



NATS Ltd
UK Aeronautical Information Service
Heathrow House
Bath Road
Hounslow, Middlesex TW5 9AT
URL: <http://www.ais.org.uk>
Phone: 020-8750 3779 (Editorial)
Phone: 0191-203 2329 (Distribution - Communis UK)
Phone: 020-7453 6544 (Content - DAP/ORA)

UNMANNED AIRCRAFT OPERATIONS IN THE WEST WALES AREA - INTRODUCTION OF NEW DANGER AREAS EG D202, EG D202A, EG D202B AND EG D202C AND A FURTHER SUB-DIVISION OF EG D201 TO FORM EG D201E.

1 Introduction

1.1 From 28 July 2011 (AIRAC 8/2011), additional segregated airspace to the East of, and surrounding, West Wales Airport (WWA) will be introduced. This development establishes additional Danger Areas and an adjustment to the sub-division of one existing Danger Area; it has been introduced to support the routine testing, research and development of Unmanned Aircraft Systems (UAS).

1.2 Whilst the UAS flights that will be conducted within this airspace are not in themselves considered to be inherently dangerous, the activity demands an enhanced level of protection both from, and to, other airspace users through segregation; these Danger Areas are established for this purpose.

2 Airspace Structures

2.1 The new airspace is depicted in the chart and table at the end of this circular.

2.2 EG D202 surrounds WWA and extends from Crymych in the south to New Quay in the north, and extends vertically from the surface to a maximum FL 125. The Danger Area will be activated by NOTAM in order to segregate the departure and recovery phases of UAS flights at WWA and provide airspace for the routine operation of small/medium sized UAS.

2.3 EG D202A projects to the East of EG D202 as indicated on the chart overleaf. It extends vertically from FL 60 to FL 100 and will be activated by NOTAM. This area will be used for UAS that need greater airspace in which to operate, or to over-fly varied terrain (rivers, lakes, forests etc).

2.4 EG D202B lies above and projects to the East of EG D202A as indicated on the chart overleaf and will be activated by NOTAM at specific level blocks between FL 100 and FL 225. This area permits the operation of longer endurance, or higher-flying UAS.

2.5 EG D202C projects to the East of EG D202B and will be activated by NOTAM at specific level blocks between FL 100 and FL 225. The area is intended for UAS flights where the use of EG D202B alone is insufficient for the planned activity. This element also provides connectivity to the existing Sennybridge Danger Area (EG D203).

2.6 EG D201E consists of the small, 'semi circular' overland portion of the EG D201 complex in the vicinity of WWA and extends vertically from the surface to a maximum FL 125. This area has been sub-divided in order to enable UAS flying to take place without the need to activate the whole of EG D201.

3 Danger Area Crossing Service (DACS)

3.1 A DACS will be available when the airspace is activated as follows:

EG D202	-	Aberporth Information, Frequency 119.650 MHz (DAAIS - West Wales Information, Frequency 122.150 MHz)
EG D202 A, B and C	-	Aberporth Information, Frequency 119.650 MHz
EG D201E	-	Aberporth Information, Frequency 119.650 MHz (DAAIS - West Wales Information, Frequency 122.150 MHz)

Pre-flight notification of activity within the Danger areas will also be available by Telephone on 01239-813219.

3.2 Due to the segregated nature of the airspace required for UAS activities, pilots of aircraft requiring to cross these Danger Areas will be required to comply with instructions issued by the agency providing the DACS, particularly with regard to level and track allocations. Pilots crossing the Danger Areas whilst Unmanned Aircraft are operating within them will be provided with a Deconfliction Service (see CAP774).

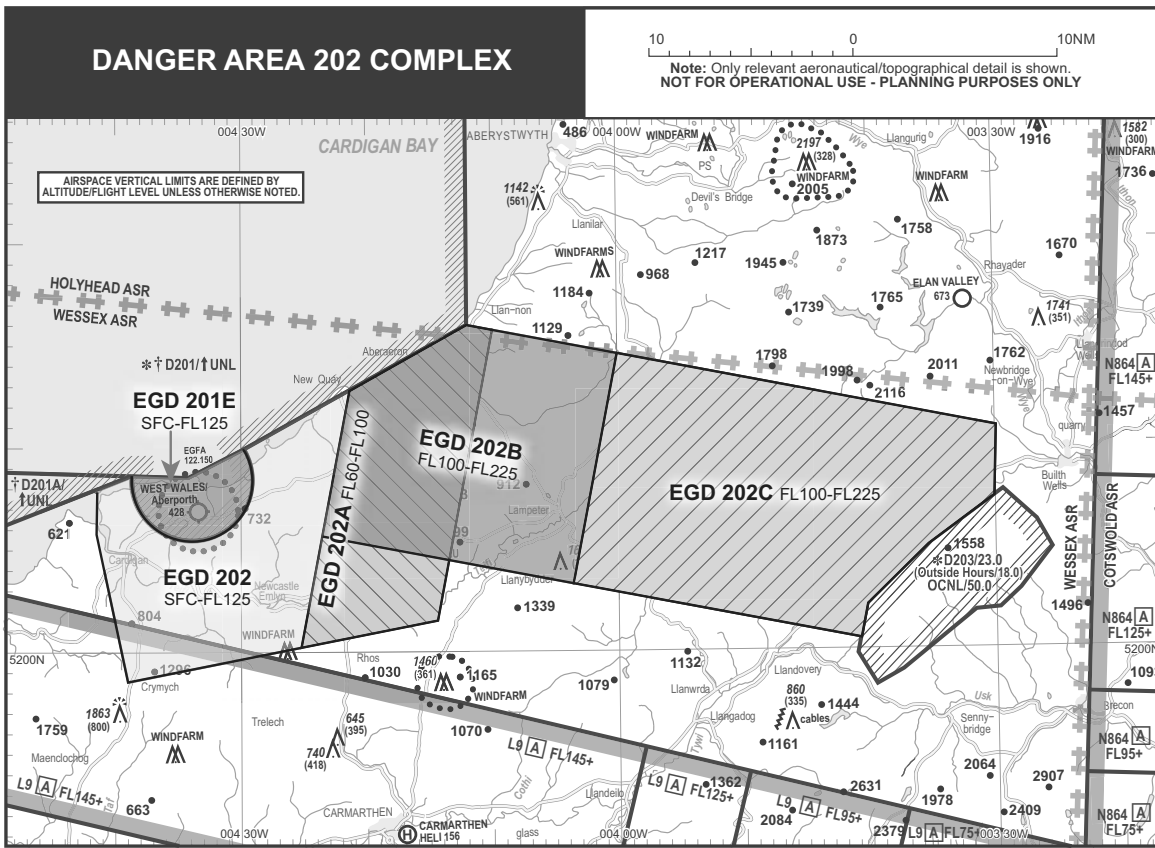
3.3 It should be noted that the Unmanned Aircraft that will be operating within this airspace are not capable of independently detecting or avoiding other aircraft (ie. there is no pilot onboard to 'see and avoid'); in addition, their colour scheme and relatively small size may result in them being difficult for other pilots to acquire visually when airborne. Pilots who may be unable to comply with the conditions detailed in paragraph 3.2 should not request a crossing clearance.

4 Aeronautical Charts

4.1 Pilots should note that CAA Aeronautical Charts will be updated to reflect these changes on the following dates:

- 1:500,000 Aeronautical Chart (Southern England and Wales) - Ed 38 - 8 March 2012
- 1:250,000 Aeronautical Chart (Central England and Wales) - Ed 11 - TBN
- 1:250,000 Aeronautical Chart (The West and South Wales) - Ed 8 - 20 October 2011

4.2 For further chart information please visit www.ais.org.uk and select the 'VFR Charts Tab'.



2011_43 West Wales Danger Area D202 23.05.11

Designation and Lateral Limits	Vertical Limits
<p>EG D202 West Wales</p> <p>520840N 0043847W thence anticlockwise along a circle, radius 3 nm centred on 520830N 0043355W to 521000N 0042942W - 521250N 0042121W - 520019N 0042519W - 515840N 0043902W - 520555N 0044130W thence clockwise along a circle, radius 5 nm centred on 520653N 0043334W to 520801N 0044128W - 520840N 0043847W</p>	<p>As notified <u>up to FL125</u> SFC</p>
<p>EG D202A West Wales</p> <p>521250N 0042121W - 521600N 0041200W - 521545N 0040958W - 520135N 0041430W - 520019N 0042519W - 521250N 0042121W</p>	<p><u>FL100</u> FL60</p>
<p>EG D202B West Wales</p> <p>521250N 0042121W - 521600N 0041200W - 521433N 0040004W - 520320N 0040343W - 520545N 0042336W - 521250N 0042121W</p>	<p>As notified <u>up to FL125</u> As notified up from FL100</p>
<p>EG D202C West Wales</p> <p>521433N 0040004W - 521047N 0033002W - 520721N 0033015W - 520501N 0033532W - 520211N 0034019W - 520030N 0034053W - 520320N 0040343W - 521433N 0040004W</p>	<p>As notified <u>up to FL225</u> As notified up from FL100</p>
<p>EG D201E Aberporth</p> <p>520840N 0043847W - 520830N 0043355W - 521000N 0042942W thence clockwise along the arc of a circle radius 3 NM centred on 520830N 0043355W to 520840N 0043847W</p>	<p>As notified <u>Up to FL125</u> SFC</p>

THIS PAGE INTENTIONALLY LEFT BLANK