

**Archived:** 26 November 2020 16:05:36

**From:** [REDACTED]

**Sent:** Wed, 28 Oct 2020 17:34:07

**To:** [REDACTED]  
[REDACTED]

**Subject:** Re: 20201028-Future Combat Airspace Trial - Stage 2

**Sensitivity:** Normal

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Hi [REDACTED]

I have attached V1.2 of the ADD. I have removed the Flamborough CTA and made necessary revisions as a consequence. I have also provided [REDACTED] with the Aerodata Spreadsheet which includes the ICAO accepted reporting points needed to provide flight plan connectivity to circumnavigate the area. Section 2 of the ADD holds the technical data required for the Supplement to the UK AIP and is ADQ (CAP 1054) compliant. Should the CAA require further information / scrutiny of the data this can be provided via our AURORA system.

The NATS HAZID is scheduled for the 4<sup>th</sup> and 5<sup>th</sup> Nov, whilst the technical design in Sec 2 of the ADD will not change the other sections may need revising as a consequence of this process, as such the ADD is still in Draft.

However, I have copied the expected procedure associated to SWN(Mil)/ New ATC and PC below. It builds upon that used for Phase 1, but now takes into account the ability of aircraft to flight plan the required routing.

#### Flights Between the Copenhagen FIR and EGNT/NV

The MoD have confirmed that Swanwick (Mil) will undertake ATS provision for aircraft operating between EGNT/NV and the Copenhagen FIR as set out and depicted below:



#### **Inbound Flights Via UL975>BAZNA>IDDEC>TOWTE>NATEB**

Upon receipt of the ACT message from the Copenhagen ACC via ROPAL for affected traffic; the HUM Sector Controller shall verbally pre-note Swanwick (Mil) North East Sector providing confirmation of the Callsign of the aircraft and the estimated time for ROPAL.

Swanwick (Mil) North East Sector will provide a discrete SSR Code allocation and frequency to transfer the aircraft to.

Upon transfer of Control from Copenhagen ACC, the HUM Sector Controller shall:

- Route aircraft DCT BAZNA
- When safe to do so instruct the aircraft to descend to FL260.
- Apply the Swanwick (Mil) allocated SSR Code and transfer the aircraft to the assigned frequency.

Aircraft shall only be silently transferred to Swanwick (Mil) if free from co-ordination and released for further descent.

#### **Outbound Flights Via NATEB>TOWTE>ANMAZ>BAZNA>UL975**

Upon aircraft start:

- Newcastle shall pre note the PC Upper Support Controller who will Activate the Flight Plan and Provide ORCAM SSR Code
- Newcastle will provide a pre note to Swanwick (Mil) inclusive of callsign and ORCAM SSR Code.
- Swanwick (Mil) will, provide Newcastle with a discrete SSR Code and frequency for transfer.

Upon aircraft departure:

- Newcastle will, route the aircraft DCT TOWTE and;
- Transfer the aircraft to Swanwick (Mil) on the assigned frequency climbing to the level agreed in the pre-note.
- Swanwick (Mil) will, route the aircraft DCT BAZNA and;
- Climb the aircraft to FL250
- Apply the ORCAM SSR Code and effect a verbal handover to HUM.
- HUM shall, route the aircraft DCT BAZNA DCT ROPAL and;
- Climb the aircraft to RFL when safe to do so.

- Ensure acceptance of the ACT message by the Copenhagen ACC or effect verbal co-ordination as required.
- Effect transfer of Control to Copenhagen ACC in accordance with extant procedures.

Regards

[REDACTED]

NATS

[REDACTED]

[REDACTED]

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**From:** "Air-AirspaceTrial (MULTIUSER)" <Air-AirspaceTrial@mod.gov.uk>

**Date:** Wednesday, 28 October 2020 at 16:28

**To:** [REDACTED]

**Subject:** 20201028-Future Combat Airspace Trial - Stage 2

Good afternoon everybody,

Firstly an apology from me for missing the Engagement Meeting on 19 Oct; my Squadron are now fully committed to delivering Ex CRIMSON WARRIOR using the Trial Stage 1 airspace (TDA598). Early feedback is that the activation and management of the airspace has been smooth and effective. My 'customers' within MoD are also getting great tactical training value from both the size and segregated status of the TDA. Thank you for your support to date.

To keep you updated on what's happening, we are working hard to make the 30 Oct deadline for submission of the Trial Stage 2 proposal. Based on the CAA's ongoing reluctance to approve the Flamborough CTA and the forecast low civil traffic numbers through the winter, we have decided to submit our proposal without it. Whilst this is not fully reflective of the MoD's aspirations for this trial, given the situation, feedback and discussions with the CAA to date, we feel this is the most realistic option for Stage 2 of the trial in Mar 21. As we are currently doing for Trial Stage 1, RAF(U) Swanwick will provide ATS to civil traffic between the Copenhagen FIR and Newcastle International / Durham Tees Valley during the x6 anticipated activations of Trial Stage 2 between 8 - 19 Mar 21.

MoD will continue to engage with our identified stakeholders to ensure that feedback and lessons identified during Stage 1 of the trial can, where possible, be incorporated into Stage 2.

There will also be a requirement for some detailed work between RAF(U) Swanwick, NATS and Newcastle to work out how their traffic will be handled. I expect this to look similar to the TOI we are already using to deliver Stage 1.

Due to the long lead time required to meet the AIRAC cycles, there is still some work ongoing to bring the

supporting documents up to a finalised state:

**Airspace Design Definition (currently v1.1).** Jacko, I'd very grateful if you could update progress on this document, especially in light of the decision to submit the Stage 2 Trial Proposal without the Flamborough CTA.

**Trial Stage 2 Temporary Operating Instruction (DRAFT).** This TOI builds upon the procedures agreed for Trial Stage 1 between RAF(U) Swanwick, NATS and Newcastle International for handling of traffic to and from the Copenhagen FIR. Swanwick Mil will lead this work in conjunction with Newcastle and NATS colleagues.

If any of you require more detail, or would prefer to discuss 'in person', then MoD would be happy to host a conference call.

Kind regards,

Officer Commanding 92 Sqn | Air & Space Warfare Centre | Thomson Building | RAF Waddington | LINCOLN | LN5 9WA | [Air-AirspaceTrial@mod.gov.uk](mailto:Air-AirspaceTrial@mod.gov.uk) |

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