flight plan buffer zone is associated with a DA.

F4.3 **Column 2.** The upper and lower limits in column 2 shall be the maximum limits that the DA can be activated within, as approved in the ACP. In the example above, D115 could be activated at any level between SFC and FL245.

F4.4 **Column 3.** Column 3 should reference the following in order:

(a) AMA status (if required).

(b) Vertical limit represents the normal vertical limits activated during the times of activation. In the example above, while D115 can be active up to a maximum vertical limit of FL245, it is routinely active SFC – FL200 between 0800-1700 Monday to Friday unless otherwise notified by NOTAM.

(c) Occasional (OCNL) vertical limit represents the maximum vertical limit that the DA can be notified to by NOTAM, this should correspond to the maximum vertical limit in column 2.

(d) The approved activities that can be conducted within the DA.

(e) Contact details for related agencies, including but not limited to airspace, booking, pre-flight information and in flight information)

(f) Associated statutory instruments where applicable.

(g) Limitations of use can be included to stipulate constraints placed on certain activities. In the example above, BVLOS activity has been limited to not above FL 180.

(h) SUA Authority.

(i) The times of activation, which for DA could be routine activation times or the maximum period within which the DA can be activated. In the example above, D115 is active Monday to Friday, 0800 - 1700 but can be activated at other times by NOTAM.

F4.5 When time permits, details of temporarily established DAs are promulgated by AIP SUP or AIC but in the case of emergency restriction of flying regulations the information will be promulgated by NOTAM. Temporarily established DAs should be identified using the same format as permanent DAs.

F5 **Management and Operation**

F5.1 CAP 740 explains how the FUA concept is applied within the UK and DAs should be managed using the pre-tactical and tactical levels of ASM. The SUA Authority is responsible for the safe and efficient management and operation of the DA.

F5.2 Procedures for the management and operation of DAs should be contained in a LoA between the activity sponsor(s), the appropriate ATC units, and any other relevant stakeholders. Where a DA can be used by more than one activity sponsor, each should be party to the same LoA which should include methods for deconflicting and prioritising activity requests.

F5.4 Temporarily established DAs should be subject to the same ASM procedures as permanently established DAs.

F5.6 Unauthorised entry into many DAs is prohibited within the period of activity of the DA as listed at UK AIP ENR 5.1 by reason of Byelaws made under the Military Lands Act 1892 and associated legislation. In these instances, the existence of a statutory instrument may not prevent access being granted using ASM procedures providing they comply with requirements contained in the statutory instrument, for example written authorisation, and further investigation to clarify this should be conducted as part of the ACP process. For those DAs where Byelaws which prohibit entry apply, the Remarks column of UK ENR 5.1 includes the year and number of the relevant SI. It should be noted that the geographical area of the DA as presented in UK AIP ENR 5.1 may not coincide with the areas defined within the associated SI. Information on the MOD SIs can be found at https://www.gov.uk/guidance/ministry-of-defence-byelaws.

Annex G

Cross Border Areas

G1 **Purpose**

G1.1 A Cross Border Area (CBA) is SUA established over international borders for specific operational requirements.

G1.2 CBAs can optimise airspace arrangements by establishing a process which includes activities conducted by one or more States, alleviating the boundary constraints presented by countries' FIR and/or UIR and maximising the benefits of FUA.

G2 **Design**

G2.1 A CBA should take the form of a TSA, TRA or DA depending on its location and intended use.

G2.2 The design requirements for the CBA SUA structure, as detailed in the main body of this document and relevant annex, should be considered when designing a CBA. Consideration for the policy and operational requirements of the other participating States may also be needed, particularly where differences exist.

G3 **Approval**

G3.1 Any application to introduce new permanent CBA or amend the boundaries, activation times or approved activities of existing permanent CBA should be subject to the requirements detailed in section 6 of the policy statement. However, prior to beginning the process to introduce a new CBA, high level engagement should take place between all States involved in the airspace change to clarify the process to be followed. Further guidance can be sought from SARG Airspace Regulation.

G3.2 Part of these discussions should also include the requirements and processes to be followed for any amendments to the boundaries, activation times or approved activities for the CBA (including the disestablishment of the CBA).

G4 **Notification and Activation**

G4.1 Irrespective of their SUA type, CBAs are annotated in ENR 5.2 of the UK AIP. In addition to the notification requirements for the CBA SUA structure detailed in the main body of this document and relevant SUA annex, the lead AMC should also be annotated in the Remarks column.

G4.2 Procedures for activating CBA by NOTAM should be contained in the LoA for the CBA. CBA should only be activated in accordance with the conditions agreed in the LoA.

G5 **Management and Operation**

G5.1 The management and operation of the CBA should comply with the relevant guidance in this, and other relevant UK documentation. However, it is recognised that there may be differences between those States involved. As such, the following agreements should be documented for each CBA as a minimum:

(a) A State level Framework Agreement on the Cross Border operations to create a sound legal basis for Cross Border operations.

(b) A Letter of Agreement on coordination procedures between AMCs regarding the allocation and shared use of CBAs.

G5.2 The templates in Annex 8 and 9 of the ERNIP Pt 3 should be used as a guide when developing the above agreements.

Annex H

Safety Buffer Policy

H1 Purpose

H1.1 The purpose of a SUA safety buffer is to ensure that, at the flight planning stage, flight planned aircraft within controlled airspace (CAS) and free route airspace are adequately set apart from activities undertaken within SUA. This helps mitigate the risk of unintended interaction with aircraft operating inside an SUA structure at the flight planning stage; it does not relate to the real-time separation standards required between aircraft (i.e. within the tactical environment).

H2 Policy

H2.1 Safety buffers should be applied by provision of an FBZ and/or ATS route/procedure design.

H2.2 A safety buffer of 1nm should be applied for the following SUA activities to provide resilience against flight plan trajectories:

H2.3 Ordnance, munitions and explosives (OME); unmanned aircraft system visual line-of-sight (VLOS); unmanned aircraft system beyond visual-line-of-sight (BVLOS); para dropping; target towing; balloons; electrical/optical hazards and test and evaluation.

H2.4 During the conduct of specified activities there is a requirement to build additional resilience to mitigate for the possibility of aircraft unintentionally exceeding the promulgated limits of the SUA. To mitigate this residual risk a safety buffer should be applied to SUA while that activity is taking place. The following should be applied:

(a) High Energy Manoeuvres: 5nm laterally and 2000ft vertically.

H2.5 When a new SUA activity descriptor or the operation of new equipment that cannot comply with the procedures established for the SUA is presented for an SUA structure, the ‘worst case’ safety buffer of 5nm laterally and 2000ft vertically should be applied until the required safety work to ensure suitable mitigation for a smaller safety buffer has taken place.

H2.6 The stipulated criteria shall be incorporated into all new airspace change proposals but need not be applied retrospectively where existing airspace arrangements have been proved safe through established operational practice.

H2.7 While the SUA buffer policy does not apply to instrument flight procedures (IFP) not contained within CAS, SUA Authorities should engage with impacted aerodromes and consideration should be given to the underlying safety case for the IFP when determining an appropriate safety buffer or operational mitigation.

H2.8 SUA safety buffers should be applied externally to any new or revised SUA structures However, where circumstances dictate this is not possible SUA safety buffers may be applied internally or a combination of internal and external.

H2.9 This policy applies to SUA established within the London and Scottish FIRs. Where SUA is established within Oceanic airspace, requirements set out within ICAO EUR Regional Supplementary Procedures (Doc 7030) shall apply.

H3 Policy Dispensations

H3.1 Where necessary, the CAA will give careful consideration to a request for a policy dispensation, provided full details of the associated hazard mitigation are provided as part of any airspace change proposal (ACP). Should the potential for such a dispensation be identified during the airspace design phase, it is recommended that advice is sought from SARG AR ahead of any consultation under the airspace change process.