

Intended Change to Notified Airspace Arrangements

Please complete and submit this form online.

Please read the attached Guidance Notes before completing this form.



21/07/2017 08:51:14

E39231

1. CHANGE TITLE (please specify an appropriate title for the intended change)

Change Title: DIO Holbeach Academic Air Weapons Range - ACP

2. CHANGE SPONSOR DETAILS (please complete one of a, b or c)

a) A Company

Registered Company Name (in full): Royal Air Force
Registered Company Number:
Country of Company Registration: United Kingdom
Registered Office Address: Air Mobility Force HQ, RAF Brize Norton, Caterton
Postcode: OX18 3LX
Telephone: E-mail:
Trading Name: (if applicable)
Trading Address (primary site):
Country: Postcode:
Website address:
Primary Point of Contact Name:
Telephone: E-mail:
Secondary Point of Contact Name:
Telephone: E-mail:

b) An Unincorporated Association or other body

Name of Unincorporated Association or other body:
Address:
Country: Postcode:
Telephone: Email:
Website address:
Primary Point of Contact Name:
Telephone: E-mail:
Secondary Point of Contact Name:
Telephone: E-mail:

c) Individual (including sole traders and partnerships)		
Title:	Forename:	Surname:
Address:		
Country	Postcode:	
Telephone:	Email: [REDACTED]	
Trading Name: (if applicable)		
Website address:		

3. SUMMARY OF INTENDED CHANGE

Please use the check boxes below to indicate the nature of the intended change(s):

- | | | |
|--|---|--|
| <input type="checkbox"/> Flight Information Region | <input type="checkbox"/> Other Routes | <input type="checkbox"/> Aerial Sporting/Recreational Activities |
| <input type="checkbox"/> Upper Information Region | <input type="checkbox"/> Standard Instrument Departure | <input type="checkbox"/> Bird Migration/Sensitive Fauna |
| <input type="checkbox"/> Terminal Control Area | <input type="checkbox"/> Standard Arrival Route | <input type="checkbox"/> Flight Procedures |
| <input type="checkbox"/> Other Regulated Airspace | <input type="checkbox"/> Instrument Approach Procedure | <input type="checkbox"/> ATS Airspace |
| <input type="checkbox"/> Lower ATS Routes | <input type="checkbox"/> En-Route Holding | <input type="checkbox"/> Name-Code Designators (5LNC) |
| <input type="checkbox"/> Upper ATS Routes | <input type="checkbox"/> Prohibited/Restricted/Danger Areas | <input type="checkbox"/> Visual Reference Point |
| <input type="checkbox"/> Area Navigation Routes | <input type="checkbox"/> Other Danger/Hazard | <input type="checkbox"/> Release of Controlled Airspace |
| <input type="checkbox"/> Helicopter Routes | <input type="checkbox"/> Military Exercise/Training Areas | <input type="checkbox"/> ATCSMAC |

Please provide a Statement of Need expressing explicitly what airspace issue you are seeking to address (2940 characters):

The UK Academic Air Weapons Ranges (AAWRs) have needed to evolve since the infancy of military flying and the requirement to practice weaponry tactics. DIO Holbeach (EG D207)) has barely altered since the cold-war; when training focused on high speed, low-level hit-and-run style attack profiles using dumb bombs. Modern air weaponry profiles using smart weapons and associated tactics are conducted in a significantly different fashion and often assume air-superiority, enabling modern Air Systems to loiter on station overhead the range for an extended period whilst working ground-based Joint Terminal Attack Controllers (JTACs) for talk-ons to varied targets in Close Air Support (CAS) scenarios.

The safety trace templates used to ensure that practice weapons and their effects can be safely contained within the Surface Danger Areas associated with the East Coast AAWRs have evolved - currently in the process of further upgrade to align with the US Military's Weapon Danger Zone (WDZ) software. In the meantime, the Air Danger Areas (ADAs) associated with the same AAWRs have not kept pace with advances in weaponry profiles; resulting in military air systems routinely having to plan to operate partly in Class G airspace in order to fly representative weapon delivery profiles. The current and future users of the East Coast Ranges need more air space (laterally) in order to protect the aircraft operating in the ADAs.

The increased potential for AIRPROX whilst flying modern profiles has been highlighted on a number of occasions (Holbeach Safety Assessment links the associated DASORs and AIRPROXs). Further potential for conflict exists due to the positioning of the current ADA; EG D207 lies overhead The Wash and there is a natural tendency for GA traffic to route around the edges of The Wash in order to avoid flight over the sea as well as to remain clear of the DA. This tends to concentrate GA traffic around three sides of the Holbeach ADA following routings from Fosdyke Bridge - Sutton Bridge - King's Lynn - Hunstanton and vice-versa; with this issue remaining should the airspace extend to the East.

Recent liaison with the F35 Lightning POC has highlighted the need for timely increase in lateral airspace dimensions at the East Coast Ranges to cater for current and imminent new air systems (by Jan 19). This process also needs input from similar platform-users (Typhoon, RAF Spadeadam for Electronic Warfare proposals which might affect airspace, & USAFE).

The principals of FUA will be considered throughout the ACP to ensure that, wherever possible, the minimum volume of airspace required to achieve the military mission is requested.

Please provide a target date for formal proposal submission: **1 Jul 18**

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GUIDANCE NOTES

Please read these guidance notes before you complete the form.



- a) Once you have provided all of the information required, please click the Submit Form button at the end of this form. Submitting this form via the website will generate a unique reference number on your screen and a copy of your submission will be emailed to the address provided in Section 2 above.
- b) Please ensure that the unique reference number detailed above is included within the email subject heading for any subsequent, related correspondence that you have with the CAA.
- c) Despite our best efforts to ensure that our pdf forms work on all operating systems and platforms, submission issues do arise; whilst we are working to resolve these, the following guidance may be of use to individuals that are not using Internet Explorer:
 - **Chrome Users:** The Google Chrome NPAPI plugin was withdrawn by Google in 2015 therefore, you will find that the functionality on this form does not work well. [Further information from Adobe.](#)
 - **Firefox:** Adobe have provided a [useful information page](#) to help you configure your PC to fill in this form.
 - **MAC and iPad:** users must download and open the form in the full version of Adobe Acrobat Reader. when complete, share it from your iPad (or the PDF email button on your Mac) and send an unflattened copy of the form to airspace.policy@caa.co.uk.
- d) If you have any problems completing this specific form, please contact airspace.policy@caa.co.uk.