

AERONAUTICAL INFORMATION CIRCULAR Y 090/2014

UNITED KINGDOM



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Subject

Operational



DANGER AREA EG D701 – CHANGE IN AIRSPACE DESIGN

1 Introduction

- 1.1 In March 2014, the CAA's Airspace Regulation section received a formal Airspace Change Proposal (ACP) from the Ministry of Defence to expand the boundaries of the Hebrides Range, EG D701. Following approval by the Group Director, Safety and Airspace Regulation, the maximum extent of the Range will be extended and its internal subdivisions will be changed with effect from 5 February 2015.
- 1.2 Range activities have evolved since D701 was first established 55 years ago, most notably since circa 2000 when the emphasis changed from being a training range to a trials range. The current Danger Area (DA) is not ideally configured to accommodate many of the trials activities and this has necessitated the use of ad hoc temporary extensions to the DA through the establishment of additional NOTAM areas of airspace. There are several disadvantages to this process not least the need for users to manually plot many NOTAM coordinates and the Human Factors risks associated with this process. In addition, these NOTAM areas cannot be fully integrated into systems and processes employed by the UK Airspace Management Cell and the EUROCONTROL Network Manager, thereby reducing their ability to harmonise and dynamically plan the air traffic network for Oceanic tracks.
- 1.3 Each subdivision will be activated when notified and only the minimum airspace necessary to conduct the trial will be used. In designing the structure in line with the future requirements for Free Route Airspace, it allows more Oceanic Entry Points to remain open than at present, providing efficiencies and a flexible use of airspace.

2 EG D701 Revised Airspace Structure

- 2.1 The main stakeholders (MOD, NATS, Highlands and Islands Airports Ltd (HIAL) and the IAA) have been fully involved in the development of this proposal and the consultation between stakeholders has resolved any outstanding issues that existed.
- 2.2 All subdivisions of EG D701 have a vertical extent from the surface to unlimited altitude, with the exception of EG D701Z that has a vertical extent of surface to 10,000 ft. Sub-areas EG D701A to EG D701M, and EG D701Z lie east of 10W (i.e. within Scottish FIR/UIR); sub-areas EG D701N to EG D701X lie west of 10W (i.e. within Shanwick OCA). The revised airspace is depicted in a chart at the end of this circular.

3 Danger Area Activity Information Service

- 3.1 A DAAIS will be available when the airspace is activated as follows:
 - EG D701 Scottish Information, frequency 127.275 MHz.

4 Aeronautical Charts

- 4.1 Pilots should note that CAA Aeronautical Charts will be updated to reflect these changes on their next planned date:
 - 1:500,000 Aeronautical Chart (Scotland)
 - 1:500,000 Aeronautical Chart (Northern England and Northern Ireland)
 - 1:250,000 VFR Chart (Northern Scotland West)
 - 1:250,000 VFR Chart (Northern Ireland)
- 4.2 For further chart information, please search for VFR Chart Updates at:
http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=222&Itemid=340.html

5 Danger Area EG D701 – New Arrangement

NOT FOR OPERATIONAL USE - PLANNING PURPOSES ONLY
Note: Only relevant aeronautical/topographical detail is shown

THE HEBRIDES RANGE EG D701



2014 93 D701 Areas 30 OCT 14

5.1 This Circular will remain in force until 1 September 2016 by which time all the VFR charts will have been updated.