

17 April 2018

Policy Statement

Danger Areas

1. Definition

- 1.1 A Danger Area (DA) is defined¹ as "airspace which has been notified as such within which activities dangerous to the flight of aircraft may take place or exist at such times as may be notified". This Policy is applicable to all airspace notified as Danger Areas in the En Route Section (5.1) of the UK AIP.

2. Governance

- 2.1 Chapter III of the Transport Act 2000 and Air Navigation Directions 2001 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 taking into account the requirements of all airspace users and having regard for national security, international obligations, environmental matters and the competing demands for finite airspace. SARG is the UK airspace approval and regulatory authority. CAP724, The Airspace Charter, further defines SARG's authorities, responsibilities and principles under which the Department conducts the planning of airspace and related arrangements in the UK.
- 2.2 DAs are almost exclusively established to contain Defence-related activities. Accordingly, the MOD provides regulatory, safety and management oversight of DA airspace on behalf of the CAA. Each DA is to be allocated to a Command-level organisation; that organisation will act as the DA Authority. The DA Authority is to have processes and procedures in place to ensure the safe and efficient management of the DA airspace for which they have been allocated responsibility

3. Safety and Efficiency

- 3.1 The promulgated hours of operation for a DA are to be the minimum required to carry out the task for which the DA has been established. Hours shall be reviewed annually; and a minimum of 24 hours notice must be provided for any extension to the hours notified within the UKAIP, where it is notified that the DA hours can be 'notified by NOTAM'.
- 3.2 The promulgated vertical and lateral dimensions of a DA are to be the minimum required to meet the task for which the DA has been established. These dimensions are to be reviewed annually. Any changes are to be actioned in accordance with para 4 below.
- 3.3 A Danger Area Crossing Service (DACS) or a Danger Area Activity Information Service (DAAIS) may be available for certain DAs. 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.
- 3.4 Procedures are to be in place to cease range operations should an airspace infringement threaten the maintenance of flight safety. In the event of an infringement CAA/SDD should be via Military ASIMS. Additionally, SARG Airspace Regulation is to be advised of any DA infringements that compromise flight safety.

¹ ANO Part 2 Article 12: Danger Area definition

- 3.5 There is to be liaison with all local airspace users and ATS providers and, where needed, LoAs should be established to enable efficient use of airspace.

4. Establishment, Change or Release of DA Airspace

- 4.1 Any proposal to establish a new DA or increase the lateral or vertical boundaries of an existing DA will be subject to the Airspace Change Process (ACP) detailed in CAP 1616. Any change to DA Airspace is to be coordinated through the DAATM.
- 4.2 Certain activities, whilst not inherently dangerous, such as Unmanned Aircraft System (UAS) operations or parachute dropping may need to be conducted in segregated airspace. Therefore, subject to the ACP being followed and approved, a DA may be established for activities which are not considered dangerous but which require segregation from other airspace users.
- 4.3 Numerical data and information with ICAO integrity classification “critical”, “essential” or “routine”, shall be provided in accordance with the requirements on the quality of aeronautical data and aeronautical information specified in relevant ICAO Annexes, ICAO Data Catalogue and European Regulations (EU) No. 73/2010, 2017/373 and 139/2014. For more information see CAP 1054.
- 4.4 Any new, or change to, activity notified in the AIP is to be approved by the CAA.

5. SARG Point of Contact

- 5.1 Airspace Regulation
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