

I have been asked to comment on the 6 bullet points from the recent circulation requesting UK airspace user feedback on TDA595. As Ex COBRA WARRIOR participants you will not be surprised to hear that we found the airspace a very positive step forward. Specific points as requested:

- Safety – did the airspace itself cause any safety issues or raise any safety concerns?
  - Nil - we found it much safer operating within the TDA rather than open FIR
- Operational Impacts - What effect did the activation of the airspace have on your operation?
  - It enabled safe and efficient Draken operations in support of Ex CW
- Airspace Management – how well did the notification, activation and management of the airspace work?
  - It worked well from our perspective and local ATC units were familiar with it.
- Air Traffic Management – Did the handling of military Ex traffic and/or civil traffic in and around TDA 597 cause any issues?
  - We were the exercise traffic and had no difficulties entering/exiting the airspace
- Environment and Noise – Did the activation of TDA 597 cause any environmental or noise concerns?
  - Nil
- Any other observations about TDA 597 or ACP-2021-007 in general?
  - It is working well from our perspective and we would like to see TDA597 activated for other exercises that would otherwise involve working outside the MDAs with an increased risk of airprox with civilian traffic.

Future activations:

- Safety – Do you think that activation of the airspace will cause any safety issues or raise any safety concerns?
  - No
- Operational Impacts – Will the activation of the airspace have any operational impact on your operations?
  - No – TDA597 helps facilitate our Ex participation
- Airspace Management – do you have any concerns about how the airspace will be managed?
  - No
- Air Traffic Management – Do you have any concerns about how either civil or military traffic will be routed in or around TDA 597?
  - There may be a risk that as traffic density increases post-Covid, civilian traffic will be tempted to simply work underneath TDA597.
- Environment and Noise – Do you expect any noise or environmental impact caused by civil aircraft as a direct result of TDA597 activation?
  - No
- Do you have any other observations about TDA 597 or ACP-2021-048 in general?
  - See below

Related to TDA597 I was passed the following points from our EW expert – I think it is probably outside the scope of your survey but I said I would include anyway for completeness:

- The COBRA WARRIOR airspace is not synchronised with allowable EW trg space. The lack of a PJWA permitting jamming overland has not been worked by Air for over 3 years. Any exercise need against air or land environment targets overland requires a bespoke jam safety case and auth to radiate. Becoming a planning coord issue for 92 Sqn. Impact to us is tasking balance: a continued focus on A-A rather than supporting SOJ requirements against ASACs targets in the increasing number of SEAD/DEAD exercise profiles. Requires roadshow to new OC 92 and to BM Force Cdr on our support to COFFEE C/D and LFEs.

I hope the above is useful, if you need any more information please let me know.

Regards,

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