

Letter of Agreement

Between

NATS (En Route) PLC (“v”)

And

HQ Air Command



NATS

Effective Date: 15/07/2022

Review Date: 15/07/2024

NATS - PRIVATE

LETTER OF AGREEMENT

between

(1) NATS (En Route) PLC ("NATS")

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

Airspace operated by

Scottish Control (Prestwick) ("NATS Unit")

Prestwick Centre, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX

and

(2) Headquarters Air Command ("ATSU")

RAF High Wycombe, Buckinghamshire, HP14 4UF

and

(3) 78 Squadron, Swanwick ("ATSU")

Sopwith Way, Southampton, SO31 7AY

and

(4) Newcastle International Airport

Woolsington, Newcastle upon Tyne NE13 8BZ

and

(5) Teesside International Airport

Tees Valley, Darlington DL2 1LU

Together referred to as **"the Parties"**.

Effective Date: 15/07/2022

1 GENERAL

1.1 The purpose of this Letter of Agreement is to define the ATM procedures to be applied between the Parties within the airspace as set out within Section 2 of this Agreement.

1.2 HQ Air Command are signatories for this LoA and will sign on behalf of:

- 92 Squadron, Air and Space Warfare Centre (ASWC), RAF Waddington.
- 19 Squadron, The Control and Reporting Centre, RAF Boulmer.
- 29 Squadron, Typhoon Operational Conversion Unit, RAF Waddington.

The UK AMC shall be party to all reviews of this LoA.

1.3 The signatories to this Agreement are accountable for ensuring that the obligations set out by the Procedures in this Agreement are met in full.

1.4 This Agreement shall start on the Effective Date and shall be reviewed every 2 years for safety and applicability.

2 DESCRIPTION OF AIRSPACE

2.1 A map of the Airspace is contained in Annex A.

2.2 The lateral extent of Temporary Danger Area 597 is defined in the table below.

Danger Area	Coordinates		Hours	Activity / Remarks
EG TDA 597	A	561522.0091N 0003907.5792E	By NOTAM AMC Manageable	High Energy Manoeuvres/Ordnance, Munitions and Explosives (OME)/Electrical/Optical Hazards/Unmanned Aircraft System (VLOS/BVLOS). Danger Area Activity Information Service: Scottish Information on 134.775 MHz and London Information on 125.475 MHz. Booking: Military Airspace Management Cell, Tel: 01489-612495
	B	554828.3171N 0020147.5592E		
	C	542336.8487N 0012224.6980E		
	D	550309.6454N 0010229.1251W		
	E	550418.6752N 0010502.8039W thence counter-clockwise by the arc of a circle radius 21 NM centred on 550216.52N 0014123.32W to point F		
	F	551920.1891N 0012006.5646W		
	G	551609.6637N 0013433.3562W		
	H	551426.4483N 0014100.0384W		
	I	551402.9632N 0014228.5294W		
	J	552951.7065N 0023046.9369W		
	K	553928.3441N 0024211.5167W		
	L	560121.5366N 0023945.4024W		
	M	561317.0166N 0025226.3416W		
	N	563754.0691N 0024600.5643W		
	O	564943.6576N 0023058.8126W		
	A	ORIGIN		

2.3 The vertical extent of Temporary Danger Area 597 is FL85 to FL660.

2.4 Reporting Points, as defined, applicable to this agreement are:

RP Name	Coordinates
TOWTE	544421.5167N 0004001.7187W
ANMAZ	543321.6097N 0000810.6188E
IDDEC	542803.5881N 0000324.3851E
OFCOT	570253.4703N 0024733.7877W
BAZNA	541110.5989N 0012655.9339E

3 PROCEDURES

3.1 The procedures to be applied between NATS and the ATSU, are detailed in the Annexes to this Letter of Agreement:

Annex A: Procedures

Annex B: Telephone Communications

Annex C: Abbreviations and Definitions

Annex D: Checklist

4 OPERATIONAL STATUS

4.1 All parties shall keep each other advised of any changes to operational facilities or any other matters which may affect the procedures specified in this Letter of Agreement.

5 REVISIONS

5.1 Any revision to the Letter of Agreement, excluding the Appendix and Annexes, requires the mutual written consent of the Letter of Agreement signatories or the successor to their position/roles and requires the LoA to be re-signed.

5.2 Any revision to the Annexes of the Letter of Agreement requires the mutual written consent of the designated representatives of the signatories but does not require the LoA to be re-signed.

6 DEVIATIONS

6.1 When necessary, the appropriate Operational Supervisor(s) may introduce, by mutual agreement, temporary modifications to the procedures laid down in the Annexes to this Letter of Agreement for a specific time period within the existing term of this Letter of Agreement.

6.2 Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

7 CANCELLATION

- 7.1 Cancellation of this Letter of Agreement by one of the signatories (or their successors) is possible at any time in relation to ongoing and significant safety related matters which have not been remedied within a reasonable period following regular consultation between the signatories.

8 INTERPRETATION AND SETTLEMENT OF DISPUTES

- 8.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to them all.
- 8.2 Should no agreement be reached, each of the parties shall refer such dispute to the CAA for determination.

9 REQUESTING AN AMENDMENT TO THE LETTER OF AGREEMENT

- 9.1 Where one of the parties wishes to amend the Letter of Agreement then they will send a written request to the other party no later than 3 months notice prior to the proposed amendment date.

10 REVIEWING THE LETTER OF AGREEMENT

- 10.1 It is the responsibility of all parties to review this Letter of Agreement at least every 2 years.
- 10.2 A review of the Letter of Agreement may be requested by any of the signatories and at any time.
- 10.3 When changes are made to the LoA, the appropriate footer of either the main body, Appendix or Annex affected will be updated. In addition, Annex D shall be updated to reflect the changes.

TDA597 LoA
SIGNATURE PAGE

SIGNED	
<div style="background-color: black; width: 150px; height: 1.2em; margin-bottom: 10px;"></div> <p>Position/Role: General Manager Unit: Scottish Control (Prestwick) NATS (En Route) PLC DATE:</p>	

SIGNED	
<div style="background-color: black; width: 150px; height: 1.2em; margin-bottom: 10px;"></div> <p>Position/Role: AOC 11 Group Organisation: HQ Air Command, Royal Air Force DATE:</p>	

SIGNED	
<div style="background-color: black; width: 150px; height: 1.2em; margin-bottom: 10px;"></div> <p>Position/Role: Officer Commanding Organisation: 78 Squadron, Swanwick (Military) DATE:</p>	

SIGNED	
<div style="background-color: black; width: 150px; height: 1.2em; margin-bottom: 10px;"></div> <p>Position/Role: MATC Organisation: Newcastle International Airport DATE:</p>	

SIGNED	
<div style="background-color: black; width: 150px; height: 1.2em; margin-bottom: 10px;"></div> <p>Position/Role: ATC Unit Manager Organisation: Teesside International Airport DATE:</p>	

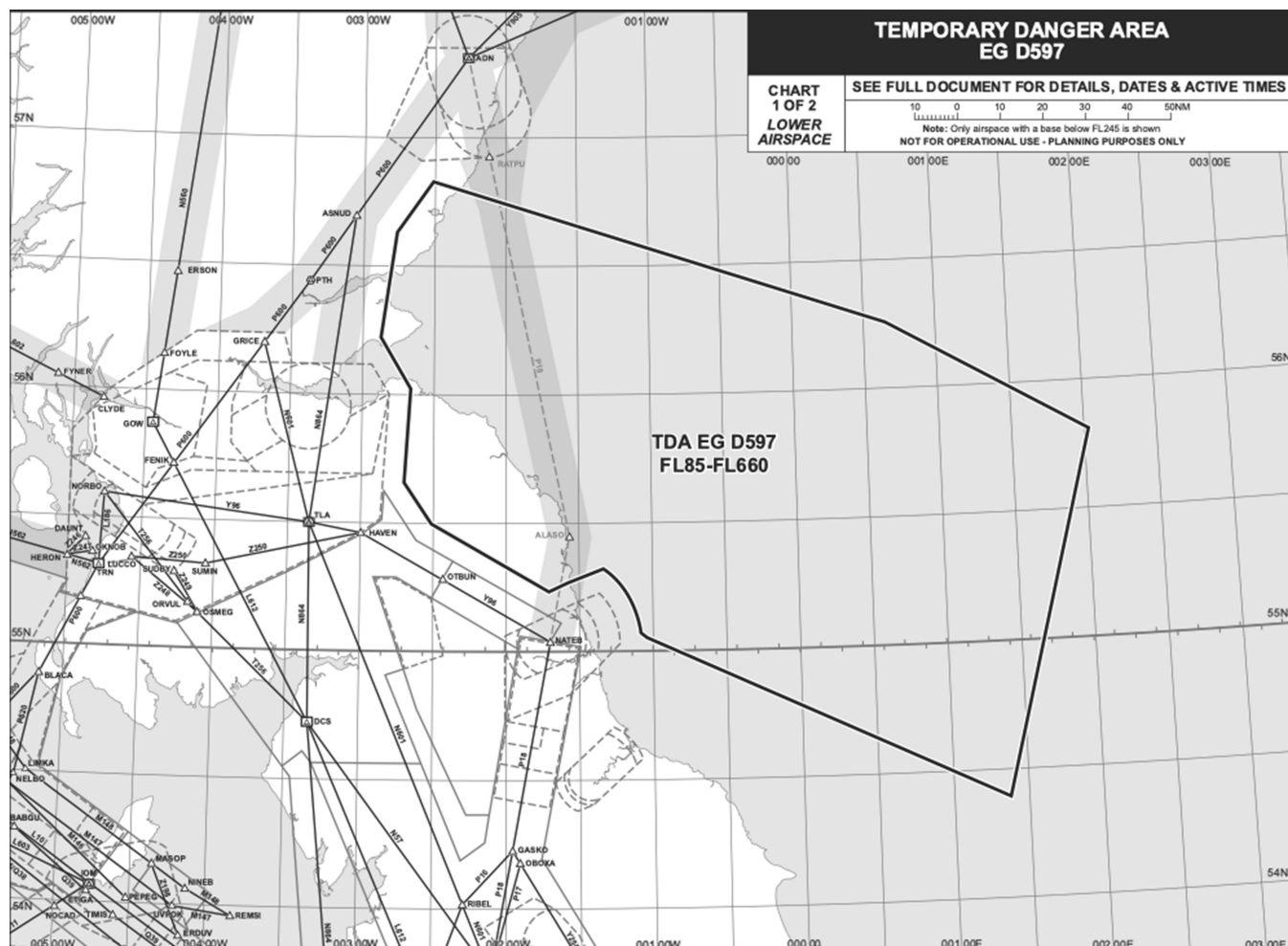
ANNEX A

PROCEDURES

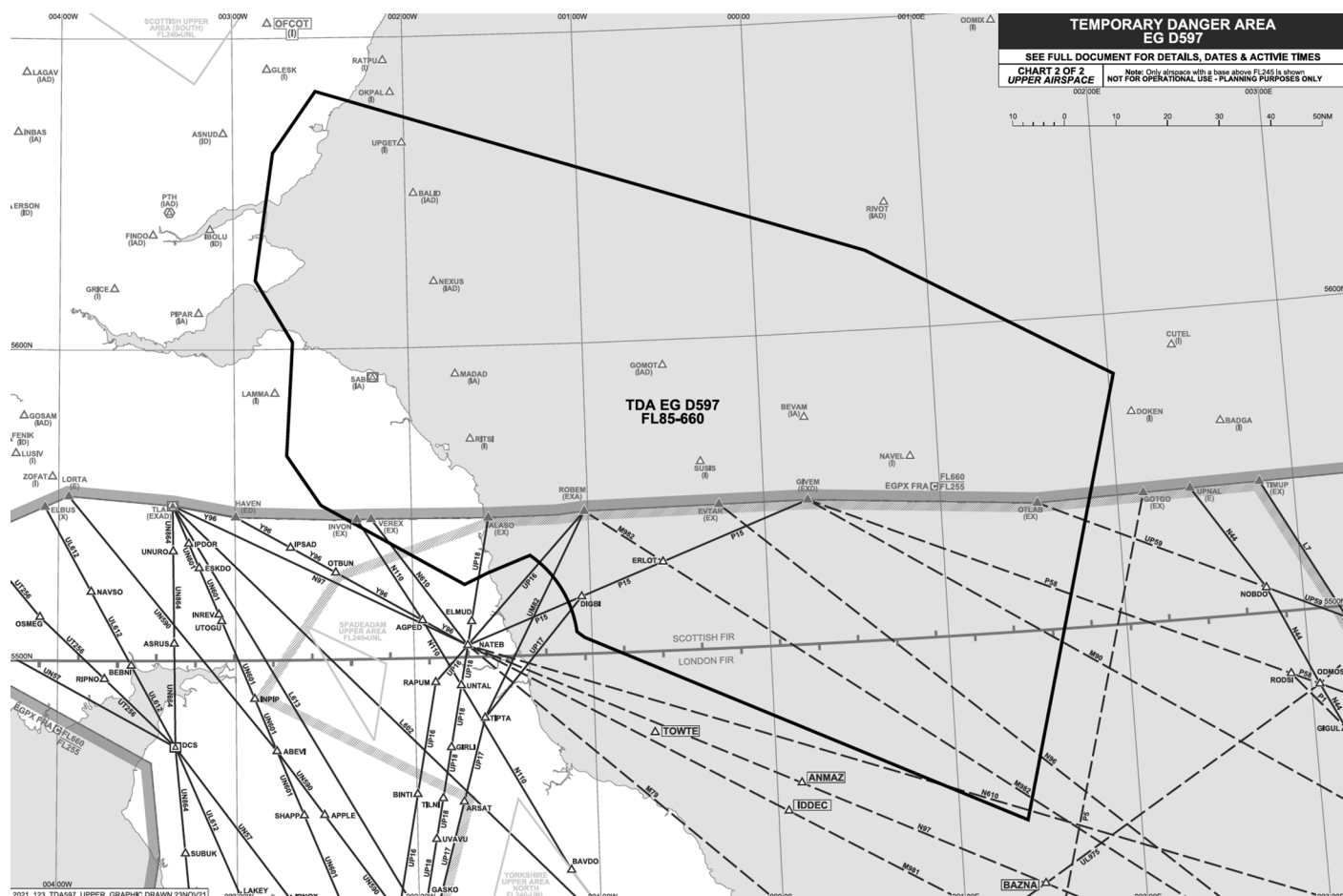
Effective: 15/07/2022

A.1 Maps of the Airspace

A.1.1 Interaction with airspace below FL245



A.1.2 Interaction with airspace above FL245



A.2 Procedures

A.2.1 UK Airspace Management Cell (AMC) / Military Airspace Management Cell (MAMC)

A.2.1.1 To ensure Flight Plan rejection for routes that cross TDA 597 during periods of activation, a Flight Planning Buffer Zone (FBZ) will be established around the TDA. The FBZ will be activated by the UK AMC 15 minutes prior to TDA activation until 15 minutes after de-activation, via the UK Airspace Usage Plan (AUP). All FBZ are described in the same way as the parent Danger Area with the additional suffix 'Z' added to the end i.e. TDA 597Z.

A.2.1.2 The lateral and vertical extent of the Flight Plan Buffer Zone associated with Temporary Danger Area 597 is defined in the table below.

FBZ	Coordinates		Level	Hours	Activity / Remarks
EG TDA 597Z	A	561955.4146N 0004252.0974E	FL85 – As per AUP	By NOTAM AMC Manageable	For IFR Flight Planning Purposes only
	B	555153.9614N 0020853.7461E			
	C	554846.9201N 0021107.6136E			
	D	542003.3899N 0012939.0748E			
	E	541805.3570N 0012216.5063E			
	F	545851.4440N 0010700.5120W			
	G	550148.62N 0011335.66W thence counter-clockwise by the arc of a circle radius 16 NM			

		centred on 550216.52N 0014123.32W to point H			
	H	551337.5504N 0012146.7774W			
	I	551133.9998N 0013108.0005W			
	J	550954.9997N 0013719.0011W			
	K	550825.5211N 0014255.7560W			
	L	552605.9989N 0023654.9989W			
	M	553804.9992N 0025110.9991W			
	N	560008.0010N 0024849.0007W			
	O	561214.4031N 0030145.0802W			
	P	563946.7766N 0025440.0618W			
	Q	565354.7506N 0023645.0242W			
	R	565458.2490N 0023110.3455W			
	A	ORIGIN			

- A.2.1.3 The UK AMC / MAMC shall undertake all booking, activation and deactivation activities associated to TDA 597 and associated FBZ. Furthermore, the Civil and Military Airspace Managers shall be responsible for the Pre-tactical Airspace Management (ASM Level 2) procedures as set out within CAP 740.
- A.2.1.4 All activations of TDA 597 and associated FBZ shall be undertaken by the UK AMC via the publication of the Airspace Utilisation Plan (AUP) as well as associated NOTAMs in accordance with extant procedures.
- A.2.1.5 Booking requests for activation shall be made no later than 0900 local at D-1 by the ASWC/29 Sqn to the MAMC.
- A.2.1.6 Deactivation of TDA 597 will be undertaken by the AMC via the Updated (Airspace) Utilisation Plan (UUP), if UUP parameters are met, and subsequent NOTAM cancellation process, following confirmation by 78 Sqn, Swanwick (Military) Level 3 Management (L3M).
- A.2.1.7 Existing procedures associated with AUP and UUP promulgation will be adhered to for the purposes of notification of activity timings.

Notes: Once cancellation and hand back of airspace has been undertaken it cannot be reversed or amended.

The L3M hand back of de-activated DA's and subsequent NOTAM action as well as the tactical use of such airspace is not affected by the publication of the UUP.

A.2.2 Suppression of Adjacent Danger Areas

- A.2.2.1 To assist in the safe and efficient flow of traffic, the UK AMC will undertake suppression of specified Areas, as set out in Paras A.2.2.3 and A.2.3.1. This will enable GAT to FPL and operate along Conditional Routes (CDRs), Free Route Airspace and notified Flight Plan Direct Routings (DCTs) which avoid TDA 597.
- A.2.2.2 Suppression of these areas shall ensure that they are unavailable for booking by any military agency during TDA 597 activation periods.
- A.2.2.3 Specified Danger Areas – See UK AIP ENR 5.1.

EG D323 – (Southern MDA) A, B, C, D E, F, G, H, J, K, L, M, N, P, Q, R
 EG D613 – (Central MDA) A, B, C, D
 EG D513 – (Druridge Bay) A, B, C
 EG D412 – (Staxton)
 EG D712 – (Northern MDA) A, B, C, D

A.2.3 Suppression of Adjacent Un-Specified Areas

A.2.3.1 In addition to the Danger Areas specified in Para A.2.2.3; Fast Jet Areas (FJA) North, South and South East, associated to Exercise Joint Warrior, will not be available for activation during periods of TDA 597 activation.

A.2.4 Temporal Buffers

A.2.4.1 Temporal buffers shall be applied between DA specified in Paras A.2.2.3 and A.2.3.1 and TDA 597 activity periods to allow GAT to reconfigure to alternating airspace configurations and thus ensure FPL acceptance and safe segregation of airspace structures for military use.

A.2.4.2 The following temporal buffers shall be applied:

DA and FJA to TDA 597 Activity: Minus and Plus 1hr

Timeline example based on TDA 597 activity between 09:00 and 12:00 UTC:

Prior to 08:00	•D323 / D613 / D513/ 412 / 712 / FJA available for activation
At 08:00	•D323 / D613 / D513 / D412 / 712 / FJA Suppressed and unavailable for reservation
At 08:45	•FBZ Active TDA 597Z
Between 09:00 and 12:00	•TDA 597 Active
At 12:00	•TDA 597 In active
At 12:15	•FBZ Deactivated TDA 597Z
At 13:00	•D323 / D613 / D513 / D412 / 712/ FJA Become available for reservation

A.2.5 USAF Refueler Route

A.2.5.1 The track of the USAF Refueler route conflicts with TDA 597. During periods of TDA 597 activity the MAMC shall ensure that requests for activation of the USAF Refueler route are highlighted to ASWC / 29 Sqn as early as possible to enable timing deconfliction to take place between ASWC and the European Central Altitude Reservation Facility (EUCARF).

A.2.5.2 TDA Deactivation

TDA 597 is considered a Managed Danger Area (MDA) and may be deactivated:

1. On receipt of a NOTAM by Scottish Control (Prestwick);
2. On receipt of an email by the Scottish Control (Prestwick) Date Technical Support (DTS) or Scottish Control (Prestwick) Operational Supervisor (OS) from MAMC;
3. On receipt of an email by the Scottish Control (Prestwick) DTS or Scottish Control (Prestwick) OS from Swanwick (Military).

A.2.6 Scottish Control (Prestwick)

- A.2.6.1 Scottish Control (Prestwick) will manage the safe and efficient flow of GAT around TDA 597 by use of existing route structures, Free Route Airspace, or available Flight Plan Direct Routings (DCT) established to facilitate circumnavigation of the TDA.
- A.2.6.2 **Scottish Control (Prestwick) Tay**
- A.2.6.2.1 Flights between EGNT/NV and EGPD.
- A.2.6.2.1.1 All flights operating between EGNT/NV and EGPD shall be routed via: P600 - N601 - Y96.
- A.2.6.3 **Scottish Control (Prestwick) Tyne**
- A.2.6.3.1 The Scottish Control (Prestwick) Tyne Controller shall provide a Danger Area Activity Information Service (DAAIS) for TDA 597.
- A.2.7 **Air and Space Warfare Centre / 29 Squadron**
- A.2.7.1 As the Danger Area Airspace Manager (DAAM) the ASWC / 29 Sqn, in addition to providing military participants with training and sortie objectives, shall ensure that:
- A.2.7.2 The requirements set out in Appendix C of CAP 740 and the CAA's Danger Area and Temporary Danger Area Policy are complied with. Specifically noting the requirement to ensure that processes are in place for the purpose of safeguarding the airspace within and in the vicinity of the TDA by ensuring that activities can be wholly contained within the TDA.
- A.2.7.3 A robust Ingress and Egress plan for Military Participants is devised and that Military ATS providers are appropriately manned to facilitate the safe arrival and departure of air assets into and out of the TDA.
- A.2.7.4 That Military participants are fully briefed on the airspace volume to be used as well as the presence of permanent CAS structures, Free Route Airspace and Upper Routes that surround the TDA.
- A.2.7.5 That Military participants have sufficient mapping / overlays relevant to their platform depicting the airspace construct.
- A.2.7.6 That Military participants have sufficient fuel reserves to effect a safe recovery without the need to transit the Newcastle CTA/Z.
- A.2.7.7 That any departure from the TDA into CAS is appropriately coordinated between ATS providers to ensure the safety of both OAT and GAT is assured.
- A.2.8 **Additional Areas**
- A.2.8.1 In addition to the TDA 597, additional exercise areas are available for activities such as Air-Air Refuelling (AAR), Intelligence, Surveillance, Targeting, & Reconnaissance (ISTAR) aircraft and Rotary Wing aircraft. Where these activities take place below FL245 coordination processes will be conducted with reference to the applicable airspace rules:
- Between FL195 – FL245 outwith the published hours of TRA activation – Class C rules
 - Between FL195 – FL245 during the published hours of TRA activation – Class G rules adopted (Class C airspace)
 - Below FL195 – Class G rules

- A.2.8.2 For activities above FL245, normal coordination processes, including the granting of tactical Non-Deviating Status, will be conducted between military agencies and Scottish Control (Prestwick).
- A.2.9 Coordination Responsibilities Between Air Traffic Service Providers**
- A.2.9.1 As detailed within the UK AIP (ENR 1.3 and 2.2) both Free Route Airspace and the North Sea Reduced Coordination Area are defined as permanently established Reduced Coordination Areas for the purposes of defining coordination responsibilities between Civil and Military Air Traffic Service providers. Outside of the TDA 597 volume when active, such principles shall be applied at all times where appropriate.
- A.3 ATS Provision to Aircraft Operating to and From Newcastle and Teesside**
- A.3.1 Requirement for ATS Provision**
- A.3.1.1 As a condition of acceptance of activation of TDA 597 and to ensure continued ATS provision for aircraft operating to / from Newcastle (EGNT) and Teesside (EGNV) via the Copenhagen FIR, 78 Sqn, Swanwick (Military) will provide services to such aircraft as set out in paragraph A.3.1.3.
- A.3.1.2 78 Sqn, Swanwick (Military) shall ensure that prioritisation is afforded to such ATS provision and appropriate staffing levels made available during TDA 597 activation periods to perform this function.
- A.3.2 Condition of TDA 597 Activation**
- A.3.2.1 Confirmation of availability of ATS provision shall be provided by 78 Sqn, Swanwick (Military) to the Scottish Control (Prestwick) Operations Supervisor (OS) at D-1. Should 78 Sqn, Swanwick (Military) be unable to work affected traffic the Scottish Control (Prestwick) OS, shall initiate TDA 597 cancellation via the UK AMC and inform the ASWC / 29 Sqn of the reason.
- A.3.3 ATS Provision Procedures**
- A.3.3.1 Inbound - EGNT and NV Arrivals Via UL975 (BAZNA-IDDEC-TOWTE-NATEB)**
- A.3.3.1.1 Upon receipt of the ACT message from the Copenhagen ACC via ROPAL for affected traffic; the Scottish Control (Prestwick) Humber Controller shall verbally pre-note 78 Sqn, Swanwick (Military) North East Sector providing confirmation of the callsign of the aircraft and the estimated time for ROPAL.
- A.3.3.1.2 78 Sqn, Swanwick (Military) North East Sector will provide a discrete SSR Code allocation and frequency to transfer the aircraft to.
- A.3.3.1.3 Upon transfer of control from Copenhagen ACC, the Scottish Control (Prestwick) Humber Controller shall:
- Route aircraft direct BAZNA.
 - When safe to do so instruct the aircraft to descend to FL260.
 - Apply the 78 Sqn, Swanwick (Military) allocated SSR Code and transfer the aircraft to the assigned frequency.
 - Aircraft shall only be silently transferred to 78 Sqn, Swanwick (Military) if free from coordination and released for further descent.
- A.3.3.1.4 Upon receipt of the estimate time for ROPAL the 78 Sqn, Swanwick (Military) North East Sector shall provide a pre-note to either EGNT or EGNV and agree a level for transfer as well as SSR code and frequency changes required by EGNT or EGNV.

- A.3.3.1.5 Upon transfer of traffic from Scottish Control (Prestwick) Humber Sector, 78 Sqn, Swanwick (Military) North East Sector shall route traffic via IDDEC – TOWTE as required, descending such traffic to the level agreed with EGNT or EGNV.
- A.3.3.1.6 Once within 40nm of the respective airfield, 78 Sqn, Swanwick (Military) North East Sector shall:
- Apply the required SSR Code and transfer the aircraft to the assigned frequency.
 - Aircraft shall only be silently transferred if free from coordination / confliction and released for further descent.
- A.3.3.2 **Outbound - EGNT and NV Departures via UL975 (NATEB-TOWTE-ANMAZ-BAZNA)**
- A.3.3.2.1 Upon aircraft start EGNT / EGNV shall:
- Pre-note Scottish Control (Prestwick) Scotland Upper Support who shall activate the Flight Plan and provide CCAMS SSR Code.
 - Provide a pre-note to 78 Sqn, Swanwick (Military) North East Sector inclusive of callsign and CCAMS SSR Code.
 - 78 Sqn, Swanwick (Military) will, provide EGNT / EGNV with a discrete SSR Code and frequency for transfer as well as an initial climb level.
- A.3.3.2.2 Upon aircraft departure EGNT / EGNV shall; route the aircraft direct TOWTE and transfer the aircraft to 78 Sqn, Swanwick (Military) on the assigned frequency climbing to the level agreed in the pre-note.
- Aircraft shall only be silently transferred if free from coordination / confliction and released for further climb to the agreed level.
- A.3.3.2.3 Upon receipt of the aircraft, 78 Sqn, Swanwick (Military) North East Sector will:
- Route the aircraft direct BAZNA and climb the aircraft to FL250.
 - Apply the CCAMS SSR Code and effect a verbal handover to Humber.
- A.3.3.2.4 Upon receipt of the aircraft, Scottish Control (Prestwick) Humber Sector will:
- Route the aircraft direct BAZNA direct ROPAL and climb the aircraft to its RFL when safe to do so.
 - Ensure acceptance of the ACT message by the Copenhagen ACC or effect verbal coordination as required.
 - Effect transfer of control to Copenhagen ACC in accordance with extant procedures.
- A.4 Aircraft Equipment**
- A.4.1 Military participants shall have sufficient mapping / overlays relevant to their platform depicting the airspace construct.
- A.5 Radio Failure**
- A.5.1 No Specific Procedures.
- A.6 Emergencies**
- A.6.1 Emergency Penetration of TDA 597**

- A.6.1.1 Irrespective of the TDA 597 activity status, Scottish Control (Prestwick), Newcastle ATC and 78 Sqn, Swanwick (Military) reserve the right to enter the airspace with any aircraft in emergency. GAT under the control of Scottish Control (Prestwick) or Newcastle ATC shall be instructed to squawk 7500, 7600, or 7700 as appropriate.
- A.6.1.2 Scottish Control (Prestwick) Sector controllers shall advise the Scottish Control (Prestwick) GS Scotland Upper, Scottish Control (Prestwick) GS Scotland Lower, or the Scottish Control (Prestwick) OS, who will inform 78 Sqn, Swanwick (Military) Sup and ASACS organisations of the intention to enter the TDA, along with the pilot intentions. The same principles also applies to Newcastle ATC in respect of notification.

ANNEX B

TELEPHONE COMMUNICATIONS

Effective: 15/07/2022

Organisation	Telephone Number
Scottish Control (Prestwick) Watch Supervisor	01294 655300
Scottish Control (Prestwick) Group Supervisor Scotland Upper	01294 655210
Scottish Control (Prestwick) Group Supervisor Scotland Lower	01294 655220
Scottish Control (Prestwick) Scotland Upper Support	01294 655311
UK AMC (CAM)	01489 612450
UK AMC (MAM)	01489 612494
MAMC	01489 612495
78 Sqn, Swanwick (Military) North Supervisor	01489 612943
78 Sqn, Swanwick (Military) West Supervisor	01489 612417
CRC Boulmer	01665 572311
92 Sqn, Air and Space Warfare Centre (ASWC)	01522 72 8532
29 Squadron, RAF Coningsby	01526 346351
Newcastle International Airport ATC	0191 214 3251
Teesside International Airport ATC	01325 331020

ANNEX C

ACRONYMS AND DEFINITIONS

Effective: 15/07/2022

ACRONYM	DEFINITION
AAA-AR	Airspace, Air Traffic Management & Aerodromes, Airspace Regulation
AAR	Air to Air Refuelling
ADPF	Air Defence Priority Flight
AEW&C	Airborne Early Warning and Control
AFTN	Aeronautical Fixed Communication Network
AMC	Airspace Management Cell
ASACS	Air Surveillance and Control System
ATOTN	Air Traffic Operational Telephone Network
ATC	Air Traffic Control
ATS	Air Traffic Services
AUP	Airspace Utilisation Plan
BS	Basic Service
CAM	Civil Airspace Manager
CFP	Cleared Flight Path
CRC	Control and Reporting Centre
CTA	Control Area
CTR	Control Zone
D&D	Distress and Diversion
DA	Danger Area
DAAIS	Danger Area Activity Information Service
DAAM	Danger Area Airspace Manager

DAATM	Defence Airspace and Air Traffic Management
DCT	Flight Plan Direct Routings
DS	Deconfliction Service
DTS	Duty Technical Support
EDDUS	Electronic Data Display Update System
EUCARF	European Central Altitude Reservation Facility
FA	Fighter Allocator
FBZ	Flight Planning Buffer Zone
FIR	Flight Information Region
FJA	Fast Jet Area
FRA	<p>Free Route Airspace</p> <p>A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) points, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.</p>
GAT	<p>General Air Traffic</p> <p>All flights conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.</p> <p>Note. GAT can include military flights for which ICAO rules and procedures satisfy entirely their operational requirements.</p>
GPTN	General Purpose Telephone Network
GS	Group Supervisor
IFR	Instrument Flight Rules
ICAO	International Civil Aviation Organisation
ISTAR	Intelligence, Surveillance, Targeting, & Reconnaissance
iTEC	Interoperability through European Collaboration
L3M	Level 3 Management
MAM	Military Airspace Manager
MAMC	Military Airspace Management Cell

MDA	Managed Danger Area
NAS	National Airspace System
NATO	North Atlantic Treaty Organisation
NATS	National Air Traffic Services
OAT	Operational Air Traffic All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate authorities. Note. OAT can include civil flights such as test-flights, which require some deviation from ICAO rules to satisfy their operational requirements.
ORRD	Onward Routed Radar Data
PC	Prestwick Centre
QRA	Quick Reaction Alert
RCA	Reduced Coordination Area A portion of airspace of defined dimensions within which GAT is permitted to fly 'off-route' without requiring controllers of GAT flights to initiate coordination with controllers of OAT flights. (CAP 1430 - EUROCONTROL Airspace Management (ASM) Handbook) Note. The definition of this type of airspace formalises existing UK procedures for off route GAT in periods of low traffic intensity or in specific areas agreed between civil and military units at ACCs.
RCS	Radar Control Service
RVSM	Reduced Vertical Separation Minima
Sqn	Squadron
TDA	Temporary Danger Area
TMA	Terminal Control Area
TS	Traffic Service
UIR	Upper Flight Information Region
USAFE	United States Air Force (Expeditionary)
UUP	Updated (Airspace) Utilisation Plan
VFR	Visual Flight Rules

ANNEX D
CHECKLIST

Effective: 15/07/2022

SECTION	EFFECTIVE DATE	REVIEW DUE BY
Front Part	15/07/2022	15/07/2024
Annex A	15/07/2022	15/07/2024
Annex B	15/07/2022	15/07/2024
Annex C	15/07/2022	15/07/2024
Annex D	15/07/2022	15/07/2024



NATS