

FCA Trial Stage 1 Physical Dimensions

The FCA Trial Stage 1 (Oct-Nov 20) will have the same lateral dimensions as the previous exercise airspace solution (the CACA). Although not ideal for meeting MoD requirements, this was a stipulation from NATS for adaptation reasons due to time constraints; namely updating controller radar display overlays and the availability of routes to go around the Trial Airspace. However the Stage 1 airspace will extend from FL85 – FL660 and will have Temporary Danger Airspace (TDA) status. This will provide military airspace users with segregated airspace to meet the Core Military Requirements.

The dimensions of the Stage 1 airspace is at Fig. 1 and the coordinates at Fig. 2 below. Due to short timescales and the fact this is historical CACA data being re-used, the Stage 1 airspace lateral dimensions are not currently ADQ-compliant. In mitigation, both NATS and MoD are aware, systems currently reflect this data and the airspace dimensions have been in use for the last 3 years.

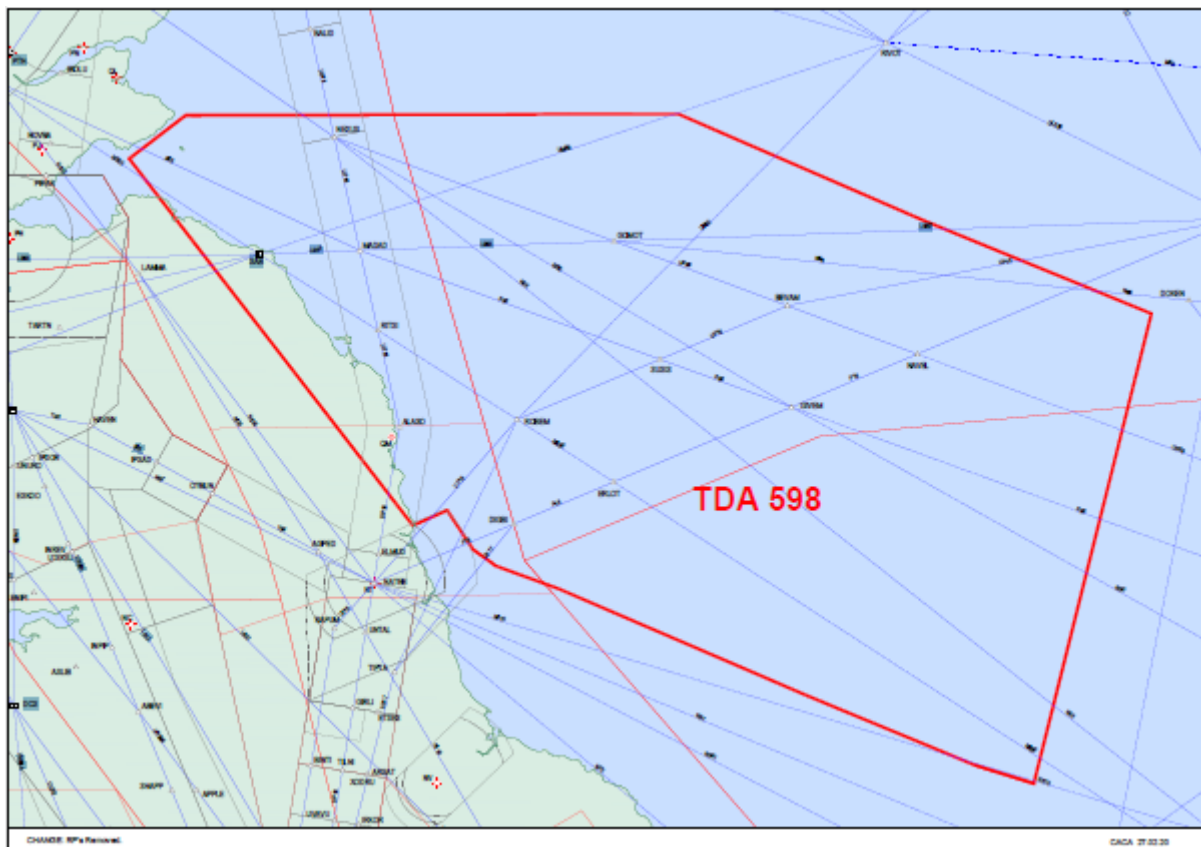


Fig. 1 FCA Stage 1 Airspace Dimensions Graphic

A	560938N 0024841W
B	561625N 0023238W
C	561449N 0001312W
D	555631N 0005309E
E	553914N 0015615E
F	542636N 0011534E
G	543003N 0005954E

H	544237N 0001428E
I	550035N 0005050W
J	550434N 0010814W
K	550716N 0011424W
L	551332N 0012117W
M	551115N 0013048W

Fig. 2 FCA Stage 1 Airspace Dimensions Table

Times and Dates of FCA Trial Stage 1 Activation

The Stage 1 airspace will be activated to support Ex CRIMSON WARRIOR as shown below. Any changes required for operational reasons will be notified and coordinated by the AMC no later than D-1. All times UTC (noting that the UK clocks change on 25 Oct 20)

19 Oct 20	0900-1200
21 Oct 20	0900-1200
26 Oct 20	1000-1300
28 Oct 20	1000-1300
2 Nov 20	1000-1300
4 Nov 20	1000-1300

Airspace Status

Lower Limit: FL85

Upper Limit: FL660

AMC - Manageable.

Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical / Optical Hazards / Unmanned Aircraft System (VLOS/BVLOS).

Service: DAAIS: Scottish Information on 134.775 MHz and London Information on 125.475 MHz

Contact: Pre-flight information: CRC Boulmer. Tel: 01655-572312. Booking: Military Airspace Booking Coordination Cell, Tel: 01489-612495.

Danger Area Authority: HQ Air.

Hours: Activated by NOTAM. Not available Sat/Sun/PH.

The Danger Area Authority for this area will be HQ AIR and management of the unusual air activity in the airspace will be in accordance with standard, existing military procedures for conducting and ensuring containment of such activities within special use airspace.

Notification, Activation and Management of Trial Airspace

Detailed procedures have been written and agreed by all stakeholders for how the Trial Airspace will be notified, activated and managed for Stage 1. These are included in this submission as **Enclosures 1, 2 and 3**.

SARG Policy Statement - Special Use Airspace - Safety Buffer Policy for Airspace Design Purposes

The initial proposed TDA design for Stage 1 did not fully comply with the SARG Policy Statement - Special Use Airspace - Safety Buffer Policy for Airspace Design Purposes as the lateral dimensions did not conform in the vicinity of the Newcastle CTZ. This will be addressed with the addition of an internal 5nm buffer around the Newcastle CTZ between FL85 and FL125 (as depicted in Fig 5 below) published in the Exercise Airspace Control Order (ACO) and Exercise Airspace Control Plan (ACP). This will ensure that no unusual air activity will take place within the vicinity of the Newcastle CTZ and will be briefed to all exercise participants. This mitigation is only required during Stage 1 trial airspace, Stage 2 trial airspace design will fully comply with this policy statement.

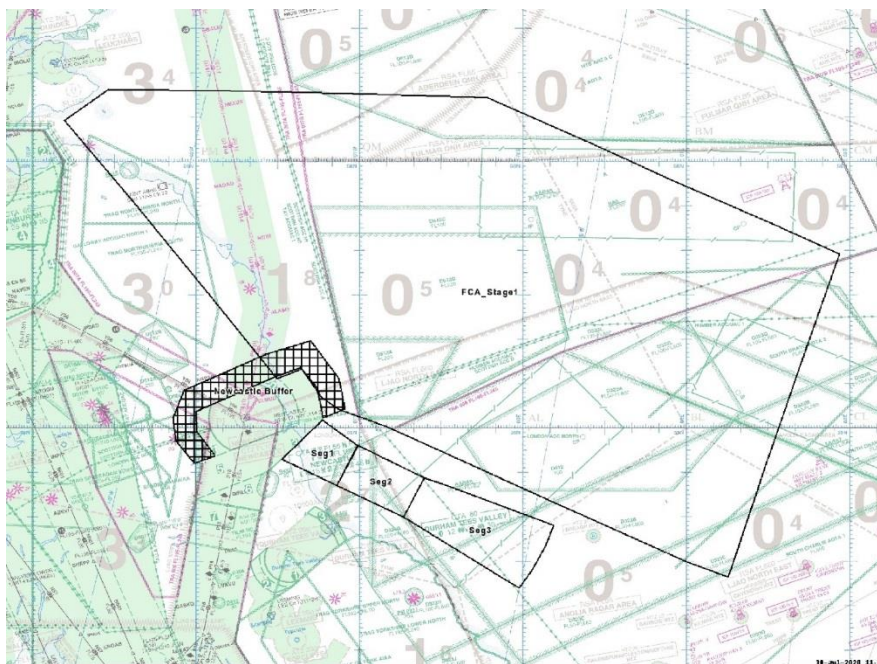


Fig. 5 Newcastle CTZ Internal MoD Buffer

NATS will continue to manage their traffic as per previous exercise iterations (under the CACA CONOPs) albeit with improved procedures to tactically manage FPLs and GAT loading, with the use a liaison officer to manage the re-route of GAT as required. No GAT will route on upper ATS within 10nm of the trial airspace. These management processes, including the liaison officer, will only be required for Stage 1 of the trial.

Management and Service Provision for EGNT and EGNV Traffic

The original Trial Proposal, dated 31 Jul 20, included a temporary corridor of CAS to facilitate traffic in and out of Newcastle and addressed previous issues and concerns raised by Newcastle and NATS during use of the CACA. This part of the Trial Proposal was turned down by the CAA, due to the low traffic volumes expected during Stage 1 of the trial not justifying the creation of a new volume of CAS.

Where possible during Stage 1, civil traffic will be re-directed via alternative routings within the airways structure. However, there is no alternative re-route available connecting Newcastle/DTV to/from the Copenhagen FIR. As such, the only option available is for RAF(U) Swanwick to provide

services to these aircraft. To enable TDA598 activation during Stage 1, RAF(U) Swanwick will provide ATS to GAT routing between the Copenhagen FIR and Newcastle/DTV. GAT on this routing will be considered the same priority as military aircraft participating in Exercise CRIMSON WARRIOR. The ATC Temporary Operating Instruction (**Enclosure 1**) and Operating Principles and Practices (**Enclosure 2**) detail the agreed procedures between NATS, Newcastle and RAF(U) Swanwick for management of this traffic. There is also an internal MoD Operating Principles document explaining the division of labour between RAF(U) Swanwick, ASACS and the E-3D (**Enclosure 3** – available on request).

In addition to the publication of the AIC and NOTAM activating TDA598, an Aeronautical Information Message (AIM) will be published detailing the flight planning restrictions imposed and which routes should be used for particular airfields and overflights. The flight planning restrictions implemented to facilitate the TDA still allow acceptance of flight plans for some NT/NV in- and outbounds. Written engagement will take place (**Enclosure 4** – awaiting receipt from NATS) with affected airline operators (EZE, TUI, EXS, DLH, UAE and KLM) operating from NT and NV to ensure they are aware of the military exercise. The letter will also provide targeted information about how this traffic will be handled as per the TOI at **Enclosure 1**.

Airspace Use for Exercise Activity

This Trial Airspace will be used for military collective training exercise of up to 50 ac including 4th/5th generation fighter aircraft executing full tactical manoeuvring and simulated use of long-range weapons systems. Due to the size of this proposed TDA it is anticipated that exercise aircraft may have to flow in/out of the airspace during a mission. ATS service will be provided to aircraft by ASACS, E-3D or RAF(U) Swanwick when outside the confines of the TDA to safely manage ingress and egress of military exercise traffic, co-ordinating with civil controllers as required. The responsibilities that are detailed in the NATS/MoD LoA (Ref. B) which will be adhered to throughout this trial; there will be no deviation to standard procedures required.

During Ex CRIMSON WARRIOR, not all of the military activity will take place in the Trial Airspace. There will be activity in D510 (Spadeadam) and D512 (Otterburn), predominantly at low level and entirely avoiding Y96. There will also be low level military traffic in Northumberland. This is all BaU for the MoD and should not be conflated with the use of the Trial Airspace.