

20 Apr 17

Safety Airspace Regulation Group

FRAMEWORK BRIEFING NOTES FOR THE ABERPORTH AIRSPACE CHANGE PROPOSAL

Attendees:

██████████ MoD
██████████ CAA

Introduction

1. The MoD and the CAA conducted a Framework Brief for a proposal to subdivide EG D201 by telephone on 20 April 2017. The brief outlined an issue highlighted following a safety assessment of the requirements for the complete area of EG D201, where it was recognized that by activating EG D201 to conduct specific trials activities, a significant portion of Class G airspace was being unnecessarily restricted, specifically when the Airspace was activated on behalf of WWA for UAV operations. During these times, very little of the EGD201 area was actually being utilized.

Objective

2. The proposal discussed was designed to achieve the following:
 - a. Enable a reduced volume of segregated airspace to be activated independently to facilitate specific UAS activity within Aberporth Range.
 - b. Reduce the complexity of the airspace management and notification procedure.

Discussion Points

3. The proposal is to establish a new Danger Area segment nearer to the coastline to enable less Airspace to be activated when UAS operations are taking place. This will enable the use of the minimum segregated airspace required to conduct the activity as defined the DAP Danger Area Policy Statement. In addition, it will enable the introduction of simplified airspace activation and notification procedures. Further discussions highlighted that the change could be tied into the DAATM request for the simplification of DA naming convention to avoid possible confusion. Additionally, a further change in the removal of the current EGD201E DA would assist in greater FUA through this proposal.
4. It is proposed that the activation times and levels of the new Danger Area segment would change to allow for less Airspace to be activated, thereby the overall result will be a reduction in the volume of segregated airspace.
5. The CAA indicated that it may be possible to progress the proposal as an impact assessment and thereby negate the need to conduct a formal consultation. It was agreed that this would be confirmed in due course.
6. The CAA outlined the requirements of the airspace change process.

Actions

7. The CAA to confirm the consultation and proposal submission requirements.

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